

# **Connecting People and Places**

**Capital Region Transportation Planning Agency**

**Chattahoochee**

**Greensboro**

**Gretna**

**Havana**

**Midway**

**Monticello**

**Quincy**

**Sopchoppy**

**St. Marks**

**Tallahassee**

**Gadsden County**

**Jefferson County**

**Leon County**

**Wakulla County**

**Leon County School Board**

## **CRTPA Board Meeting**

**June 17, 2013**

**1 P.M.**

**City of Tallahassee  
Commission Chambers**



## **CRTPA BOARD**

**MEETING OF MONDAY, JUNE 17, 2013 AT 1:00 PM**

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

### ***MISSION STATEMENT***

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

## **FINAL AGENDA**

**1. AGENDA MODIFICATIONS**

**2. CONSENT AGENDA**

**A. Minutes of May 20, 2013 CRTPA Board Meeting**

**B. Annual Transportation Disadvantaged Planning Services Grant for Gadsden, Jefferson, Leon and Wakulla Counties**

**C. Service Development Project Applications**

**D. Recommendation to the Florida Department of Transportation Regarding the Federal Transit Administration Section 5310 Grant.**

<b>Recommended Action: <i>Approve consent agenda</i></b>
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**3. CONSENT ITEMS PULLED FOR DISCUSSION**



**4. ROLL CALL VOTE AGENDA ITEMS****A. Fiscal Year (FY) 2013 – FY 2017 Transportation Improvement Program (TIP) Amendment**

The CRTPA FY 2013 – FY 2017 TIP is proposed to be amended to reflect the following:

- Interstate 10 (SR 8) @ SR 12 (Greensboro Exit) (Project #2225181): Add new project to the TIP that provides lighting at the I-10 Greensboro Exit (Gadsden County) (Total funding: \$88,368 in FY 2013).
- Interstate 10 (SR 8) @ CR 270A Lighting (Chattahoochee Exit) (Project #2225241): Add new project to the TIP that provides lighting at CR 270A (Gadsden County) (Total funding: \$88,368 in FY 2013).
- Interstate 10 (SR 8) @ SR 59 (Lloyd Exit) (Project #2226681): Add new project to the TIP that provides lighting at the SR 59 Lloyd Exit (Jefferson County) (Total funding: \$88,368 in FY 2013).
- Capital Cascade Connector Bridge (Project #4259411): Update funding for this project to reflect the addition of local funds (4259411).
- GIS Development and Project Management Support (Project #423839): Add new project to TIP to reflect use of SU funding on GIS development and project management.

<b>Recommended Action:</b> <i>Approve agenda item by roll call vote</i>
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**B. Fiscal Year (FY) 2014 – FY 2018 Transportation Improvement Program (TIP)**

The CRTPA FY 2014 – FY 2018 TIP has been developed for Board adoption. The TIP contains those projects that received funding in the Florida Department of Transportation's FY 2014 – FY 2018 Work Program. NOTE: Consistent with Board discussion provided at the March 25, 2013 CRTPA meeting, the recommended action includes a request that the Florida Department of Transportation complete an updated traffic study associated with the Magnolia Drive @ Governor's Square Boulevard turn lane project (WPI #4334501) prior to proceeding with the design phase of the project.

<b>Recommended Action:</b> <i>Approve agenda item by roll call vote</i>
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**C. Regional Mobility Plan (RMP) Administrative Amendment**

Staff is seeking approval to administratively amend the adopted Regional Mobility Plan (the agency's Long Range Transportation Plan) to add information related to Woodville Highway project. The project, already in the Regional Mobility Plan (RMP), is proposed to be amended to update project terminus and future funding.

<b>Recommended Action:</b> <i>Approve agenda item by roll call vote</i>
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**5. CRTPA ACTION & DISCUSSION (80 MINUTES)**

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

**A. Regional Mobility Plan 2040 Update Scope of Services (Action) (10 minutes)**

The Scope of Services to the update for the CRTPA's Regional Mobility Plan has been developed for Board approval.

**Recommended Action: *For Board Approval***

**B. Regional Mobility Plan Project Assessment (Action) (40 minutes)**

At the May 20, 2013 CRTPA Board meeting, members requested that a discussion be provided regarding the process to update the project rankings of the Regional Mobility Plan (RMP) subsequent to the document's adoption. To that end, staff has developed a schedule to proceed with updating the RMP's project lists.

**Recommended Action: *For Board Approval***

**C. Sustainability Community Calculator (Discussion) (15 minutes)**

Consultant staff will demonstrate the web application of the CRTPA's Sustainable Community Calculator

**Recommended Action: *For Board Information***

**D. Northwest Florida Transportation Corridor Authority Master Plan (Discussion) (15 minutes)**

Consultant staff for The Northwest Florida Transportation Corridor Authority (NFTCA) will present the completed 2013 Master Plan which contains the theme of fostering regional economic success through transportation investment.

**Recommended Action: *For Board Information***



**6. EXECUTIVE DIRECTOR'S REPORT**

A status report on CRTPA activities and items of interest will be provided including the following:

- Agency's Draft Transportation Management Area Certification Report
- No Cost Contract Extension – Safe Routes to School project June 30, 2013 to December 31, 2013

<b>Recommended Action: <i>Information only - No action required</i></b>
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**7. ITEMS FROM MEMBERS**

This portion of the agenda is provided to allow members an opportunity to discuss issues relevant to the CRTPA.

**8. CITIZEN COMMENT**

This portion of the agenda is provided to allow for citizen input on any CRTPA issue. Those interested in addressing the CRTPA should complete a speaker request form located at the rear of the meeting room. Speakers are requested to limit their comments to three (3) minutes.

**9. INFORMATION****A. News Articles/For Your Information**

- “Sprawls Hidden Problem: Wasting Public Money” (May 31, 2013, William Fulton, Citiwire.net)
- FDOT 2060 FTP Scorecard

**B. Draft Transportation Management Area Certification Report****C. CRTPA Priority Project List Adoption: Status Update****D. FY 2013 – FY 2017 Transportation Improvement Program Administrative Amendment****E. Correspondence****F. Committee Actions (Citizen's Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)****G. Future Meeting Dates and Agenda Items (Next Meeting: September 16, 2013)****H. CRTPA Expense Reports**

<b>Recommended Action: <i>Information only - No action required</i></b>
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*June 17, 2013*



**AGENDA ITEM 1**

**AGENDA MODIFICATIONS**



***June 17, 2013***



**AGENDA ITEM 2 A**

**MINUTES**

**REQUESTED BY: CRTPA Staff**

**TYPE OF ITEM: Consent**

The minutes from the May 20, 2013 CRTPA meeting are provided as *Attachment 1*.

**RECOMMENDED ACTION**

Option 1: Approve the May 20, 2013 CRTPA meeting minutes.



**CRTPA BOARD**

**MEETING OF MONDAY, MAY 20, 2013 AT 1:00 PM**

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

**Meeting Minutes**

**Members Present:**

Commissioner Nancy Miller, Chair, City of Tallahassee  
Commissioner Gil Ziffer, City of Tallahassee  
Commissioner Betsy Barfield, Jefferson County  
Commissioner Randy Merritt, Wakulla County  
Commissioner Douglas Croley, Gadsden County  
Commissioner John Dailey, Leon County  
Commissioner Kristen Dozier, Leon County  
Commissioner Nick Maddox, Leon County  
Commissioner Jane Sauls, Leon County  
Commissioner Bill Proctor, Leon County

**Staff Present:** Thornton Williams, CRTPA Attorney; Ivan Maldonado, StarMetro; Jay Townsend, City of Tallahassee; Wayne Tedder, PLACE; Greg Burke, CRTPA; Colleen Roland, CRTPA; Harry Reed, CRTPA; Lynn Barr, CRTPA; Jack Kostrzewa, CRTPA; Yulonda Mitchell, CRTPA; Tony Park, Leon County Public Works; Jon Sewell, Kimly-Horn and Associates; Bryant Paulk, FDOT; Starsky Harrell, FDOT

**1. AGENDA MODIFICATIONS**

- **AGENDA ITEM 2 F (TENNESSEE STREET RESOLUTION) AND AGENDA ITEM 2 G (STAFF SUPPORT FOR TIGER V GRANT APPLICATION) HAVE BEEN ADDED**

**2. CONSENT AGENDA**

- A. Minutes of March 25, 2013 CRTPA Board Meeting**
- B. 2040 Regional Mobility Plan Joint Participation Agreement (JPA) Authorization**
- C. Project Management Support and Geographic Information Systems (GIS) Services Joint Participation Agreement (JPA) Authorization**
- D. Legal Services Agreement**
- E. Audit Services Authorization**
- F. Tennessee Street Resolution**
- G. Staff Support for TIGER V Grant Application**



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**Board Action: Commissioner Desloge made a motion to accept the consent agenda. Commissioner Maddox seconded the motion. The motion was unanimously passed.**

**3. CONSENT ITEMS PULLED FOR DISCUSSION**

**4. CRTPA ACTION & DISCUSSION (140 MINUTES)**

**A. Regional Mobility Plan Review & Priority Setting Review (Action) (110 minutes)**

A discussion of the Agency's adopted Long Range Transportation Plan ("The Regional Mobility Plan") and the project priority process utilized as well as a discussion of the upcoming RMP update and opportunities for input will be discussed.

Ms. Beverly Davis, Reynolds Smith and Hills (RSH), outlined the process of the previous Regional Mobility Plan (RMP). She stated that the RMP also included an update to the Transit Development Plan and noted that this plan was a new approach that focused on movement people and goods versus vehicles. This included a comprehensive analysis of both intermodal and multimodal transportation as well as land use. The plan also included future scenario, sector and corridor planning.

The Board discussed the current goals and objectives, as well as the current RMP Priority Project List that was the result of the RMP's adoption. Several Commissioners discussed the process for revising the RPM projects within the tiers, discussing Magnolia sidewalks and the Quincy Bypass projects. Mr. Reed proceeded to explain that CRTPA is evaluated by the state and the federal governments to ensure that we are conducting the processes correctly. Commissioner Croley voiced concerns that when revisions are made, the Board does not make a change in one county at the expense of the rural counties. Mr. Reed discussed the economic benefits related to connections to CSX railroad and demographic changes within the state.

**Board Action: Commissioner Maddox made a motion to request staff bring back to the Board the procedure by which the Board could make changes within the RMP in a shorter timeframe. Commissioner Proctor seconded the motion. The motion unanimously passed.**

**Commissioner Croley made a motion to request an agenda item to allow CRTPA to contact Gulf County Port Authority to offer assistance in the development of the Port at a future meeting. Commissioner Barfield seconded the motion. The Board chair decided to direct staff to comply with the request and bring back the item at the next meeting or a later meeting date, therefore no action was taken on the motion.**

**B. Capital City to the Sea Trails Kick-off (Information) (30 minutes)**

Project consultants will formally kick off the CRTPA's Capital City to the Sea Trails Project.

Jon Sewell, Kimley-Horn and Associates presented the information on the project. He continued with an outline of the next steps of the project.

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**Board Action: This was an informational item, therefore not action was taken.**

**5. EXECUTIVE DIRECTOR'S REPORT**

A status report on C RTPA activities and items of interest will be provided.

**Board Action: This was an informational item, therefore not action was taken.**

**6. ITEMS FROM MEMBERS**

This portion of the agenda is provided to allow members an opportunity to discuss issues relevant to the C RTPA.

**7. CITIZEN COMMENT**

**8. INFORMATION**

- A. C RTPA Transportation Systems Management (TSM) Subcommittee**
- B. Correspondence**
- C. Committee Actions (Citizen's Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)**
- D. Future Meeting Dates and Agenda Items (Next Meeting: June 17, 2013)**
- E. C RTPA Expense Reports**

**Board Action: This was an informational item, therefore not action was taken.**

**Attested:**

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**Yulonda Mitchell, Recording Secretary**

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**Nancy S. Miller, Chair**

*June 17, 2013*



## **AGENDA ITEM 2 B**

### **ANNUAL TRANSPORTATION DISADVANTAGED PLANNING SERVICES GRANT FOR GADSDEN, JEFFERSON, LEON, AND WAKULLA COUNTIES**

**REQUESTED BY:** CRTPA Staff

**TYPE OF ITEM:** Action

#### **STATEMENT OF ISSUE**

The purpose of this item is to approve submission of a grant to the Florida Commission for the Transportation Disadvantaged.

#### **RECOMMENDED ACTION**

Option 1: Approve a resolution and direct staff to execute other appropriate documents authorizing the submittal of a Transportation Disadvantaged Trust Fund Grant with the Florida Commission for the Transportation Disadvantaged.

#### **HISTORY AND ANALYSIS**

Florida State Statutes Chapter 427.11 provides funding for Metropolitan Planning Organizations providing staff support to local Transportation Disadvantaged Coordinating Boards.

The funding is allocated by a formula based on population. The Capital Region Transportation Planning Agency (CRTPA) will receive about \$83,000 for next year. It will be used to provide partial salary to employees staffing the Transportation Disadvantaged Coordinating Boards in Gadsden, Jefferson, Leon and Wakulla Counties.

Approval and transmittal of the grant application is by resolution. Upon receipt of the resolution, the contract can be executed. The resolution is enclosed as *Attachment 1*.

#### **OPTIONS**

Option 1: Approve a resolution and direct staff to execute subsequent documents authorizing the submittal of a Transportation Disadvantaged Trust Fund Grant with the Florida Commission for the Transportation Disadvantaged.  
(RECOMMENDED)

Option 2: Provide other direction.



**ATTACHMENTS**

Attachment 1: Resolution



### **Authorizing Resolution 2013-6-2B**

A RESOLUTION of the Capital Region Transportation Planning Agency hereby referred to as the “CRTPA” authorizing the submittal and execution of a Transportation Disadvantaged Trust Grant Application with the Florida Commission for the Transportation Disadvantaged.

WHEREAS, this CRTPA has the authority to file a Transportation Disadvantaged Trust Fund Grant Application and to undertake transportation disadvantaged service project as authorized by Section 427.0159 Florida Statutes and Rule 41-2, Florida Administrative Code.

NOW THEREFORE, BE IT RESOLVED BY THE CRTPA THAT:

1. The CRTPA has the authority to file this grant application.
2. The CRTPA authorizes the Executive Director or his/her designee to sign any and all agreements or contract that is requested in connection with this application.
3. The CRTPA authorizes the Executive Director or his/her designee to file and execute the application on behalf of the CRTPA with the Florida Commission for the Transportation Disadvantaged.
4. The CRTPA authorizes the Executive Director to sign any and all assurances, reimbursement invoices, warranties, certification and other documents that may be required in connection with the application or subsequent agreements.

DULY PASSED AND ADOPTED THIS 17th DAY OF June 2013.

Capital Region Transportation Planning Agency

By: \_\_\_\_\_  
Nancy S. Miller, Chair

Attest: \_\_\_\_\_  
Harry D. Reed III,  
CRTPA Executive Director



*June 17, 2013*

## **AGENDA ITEM 2 C**

### **SERVICE DEVELOPMENT PROJECT GRANT APPLICATIONS**

**REQUESTED BY:** CRTPA Staff

**TYPE OF ITEM:** Consent

#### **STATEMENT OF ISSUE**

The purpose of this item is to approve submission of Service Development Project applications to the Florida Department of Transportation.

#### **RECOMMENDED ACTION**

Option 1: Approve submission of the Service Development Projects Grant applications prepared by Big Bend Transit to the Florida Department of Transportation.

#### **HISTORY AND ANALYSIS**

The Public Transit Service Development Program was enacted by the Florida Legislature to provide initial funding for special projects. The Public Transit Service Development Program is authorized in Chapter 341, Florida Statutes and specific program guidelines are provided in FDOT Procedure Topic Number 725-030-005. The program is selectively applied to determine whether a new or innovative technique or measure can be used to improve or expand public transit services.

Service Development Projects specifically include projects involving the use of new technologies; services, routes, or vehicle frequencies; the purchase of special transportation services; and other such techniques for increasing service to the riding public. Projects involving the application of new technologies or methods for improving operations, maintenance, and marketing in public transit systems are also eligible for Service Development Program funding.

Service Development Projects are subject to specified times of duration, but no more than three years. If determined to be successful, Service Development Projects must be continued by the public transit provider without additional Public Transit Service Development Program funds.

Each FDOT district office must develop a program of eligible Service Development projects and submit that program of projects to the FDOT Central Office by the first working day of July each year. Implementation of those projects can begin on or after July 1 of the following fiscal year. Projects submitted for funding must be justified in the recipient's Transit Development Plan (TDP) (or transportation disadvantaged service plan, if applicable).

It is unknown what kind of funds is available for the fiscal year beginning July 1, 2014. However, it is prudent to have applications standing in the ready.



In the past, applicants for this program applied directly to the FDOT district office. A change in procedures now requires they pass the application through the local metropolitan planning organization, or regional planning council.

## **THE PROJECTS**

### Jefferson County Mobile Data Terminals

This project would begin the deployment of Vehicle Location/Mobile Data Terminals for the Eleven (11) vehicles located in Jefferson County. This initial application would provide real-time vehicle location, trip time monitoring, link between driver and payroll accounting and provide real-time passenger pick-up and drop-off time and mileage for deliverables. The project proposal includes software and hardware cost in addition to training.

### Gadsden County Mobile Data Terminals

This is the same as Jefferson County, but the terminals would be for eighteen (18) vehicles.

### Gadsden County Feeder Route

The Gadsden County Feeder Route would be a fixed route system running from the cities of Chattahoochee, Havana, Midway, and Greensboro into Quincy. This route would deposit the riders at a location where they would then be able to move within the city by the already established “Quincy Shuttle” fixed route. Riders would then make a return trip later in the day to their respective cities. This service would be offered 5 days per week (Monday-Friday) from 8:00 AM – 3:30 PM excluding the holidays, of Christmas, New Year’s Day, Thanksgiving and Martin Luther King JR Day.

Initial scheduling will be based on 1 round trip per day to the City of Quincy. Each city will have a fixed morning pick-up time and location, as well as a fixed return trip time. Big Bend Transit is aware that transportation demand tends to be variable in time. If the demand for transportation originating from one city is greater than that of another (seating capacity becomes an issue), Big Bend Transit will adjust the schedule accordingly to satisfy the demand to accommodate all passengers.

Marketing of the new route will be conducted by Big Bend Transit, Inc. and the County with potential marketing efforts to be conducted by Commuter Services of North Florida.

## **OPTIONS**

Option 1: Approve submission of the Service Development Projects Grant applications prepared by Big Bend Transit to the Florida Department of Transportation.  
(RECOMMENDED)

Option 2: Provide other direction.

**ATTACHMENTS**

Attachment 1:      Big Bend Transit Service Development Projects

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## **BIG BEND TRANSIT, INC. SERVICE DEVELOPMENT PROJECT PROPOSAL**

**PROJECT TITLE:** Jefferson County – Automatic Vehicle Location/Mobile Data Terminal Capability Regionalization Project – Improve Technology/Efficiencies

**PROJECT TYPE:** Improve Technology/Efficiencies

**PROJECT DURATION:** The project duration would span two (2) years beginning the first quarter of the 2014 fiscal year. The project would then continue with Big Bend Transit, Inc. as the sole funding source.

### **RECEIPIENT INFORMATION:**

**Agency – Big Bend Transit, Inc.**

**Contact – Dino J. Kaklamanos, General Manager**

**Address – P.O. Box 1721 Tallahassee, Florida 32302**

**Phone – 850.574.6266 ext. 112**

**Email – [DinoK.BBT@icloud.com](mailto:DinoK.BBT@icloud.com)**

### **PROJECT DESCRIPTION AND JUSTIFICATION:**

This project would begin the deployment of Vehicle Location/Mobile Data Terminals for the Eleven (11) vehicles located in Jefferson County. This initial application would provide real-time vehicle location, trip time monitoring, link between driver and payroll accounting and provide real-time passenger pick-up and drop-off time and mileage for deliverables. The project proposal includes software and hardware cost in addition to training.

The integration of Mobile Data Terminals (MDT's) into the paratransit vehicles would benefit the Coordinated transportation system in several ways. First these devices would improve operation efficiency and productivity. By knowing the exact location of each vehicle we would be better able to deploy and shift vehicles when necessary. Next, the agency would be able to monitor driving speed and determine if the vehicle is being misused.

Finally, the MDT's are a 100% real-time data-collection device that provides improved analysis of trip length, on-time performance and other valuable trip statistics. Additionally, the MDT's units enable future installation of interactive Voice Response/Web-based scheduling systems



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software. This system will call riders five minutes before the vehicle's arrival. Benefits include less wait time for passengers and faster boarding process, thereby increasing available trips.

The vendor identified for the MDT is CTS Software, Inc.

**PROJECT OBJECTIVES:**

Project results will be measure over time and throughout the life of the project. As ride data collection is collected in "real-time", the lag time for billing should decrease. Over time, the ability to shift resources and accommodate changes in scheduling should be seamless and less time consuming.

Commuter and community safety is should always be the highest priority for any paratransit organization. Driving habits of the operators can be more closely monitored which would then result in a lower frequency of driving incidents. This will be measured over time and compared to prior years.

<b>COST ITEM</b>	<b>TOTAL PROJECT COST</b>	<b>REVENUE &amp; FEDERAL FUNDS</b>	<b>NET PROJECT COST</b>	<b>LOCAL FUNDS</b>	<b>STATE SHARE</b>
<b>CAPTIAL EQUIPMENT</b>	\$139,725.00	\$0.00	\$139,725.00	\$19,561.50	\$120,163.50
<b>OPERATING COSTS</b>	\$31,860.00	\$0.00	\$31,860.00	\$4,460.40	\$27,399.60
<b>ADMINISTRATION</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>TOTAL</b>	\$171,585.00	\$0.00	\$171,585.00	\$24,021.90	\$147,563.10

*Please note that as Jefferson County has been designated as a REDI area (Rural Area of Critical Economic Concern) the State's portion is 100%.*

## **BIG BEND TRANSIT, INC SERVICE DEVELOPMENT PROJECT PROPOSAL**

**PROJECT TITLE:** The Gadsden County Feeder Route

**PROJECT TYPE:** Improvement of System Operations

**PROJECT DURATION:** The project duration would span 2 years beginning the first quarter of the 2014 fiscal year.

**RECEIPIENT INFORMATION:**

**Agency-Big Bend Transit, Inc.**  
**Contact-Dino J. Kaklamanos, General Manager**  
**Address-P.O. Box 1721 Tallahassee, Florida 32302**  
**Phone – 850-574-6266 ext. 112**  
**Email – [DinoK.BBT@icloud.com](mailto:DinoK.BBT@icloud.com)**

**PROJECT DESCRIPTION AND JUSTIFICATION:**

The [Florida Department of Economic Opportunity](#) has designated Gadsden County a rural area of critical economic concern. The County seat of Gadsden County is located in the City of Quincy. There are four other population pockets within the county: Chattahoochee (3,652), Midway (3,004), Havana (1,754) and Greensboro (602). Currently there is no fixed route transportation system in place that could take individuals living in these cities to the City of Quincy.

Currently, the City of Quincy and county have jointly funded an “in-town” shuttle for the City of Quincy. This shuttle provides the citizens of the community a low cost mean of transportation to critical points of interest with the City. Trip generators and attractors are identified below. Please note that the majority of these are located within the City of Quincy.

**TRIP GENERATORS AND ATTRACTORS**

Employment	Big Bend Workforce Center	1140 West Clark Street, Quincy
	Workforce Plus	1140 West Clark Street, Quincy
	United Farm Workers Union	14 West Jefferson Street, Quincy
	United Steelworkers Local 174	122 South Duval Street, Quincy

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Social Activities	Brehon Institute for Human Services	385 East Jefferson Street, Quincy
	Catholic Charities Family Services	27 North Shadow Street, Quincy
	Christ Town Ministries	212 West Jefferson Street, Quincy
	Gadsden Arts Center	13 North Madison Street, Quincy
	Gadsden County Republican Party	97 Kings Road, Havana
	Gadsden Co. Senior Citizens Council, Inc.	
	Golf Club of Quincy, The	2291 Soloman Dairy Road, Quincy
	Investing in our Youth	600 South Adams, Quincy
	Kiwanis Club	Quincy
	Lions Club	
	Pat Thomas Park	949 Hopkins Landing Road, Quincy
	Quincy Music Theatre, The	118 East Washington Street, Quincy
	Quincy Rotary Club	Quincy
	Quincy Women's Club	Quincy
	Ranch House Recreation Center, The	308 William Street, Gretna
	Sawano Country Club	Attapulcus Highway, Quincy
	Thomas Field Post 217	Attapulcus Highway, Quincy
	West Gadsden Historical Society	Greensboro
Housing Facilities	Arbor Crest Apartments	62 North Cleveland Street, Quincy
	Gadsden Arms Apartments, Inc.	503 South Stewart Street, Quincy
	Gadsden Assn. Rehabilitation Center, Inc. Group Home	905 Martin Luther King Jr., Blvd, Quincy
	Golden Leaf Apartments	122 North Cleveland Street, Quincy
	Green Meadows Apartments	944 Strong Road, Quincy
	Home Trailer Park	2215 West Jefferson Street, Quincy
	Magnolia House	1125 Strong Road, Quincy
	McClouds Group Home	140 Astor Avenue, Quincy
	Omega Villas Apartments	405-2 Strong Road, Quincy
	Parkview Garden & Manor Apartments	500 South Atlanta Street, Quincy
	Rentz Mobile Home Park	71 Rentz Road, Quincy
	River Chase Care Center	1000 Strong Road, Quincy
	Triple Oaks Apartments	405 Strong Road, Quincy
	Vanguard Village Apartments	33 Church Street, Gretna
	Triple Oaks Apartments	405 Strong Road, Quincy
	Careful Care Personal Home Care	601 East Griffin Avenue, Quincy
	Disc Village	305 West Crawford Street, Quincy
Health Care	Abbey Eye Institute Diabetes Glaucoma & Eye Laser Surgery	23 North Madison Street, Quincy
	Apalachee Center for Human Services	79 LaSalle Path, Quincy
	Assured Care of Florida	385 East Jefferson Street, Quincy
	Big Bend Hospice	105 North Jackson Street, Quincy
	Buy Rite Drug	35 Jefferson Street, Chattahoochee
	Con-Techs Health & Safety	Havana
	Copeland Therapeutic Massage	104 East Washington Street, Quincy
	Dr. Don Cross, DC	1102 West Jefferson Street, Quincy
	CVS Pharmacy	1208 West Jefferson Street, Quincy
	Emiko, Dr. Chookiert	21 North Love Street, Quincy
	Faith Home Health, Inc.	1633 High Bridge Road, Quincy
	Florida State Hospital	Chattahoochee



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	Gadsden Assn. Rehabilitation Center, Inc.	1633 High Bridge Road, Quincy
	Gadsden Family Clinic Dr. Gloria Ramos	304 East Jefferson Street, Quincy
	Gadsden Health Department	Quincy
	Jessie Furlow Medical Center Dr. Jeffery Wasserman, DO Elaine Larkins, ARNP	1249 Strong Road, Quincy
	Gadsden Community Health Council	79 Lasalle Lefalle Drive, Quincy
	Hart, Dr. Raymond, DDS	209 West Washington Street, Quincy
	James-Wilson, Dr. Eve, DMD	223 East Washington Street, Quincy
	Massey Drugs	105 West Jefferson Street, Quincy
	McClaren, Dr. Harry, PHD	412 West Washington Street, Chattahoochee
	Medical Center Pharmacy	306 East Jefferson Street, Quincy
	Melzer, Melzer & Melzer, DMD	321 West Washington Street, Chattahoochee
	Mick, Dr. Terry Jean	315 North Madison Street, Quincy
	Miller, Dr. Joseph D.	116 East 7 <sup>th</sup> Avenue, Havana
	Mills, Caron Massage Therapy	1780 Attapulcus Highway, Quincy
	NHC Home Care	860 Strong Road, Quincy
	Newberry, Dr. Mark	602 East 5 <sup>th</sup> Avenue, Havana
	Quincy Care Linda Bianco, ARNP	300 East Jefferson Street, Quincy
	Quincy Family Medicine, Inc. Dr. Carla M Holloman, DO	Quincy
	Lab First, Inc.	215 West Jefferson Street, Quincy
	Regional Therapy Services, Inc.	108 North Adams Street, Quincy
	Rehab Advantage	1017 Strong Road, Quincy
	South East Eye Specialists Dr. James A. Stephens, OD Dr. W. Stan Peacock, OD Dr. Josua Trafton, OD	21 South Madison Street, Quincy
	Tallahassee Memorial Family Medicine	600 LaSalle Lefall Drive, Quincy
	Tallahassee Memorial Rehab	16 West Washington Street, Quincy
	Cardiology Group of North Florida	230 East Crawford Street, Quincy
	Walgreen Drug Store	1217 West Jefferson Street, Quincy
	Walgreen Drug Store/Winn-Dixie	1632 West Jefferson Street, Quincy
	Wal-Mart Pharmacy	1940 Pat Thomas Parkway, Quincy
	Watson, Dr. Sterling, DMD	236 East Jefferson Street, Quincy
Education	ABC Learning Center	305 W.G.F. & A Drive, Quincy
	Carter Parramore Academy	631 South Stewart Street, Quincy
	Chattahoochee Elementary School	335 Maple Street, Chattahoochee
	Children Are Our Future	1006 Fourth Street, Quincy
	Crossroads Academy	635 Strong Road, Quincy
	Diamond Academy	360 East Crawford Street, Quincy
	Dick Howser Center, The	363 East Crawford Street, Quincy
	Early Learning Coalition	233 E. Jefferson Street, Quincy
	East Gadsden High School	27001 Blue Star Highway, Havana
	FAMU Branch	Highway 267, Quincy
	FAMU Teleconference Center	4259 Bainbridge Road, Quincy
	Gadsden Central Academy	655 South Stewart Street, Quincy
	Gadsden County Adult Education	201 Martin Luther King Jr., Blvd, Quincy
	North Florida Educational	1006 Fourth Street, Quincy

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	Center	
	Gadsden County Bilingual Education	Quincy
	Gadsden Elementary Magnet School	500 West King Street, Quincy
	Gadsden Technical Institute	201 Martin Luther King, Jr., Blvd, Quincy
	George Munroe Elementary School	1830 West King Street, Quincy
	Golden Wings 3 E's Academy, Inc.	1003 West Jefferson Street, Quincy
	Greensboro Elementary School	Highway 12, Greensboro
	Gretna Elementary School	706 Martin Luther King, Jr. Blvd., Gretna
	Havana Elementary School	705 US 27 South, Havana
	Havana Middle School	1210 Kemp Road, Havana
	James A. Shanks Middle School	1400 West King Street, Quincy
	Keith Kids Christian Academy	Quincy
Education	Literacy Volunteers	732 Pat Thomas Parkway, Quincy
	Little Successful Angels Development Center	16 Earnest Street, Quincy
	North Florida Education Development Corporation	38 Beech Avenue, Gretna
	PAEC Migrant Education Program	315 N. Key Street, Quincy
	Pat Thomas Law Enforcement Academy	75 College Drive, Havana
	Precious Gems Daycare/Learning Center	803 East Jefferson Street, Quincy
	Pre-K-Headstart	500 West King Street, Quincy
	Pride & Joy Child Development Center	405 South Shelfer Street, Quincy
	Robert F. Munroe Day School	91 Old Mount Pleasant Road, Quincy
	St. John Elementary School	4463 Bainbridge Highway, Quincy
	Small World Learning Center of Quincy, Inc.	512 Martin Luther King, Jr. Blvd, Quincy
	Stewart Street Elementary School	749 South Stewart Street, Quincy
	Tallahassee Community College Center - The Quincy House	216 North Adams Street, Quincy
	West Gadsden High School	200 Providence Road, Quincy
Shopping	Kelly's 24 Hour	1320 West Jefferson Street, Quincy
	Fred's	1323 Crawford Street, Quincy
	Brown's Grocery	4694 High Bridge Road, Quincy
	Family Dollar	1105 West Jefferson Street, Quincy
	Dollar General Store	100 East 10 <sup>th</sup> Street, Greensboro
	Dollar General Store	315 West Jefferson Street, Quincy
	Dollar General Store	Highway 90 East, Midway
	Country Store, The	5667 Bainbridge Highway, Quincy
	Golden Falcon Deli & Convenience Store	640 Pat Thomas Highway, Quincy
	Greensboro Supermarket	119 Green Avenue, Greensboro
	Gretna Market	14681 Main Street, Gretna
	Goodwill	1105 West Jefferson Street, Quincy
	Jay Food Store	120 Green Avenue, Greensboro
	Kelly's	519 West Crawford Street, Quincy
	Ken's Country Store	3780 Attapulcus Highway, Quincy
	Magnolia's	410 West Washington Street, Quincy
	Pat's Grocery	4091 Bainbridge Road, Quincy
	Piggly Wiggly	Blue Star Highway, Quincy
	Quality Discount Meats, Inc.	1125 West Jefferson Street, Quincy



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	Quincy Shell	830 East Jefferson Street, Quincy
	Salem Grocery	State Road 12 & County Road 159, Havana
	Sunset Mart	650 South Adams Street, Quincy
	Supervalu Quincy Division	1797 Pat Thomas Parkway, Quincy
	Sykes Fine Foods	113 West Jefferson Street, Quincy
	Thompson Grocery	14953 Main Street, Gretna
	Wal-Mart	1940 Pat Thomas Parkway, Quincy
	Winn Dixie	1632 West Jefferson Street, Quincy
	Quality Discount Meat	1125 West Jefferson Street, Quincy
Other Life Sustaining Activities	Advance America Cash Advance	1982 Pat Thomas Parkway, Quincy
	Bank of America	1321 West Jefferson Street, Quincy
	Capital City Bank	102 South Main Street, Havana
	Capital City Bank	4 East Washington Street, Quincy
	Capital City Bank	316 West Washington Street, Chattahoochee
	Chattahoochee City Hall	Chattahoochee
	Citifinancial	1962 Pat Thomas Parkway, Quincy
	Cumberland Animal Clinic	5902 Shady Rest Road, Havana
	Envision Credit Union	517 West Jefferson Street, Quincy
	Focus Credit Union	639 Pat Thomas Parkway, Quincy
	Gadsden Co. Sheriff's Department	Quincy
	Goodwill	303 First Street, Havana
	Greensboro City Hall	150 East 11 <sup>th</sup> Street, Greensboro
	Gretna City Hall	14615 Main Street, Gretna
	Havana City Hall	121 East 7 <sup>th</sup> Avenue, Havana
	Kids First Care	809 East Jefferson Street, Quincy
	Lawrence Animal Hospital	43 North Cleveland Street, Quincy
	Legal Services of North Florida	8 West Jefferson Street, Quincy
	Midway City Hall	Midway
	Quincy Animal Hospital	1750 West Jefferson Street, Quincy
	Quincy City Hall	121 East Jefferson Street, Quincy
	Refuge House, Inc., The	Quincy
	Tiny Tot Nursery	104 East Davis Street, Quincy
	Tops Kreative Kidds	200 Vanguard Circle, Gretna
	United Way Gadsden County Service Center	303 North Adams Street, Quincy
	William A. McGill Library	732 Pat Thomas Parkway, Quincy

Source: Gadsden County Transportation Disadvantaged Service Plan FY 2012-2017.

Below is the forecast of Transportation Disadvantaged in Gadsden County.

**TRANSPORTATION DISADVANTAGED POTENTIAL POPULATION**

MARKET SEGMENT	2012	2013	2014	2015	2016	2017
Disabled Non-Elderly Low Income	1,639	1,647	1,654	1,661	1,668	1,676
Disabled Non-Elderly Non-Low Income	4,258	4,276	4,295	4,314	4,334	4,352
Disabled Elderly Low Income	951	958	965	972	979	986
Disabled Elderly Non-Low Income	2,376	2,393	2,409	2,427	2,444	2,462

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<b>Non-Disabled Elderly Low Income</b>	959	966	973	980	987	994
<b>Non-Disabled Elderly Non-Low Income</b>	2,394	2,411	2,429	2,446	2,464	2,481
<b>Non-Disabled Non- Elderly Low Income</b>	9,668	9,709	9,752	9,795	9,838	9,881
<b>T O T A L</b>	<b>22,245</b>	<b>22,360</b>	<b>22,477</b>	<b>22,595</b>	<b>22,714</b>	<b>22,832</b>

SOURCES: Methodology Guidelines for Forecasting Transportation Disadvantaged Demand at the County Level and the Florida Statewide Transportation Disadvantaged Plan, Population and Demand Forecasts 1996-2015 Supplemental Information (2/8/99), Center for Urban Transportation Research.

#### TRANSPORTATION DISADVANTAGED POPULATION

<b>MARKET SEGMENT</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Transp. Disabled Non- Elderly Low Income</b>	407	409	411	412	414	416
<b>Transp. Disabled Non- Elderly Non-Low Income</b>	1,057	1,062	1,066	1,072	1,076	1,081
<b>Transp. Disabled Elderly Low Income</b>	529	533	537	541	545	548
<b>Transp. Disabled Elderly Non-Low Income</b>	1,321	1,331	1,340	1,350	1,359	1,370
<b>Non-Transp. Disabled Low Income No Auto, No Fixed Route</b>	6,034	6,062	6,090	6,119	6,147	6,176
<b>T O T A L</b>	<b>9,348</b>	<b>9,397</b>	<b>9,444</b>	<b>9,494</b>	<b>9,541</b>	<b>9,591</b>
<b>Non-TD Low Income No Automobile</b>	6,034	6,062	6,090	6,119	6,147	6,176

SOURCES: Methodology Guidelines for Forecasting Transportation Disadvantaged Demand at the County Level and the Florida Statewide Transportation Disadvantaged Plan, Population and Demand Forecasts 1996-2015 Supplemental Information (2/8/99), Center for Urban Transportation Research.



Many of these individuals as well as other citizens of the county do not have the means to visit the city center for education, shopping, employment or other life sustaining activities. A feeder route system to the County Seat would eliminate this transportation gap within the County. Ridership percentage is projected from the information above with 5-10% of the population from Chattahoochee, Havana, Midway, Gretna, and Greensboro utilizing this service (approximately 25 – 45 per day).

Like many economic activities that are intensive, the transportation sector is an important component of the economy impacting on development and the welfare of populations. When the transportation systems are efficient, they provide economic and social opportunities and benefits that result in positive multipliers effects such as better accessibility to markets, employment and additional investments.

In addition, mobility is one of the most fundamental and an important characteristic of economic activity as it satisfies the basic need of going from one location to another, a need shared by passengers and transcends the populations above. Reduced mobility impedes development while greater mobility is a catalyst for development; at the individual as well as community level.

The creation of the Gadsden County Feeder Route would not only satisfy the need of the transportation disadvantaged with access to various Trip Generators and Attractors listed above, but also has the potential to spur economic growth within the City of Quincy and Gadsden County.

### **PROPOSED ROUTE**

Transportation demands tend to be expressed at specific times that are related to economic and social activity patterns. In many cases, transportation demand is stable and recurrent, which allows a good approximation in planning services. Big bend Transit will continuously analyze ridership data as well as solicit feedback from the communities to aid in maximizing the route effectiveness.

The Gadsden County Feeder Route would be a fixed route system running from the cities of Chattahoochee, Havana, Midway, and Greensboro into Quincy. This route would deposit the riders at a location where they would then be able to move within the city by the already established “Quincy Shuttle” fixed route. Riders would then make a return

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trip later in the day to their respective cities. This service would be offered 5 days per week (Monday-Friday) from 8:00 AM – 3:30 PM excluding the holidays, of Christmas, New Year's Day, Thanksgiving and Martin Luther King JR Day.

Initial scheduling will be based on 1 round trip per day to the City of Quincy. Each city will have a fixed morning pick-up time and location, as well as a fixed return trip time. Big Bend Transit is aware that transportation demand tends to be variable in time. If the demand for transportation originating from one city is greater than that of another (seating capacity becomes an issue), Big Bend Transit will adjust the schedule accordingly to satisfy the demand to accommodate all passengers.

Marketing of the new route will be conducted by Big Bend Transit, Inc. and the County with potential marketing efforts to be conducted by Commuter Services of North Florida.

**PROJECT OBJECTIVES:**

The success of the project will be measured by ridership and demand. Monthly analysis will be conducted to determine the highest cities with ridership. In addition, surveys will be conducted of the passengers to determine their satisfaction with the route. Adjustments will be made in to the route based on ridership and passenger feedback over the life of the project.

*\*Please note any demographic references in this proposal were gather or derived from the [2010 United States Census Bureau](#) website and the Center for Urban Transportation Research.*

**PROJECT BUDGET:**

<b>COST ITEM</b>	<b>TOTAL PROJECT COST</b>	<b>REVENUE &amp; FEDERAL FUNDS</b>	<b>NET PROJECT COST</b>	<b>LOCAL FUNDS</b>	<b>STATE SHARE</b>
<b>CAPTIAL EQUIPMENT</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>OPERATING COSTS</b>	\$192,750.00	\$0.00	\$192,750.00	\$12,750.00	\$180,000.00
<b>ADMINISTRATION</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>TOTAL</b>	\$192,750.00	\$0.00	\$192,750.00	\$12,750.00	\$180,000.00

As stated above, Gadsden is a REDI County; as such the local match would be waived for this project. Farebox revenue is proposed a one dollar (\$1.00) per trip (IE \$2.00 round trip). Big Bend

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Transit, Inc. has sufficient inventory to provide this service without sacrificing its already existing service to the County.





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## **BIG BEND TRANSIT, INC. SERVICE DEVELOPMENT PROJECT PROPOSAL**

**PROJECT TITLE:** Gadsden County – Automatic Vehicle Location/Mobile Data Terminal Capability Regionalization Project – Improve Technology/Efficiencies

**PROJECT TYPE:** Improve Technology/Efficiencies

**PROJECT DURATION:** The project duration would span two (2) years beginning the first quarter of the 2014 fiscal year. The project would then continue with Big Bend Transit, Inc. as the sole funding source.

### **RECEIPIENT INFORMATION:**

Agency – Big Bend Transit, Inc.  
Contact – Dino J. Kaklamanos, General Manager  
Address – P.O. Box 1721 Tallahassee, Florida 32302  
Phone – 850.574.6266 ext. 112  
Email – [DinoK.BBT@icloud.com](mailto:DinoK.BBT@icloud.com)

### **PROJECT DESCRIPTION AND JUSTIFICATION:**

This project would begin the deployment of Vehicle Location/Mobile Data Terminals for the eighteen (18) vehicles located in Gadsden County. This initial application would provide real-time vehicle location, trip time monitoring, link between driver and payroll accounting and provide real-time passenger pick-up and drop-off time and mileage for deliverables. The project proposal includes software and hardware cost in addition to training.

The integration of Mobile Data Terminals (MDT's) into the paratransit vehicles would benefit the Coordinated transportation system in several ways. First these devices would improve operation efficiency and productivity. By knowing the exact location of each vehicle we would be better able to deploy and shift vehicles when necessary. Next, the agency would be able to monitor driving speed and determine if the vehicle is being misused.

Finally, the MDT's are a 100% real-time data-collection device that provides improved analysis of trip length, on-time performance and other valuable trip statistics. Additionally, the MDT's units enable future installation of interactive Voice Response/Web-based scheduling systems



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software. This system will call riders five minutes before the vehicle's arrival. Benefits include less wait time for passengers and faster boarding process, thereby increasing available trips.

The vendor identified for the MDT is CTS Software, Inc.

**PROJECT OBJECTIVES:**

Project results will be measure over time and throughout the life of the project. As ride data collection is collected in "real-time", the lag time for billing should decrease. Over time, the ability to shift resources and accommodate changes in scheduling should be seamless and less time consuming.

Commuter and community safety is should always be the highest priority for any paratransit organization. Driving habits of the operators can be more closely monitored which would then result in a lower frequency of driving incidents. This will be measured over time and compared to prior years.

<b>COST ITEM</b>	<b>TOTAL PROJECT COST</b>	<b>REVENUE &amp; FEDERAL FUNDS</b>	<b>NET PROJECT COST</b>	<b>LOCAL FUNDS</b>	<b>STATE SHARE</b>
<b>CAPTIAL EQUIPMENT</b>	\$100,602.00	\$0.00	\$100,602.00	\$0.00	\$100,602.00
<b>OPERATING COSTS</b>	\$22,393.20	\$0.00	\$22,393.20	\$0.00	\$22,393.20
<b>ADMINISTRATION</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>TOTAL</b>	\$122,995.20	\$0.00	\$122,995.20	\$0.00	\$122,995.20

*Please note that as Gadsden County has been designated as a REDI area (Rural Area of Critical Economic Concern) the State's portion is 100%.*

**AGENDA ITEM 2 D**

**RECOMMENDATION TO  
THE FLORIDA DEPARTMENT OF TRANSPORTATION  
REGARDING THE FEDERAL TRANSIT ADMINISTRATION  
SECTION 5310 GRANT**

**REQUESTED BY:** CRTPA Staff

**TYPE OF ITEM:** Consent

**STATEMENT OF ISSUE**

The purpose of this item is to seek approval to direct administration of the FTA Section 5310 grant to the Florida Department of Transportation.

**RECOMMENDED ACTION**

Option 1: Recommend that administration of the FTA Section 5310 grant be directed to the Florida Department of Transportation

**HISTORY AND ANALYSIS**

The FTA Section 5310 Program was established by the Federal Transit Administration (FTA) to meet the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient or unequipped to handle their needs.

The FTA Section 5310 Program provides funding to non-profit social services and qualified public agencies for the procurement of accessible vans and buses; communication equipment; mobility management activities; and computer hardware and software.

All projects selected for funding must be part of a Coordinated Human Services Transportation Plan. In the CRTPA region, this plan is part of each county's Transportation Disadvantaged Service Plan.

Moving Ahead for Progress in the 21st Century Act (MAP-21) did not change the required funding split (80/20) for eligible purchases. However, it was modified to allow state Departments of Transportation (DOTs) to administer the grant. If eligible recipients turn this task to the DOTs the match would change from 80/20 to 90/10. The ten percent (10%) reduction in match is contributed by FDOT in administrative costs.

Staff from Star Metro met with CRTPA staff and requested that this item be placed on the agenda. Staff reviewed their request and agrees that there is only a positive fiscal impact in the form of a decreased funding match. There is also a positive impact on level of effort, as one step would be deleted from the reimbursement process.

**OPTIONS**

Option 1: Recommend that administration of the FTA Section 5310 grant be directed to the Florida Department of Transportation.  
(RECOMMENDED)

Option 2: Provide other direction.

*June 17, 2013*



**AGENDA ITEM 3**

**CONSENT ITEMS PULLED FOR DISCUSSION**



*June 17, 2013*



## **AGENDA ITEM 4 A**

### **FISCAL YEAR 2013 – FISCAL YEAR 2017 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

**REQUESTED BY: FDOT**

**TYPE OF ITEM: Hand Vote**

#### **STATEMENT OF ISSUE**

The purpose of this item is to amend the CRTPA Fiscal Year (FY) 2013 – FY 2017 Transportation Improvement Program (TIP) to reflect the following:

- Interstate 10 (SR 8) @ SR 12 (Greensboro Exit) (Project #2225181): Add new project to the TIP that provides lighting at the I-10 Greensboro Exit (Gadsden County) (Total funding: \$88,368 in FY 2013).
- Interstate 10 (SR 8) @ CR 270A (Chattahoochee Exit) (Project #2225241): Add new project to the TIP that provides lighting at the I-10 Chattahoochee Exit (Gadsden County) (Total funding: \$88,368 in FY 2013).
- Interstate 10 (SR 8) @ SR 59 (Lloyd Exit) (Project #2226681): Add new project to the TIP that provides lighting at the I-10 Lloyd Exit (Jefferson County) (Total funding: \$88,368 in FY 2013).
- Capital Cascade Connector Bridge (Project #4259411): Update funding for this project to reflect the addition of local funds.
- GIS Development and Project Management Support (Project #4238391): Add new project to TIP to reflect use of SU funding on GIS development and project management.

#### **CRTPA COMMITTEE ACTIONS**

The CRTPA's Technical Advisory Committee (TAC) recommended CRTPA approval of the amendments to the TIP at the June 4, 2013 meeting.\*

The CRTPA's Citizens Multimodal Advisory Committee (CMAC) recommended CRTPA approval of the amendments to the TIP at the June 4, 2013 meeting and added to their motion that the CRTPA Board recommend that the dispersion of light in transportation improvement projects be considered in the design of projects that are programmed for funding in the TIP. Specifically, focusing the lighting where needed and protecting surrounding areas from dispersed light.\*

\*- Note: The Capital Cascade Connector Bridge (Project #4259411) and GIS Development and Project Management Support (Project #4238391) projects were added to the agenda subsequent to the June 4, 2013 CRTPA Committee meetings and were not reviewed by the TAC or CMAC.

## **RECOMMENDED ACTION**

Option 1: Adopt a resolution amending the FY 2013 – FY 2017 Transportation Improvement Program to reflect:

- ADD PROJECT: Interstate 10 (SR 8) @ SR 12 (Greensboro Exit) (Project #2225181): Add this project to the TIP to reflect funding for lighting at the I-10 Greensboro Exit (Gadsden County) (Total funding: \$88,368 in FY 2013).
- ADD PROJECT: Interstate 10 (SR 8) @ CR 270A (Chattahoochee Exit) (Project #2225241): Add this project to the TIP to reflect funding for lighting at the I-10 Chattahoochee Exit (Gadsden County) (Total funding: \$88,368 in FY 2013).
- ADD PROJECT: Interstate 10 (SR 8) @ SR 59 (Lloyd Exit) (Project #2226681): Add this project to the TIP to reflect funding for lighting at the I-10 Lloyd Exit (Jefferson County) (Total funding: \$88,368 in FY 2013).
- REVISE PROJECT: Capital Cascade Connector Bridge (Project #4259411): Update funding for this project to reflect the addition of local funds (4259411).
- ADD PROJECT: GIS Development and Project Management Support (Project #4238391): Add new project to TIP to reflect use of SU funding on GIS development and project management.

## **HISTORY AND ANALYSIS**

The CRTPA's Transportation Improvement Program is adopted annually and identifies those projects in the region that have received state and federal funding. Frequently, the TIP needs to be formally amended to reflect project changes such as the addition or deletion of a project, changes in project funding and changes in project scope.

The following projects are proposed to be amended in the FY 2013 – FY 2017 TIP:

### Interstate 10 (SR 8) @ SR 12 (Greensboro Exit) (Project #2225181)

This project provides funding for the installation of high mast lighting at the I-10 Greensboro Exit (Gadsden County). A total of \$88,368 in FY 2013 has been programmed.

### Interstate 10 (SR 8) @ CR 270A (Chattahoochee Exit) (Project #2225241)

This project provides funding for the installation of high mast lighting at the I-10 Chattahoochee Exit (Gadsden County). A total of \$88,368 in FY 2013 has been programmed.

### Interstate 10 (SR 8) @ SR 59 (Lloyd Exit) (Project #2226681)

This project provides funding for the installation of high mast lighting at the I-10 Lloyd Exit (Jefferson County). A total of \$88,368 in FY 2013 has been programmed.

### Capital Cascade Connector Bridge (Project #4259411)

This project was revised to reflect the addition of local (Blueprint 2000) funds (Leon County).

GIS Development and Project Management Support (Project #4238391)

This project was added to the TIP to reflect use of SU funding on GIS development and project management. A total of \$150,000 in FY 2013 has been programmed. Note: At the May 20, 2013 CRTPA meeting, members approved a resolution related to execution of a Joint Planning Agreement between the CRTPA and FDOT associated with this project.

OPTIONS

Option 1: Adopt a resolution amending the FY 2013 – FY 2017 Transportation Improvement Program to reflect:

- ADD PROJECT: Interstate 10 (SR 8) @ SR 12 (Greensboro Exit) (Project #2225181): Add this project to the TIP to reflect funding for lighting at the I-10 Greensboro Exit (Gadsden County) (Total funding: \$88,368 in FY 2013).
- ADD PROJECT: Interstate 10 (SR 8) @ CR 270A (Chattahoochee Exit) (Project #2225241): Add this project to the TIP to reflect funding for lighting at the I-10 Chattahoochee Exit (Gadsden County) (Total funding: \$88,368 in FY 2013).
- ADD PROJECT: Interstate 10 (SR 8) @ SR 59 (Lloyd Exit) (Project #2226681): Add this project to the TIP to reflect funding for lighting at the I-10 Lloyd Exit (Jefferson County) (Total funding: \$88,368 in FY 2013).
- REVISE PROJECT: Capital Cascade Connector Bridge (Project #4259411): Update funding for this project to reflect the addition of local funds (4259411).
- ADD PROJECT: GIS Development and Project Management Support (Project #4238391): Add new project to TIP to reflect use of SU funding on GIS development and project management.  
(RECOMMENDED)

Option 2: Provide other direction.

ATTACHMENT

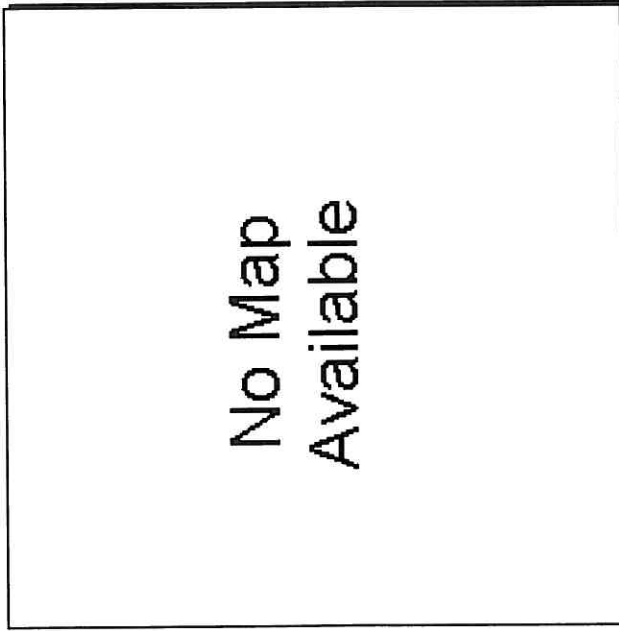
Attachment 1: TIP replacement pages

Attachment 2: Resolution 2013-03-4A

2225181

SR 8 (I-10) @ SR 12 Lighting

Non-SIS



Work Summary: LIGHTING From: @ SR 12 (Greensboro Exit)

To:

Lead Agency: FDOT

County: Gadsden County

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	1,000	0	0	0	0	1,000
PE	DS	87,368	0	0	0	0	87,368
<b>Total</b>		<b>88,368</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88,368</b>

Prior Cost < 2012/13: 0  
 Future Cost > 2016/17: 0  
 Total Project Cost: 88,368

**Project Description:** This project provides funding for the installation of high mast lighting at the I-10 Greensboro Exit (SR 12).

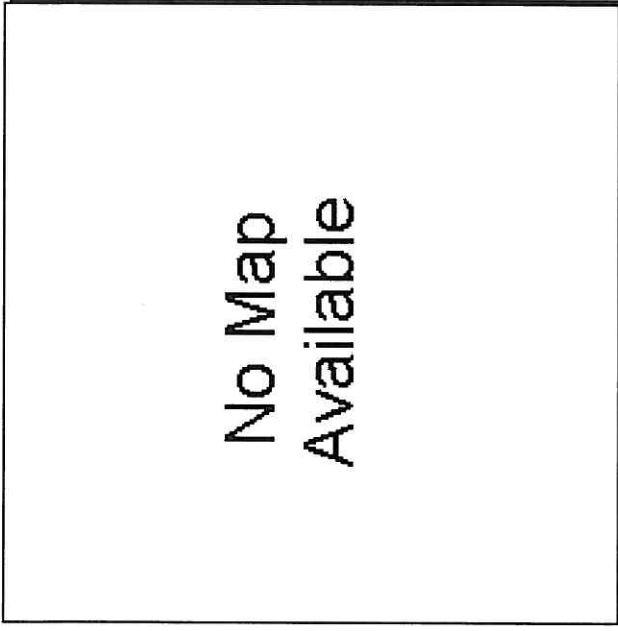
Note: This project was added to the TIP at the June 17, 2013 CRTPA meeting.



2225241

**SR 8 (I-10) @ CR 270A Lighting**

**Non-SIS**



**Work Summary:** LIGHTING **From:** @ CR 270A (Chattahoochee Exit)

**To:**

**Lead Agency:** FDOT

**County:** Gadsden County

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	1,000	0	0	0	0	1,000
PE	DS	87,368	0	0	0	0	87,368
<b>Total</b>		<b>88,368</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88,368</b>

**Prior Cost < 2012/13:** 0

**Future Cost > 2016/17:** 0

**Total Project Cost:** 88,368

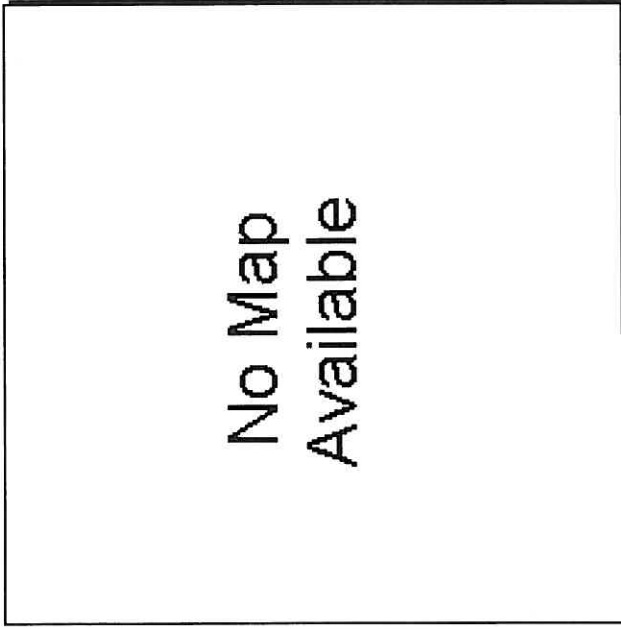
**Project Description:** This project provides funding for the installation of high mast lighting at the I-10 Chattahoochee Exit (CR 270A).

Note: The project was added to the TIP at the June 17, 2013 CRTPA meeting

2226681

**SR 8 (I-10) @ SR 59 Lighting**

**Non-SIS**



**Work Summary:** LIGHTING      **From:** @ SR 59 (Lloyd Exit)

**To:**

**Lead Agency:** FDOT

**County:** Jefferson County

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	DIH	1,000	0	0	0	0	1,000
PE	DS	87,368	0	0	0	0	87,368
<b>Total</b>		<b>88,368</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88,368</b>

**Prior Cost < 2012/13:** 0  
**Future Cost > 2016/17:** 0  
**Total Project Cost:** 88,368

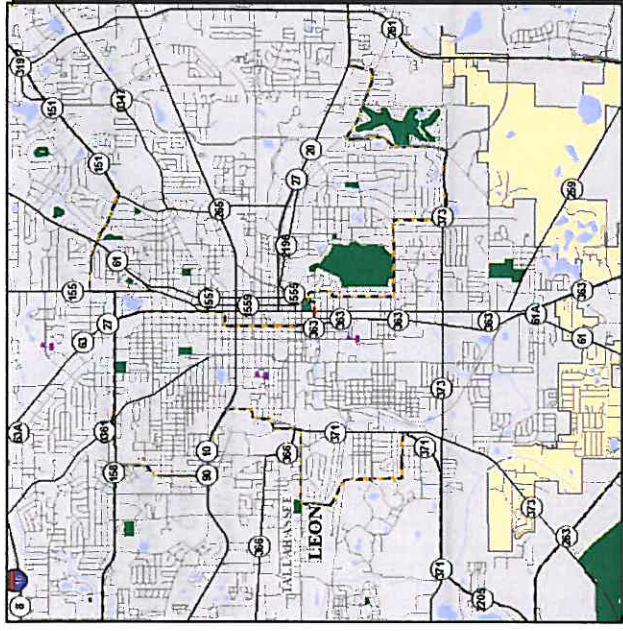
**Project Description:** This project provides funding for the installation of high mast lighting at the I-10 Lloyd Exit (SR 59).

Note: This project was added to the TIP at the June 17, 2013 CRTPA meeting.

4259411

**CAPITAL CASCADE CONNECTOR BRIDGE**

**Non-SIS**



**Work Summary:** PEDESTRIAN/WILDLIFE OVERPASS From: CONNECTOR BRIDGE

**To:**

**Lead Agency:** Blueprint 2000 **Length:** 0.011 mi

**County:** Leon County

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST	LF	3,096,500	0	0	0	0	3,096,500
CST	ACTA	550,000	518,163	0	0	0	1,068,163
CST	TALT	0	334,337	0	0	0	334,337
<b>Total</b>		<b>3,646,500</b>	<b>852,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,499,000</b>

**Prior Cost < 2012/13:** 150,000

**Future Cost > 2016/17:** 0

**Total Project Cost:** 4,649,000

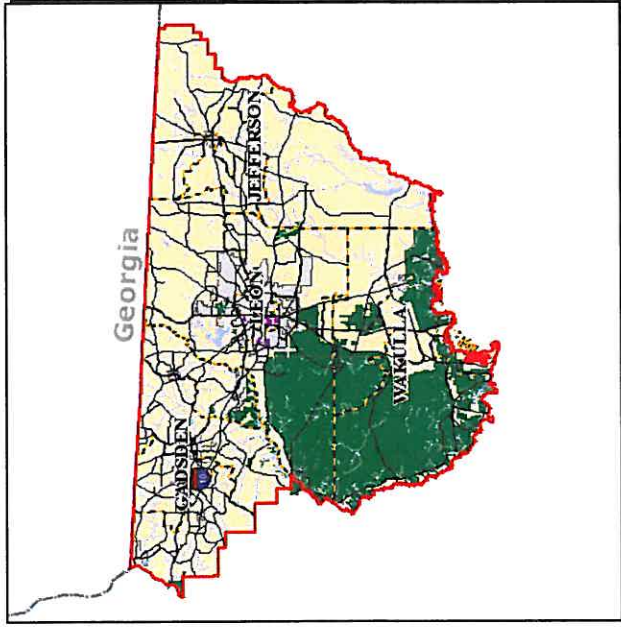
**Project Description:**

The Capital Cascades Connector Bridge will provide bicyclists and pedestrians a safe crossing over Monroe Street. Note: This project was amended in November 2012 to place additional funding on the project in FY 2013 (\$550,000). Furthermore, the project was administratively amended in December 2012 to update funding source. On June 17, 2013 the project was amended to reflect the addition of local funding.

4238391

**CRTPA GIS Development**

**Non-SIS**



**Work Summary:**

**From:**

**To:**

**Lead Agency:** CRTPA

**County:** Leon County

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST	SU	150,000	0	0	0	0	150,000
<b>Total</b>		<b>150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,000</b>

**Prior Cost < 2012/13:** 0  
**Future Cost > 2016/17:** 0  
**Total Project Cost:** 150,000  
**Project Description:** Provides funding for the development of GIS (Geographic Information Systems) applications and project management in the CRTPA region.

NOTE: Project was amended into the TIP at the June 17, 2013 CRTPA Board meeting.



## **CRTPA RESOLUTION 2013-06-4A**

### **A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) AMENDING THE FY 2013 – FY 2017 TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

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

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

The CRTPA amends the FY 13 – FY 17 Transportation Improvement Program to add/revise the following projects:

- Interstate 10 (SR 8) @ SR 12 Lighting (Greensboro Exit) (Project #2225181)
- Interstate 10 (SR 8) @ CR 270A Lighting (Chattahoochee Exit) (Project #2225241)
- Interstate 10 (SR 8) @ SR 59 (Lloyd Exit) (Project #2226681)
- Capital Cascade Connector Bridge (Project #4259411)
- GIS Development and Project Management Support (Project #4238391)

Passed and duly adopted by the Capital Region Transportation Planning Agency (CRTPA) on this 17<sup>th</sup> day of June 2013.

**Capital Region Transportation Planning Agency**

**By:** \_\_\_\_\_

Nancy S. Miller, Chair

**Attest:**

\_\_\_\_\_  
Harry Reed, CRTPA Executive Director



*June 17, 2013*

**AGENDA ITEM 4 B**  
**FISCAL YEAR (FY) 2014 – FY 2018**  
**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**ADOPTION**

**REQUESTED BY:** CRTPA Staff

**TYPE OF ITEM:** Hand Vote

**STATEMENT OF ISSUE**

Consistent with state and federal requirements, the Fiscal Year (FY) 2014– FY 2018 Transportation Improvement Program (TIP) has been developed (*Attachment 1- The TIP is available for review on the agency's homepage (www.crtpa.org)*) for Capital Region Transportation Planning Agency (CRTPA) adoption.

**NOTE:** At the March 25, 2013 CRTPA meeting, members voted to transmit the Draft TIP to Florida Department of Transportation without the inclusion of the Magnolia Drive @ Governor's Square Boulevard turn lane project (WPI #4334501).

**RECOMMENDATIONS BY CRTPA COMMITTEES**

The CRTPA's Technical Advisory Committee (TAC) and Citizens Multimodal Advisory Committee (CMAC) recommended approval of the FY 2014 – FY 2018 Transportation Improvement Program with the request that the FDOT remove the Magnolia Drive at Governor's Square Boulevard turn lane project (WPI #4334501) from the State Work Program and place the funds on the agency's number one ranked Transportation Systems Management project (Crawfordville Road intersection improvements) at their June 4, 2013 meetings. Additionally, the CMAC requested that the TIP continue to set-aside one million dollars for bicycle and pedestrian projects as it has in past years.

**RECOMMENDED ACTION**

- Option 1: Adopt by resolution the FY 2014 – FY 2018 Transportation Improvement Program with a request that the Florida Department of Transportation complete an updated traffic study associated with the Magnolia Drive at Governor's Square Boulevard turn lane project (WPI #4334501) prior to proceeding with the design phase of the project.

## **HISTORY AND ANALYSIS**

The CRTPA Transportation Improvement Program identifies regional transportation projects (roadway, bicycle and pedestrian, transportation systems management, transportation enhancement, public transportation, aviation, resurfacing and bridge projects) that have received funding in the Florida Department of Transportation's (FDOT) Five-Year Work Program. The TIP is developed in accordance with 23 U.S.C. 134(h), 23 CFR 450 and Chapter 339.175(7), F.S., and is one of the annual requirements of the metropolitan transportation planning process for the CRTPA.

The purpose of the TIP is to inform the public and governmental agencies of transportation projects (planning through construction) that have received funding in the next five-year period (FY 2013 – FY 2017) within our region (Gadsden, Jefferson, Leon and Wakulla counties).

Projects contained within the DRAFT FY 2014 – FY 2018 TIP include those projects that were presented to the CRTPA Board on November 26, 2012 by the FDOT District 3 during their presentation of the FDOT Draft FY 2014– FY 2018 Five-Year Work Program. The following contains a summary of the new or changed projects that are included in the DRAFT FY 2014 – FY 2018 TIP:

### **New Projects (Additions)**

#### Leon County:

- ❑ Interstate 10 (SR 8): Gadsden County line to the beginning of the 6 Lane. **Resurfacing** (Preliminary Engineering & Construction) in FY 14 & FY 16 (\$2,023,000) (4327412).
- ❑ Interstate 10 (SR 8): Rest Areas Building Remodeling. **Rest Area** (Preliminary Engineering & Construction) in FY 14 & FY 15 (\$3,622,000) (4290245).
- ❑ Magnolia Drive (SR 265) at Governor's Square Boulevard. **Add Turn Lane** (Preliminary Engineering, Right of Way & Construction) in FY 14, FY 16 & FY 17 (\$2.1 million) (4334501).  
NOTE: At the March 25, 2013 CRTPA Board meeting, members voted to transmit the Draft TIP document to the Florida Department of Transportation without the inclusion of this project.
- ❑ Orange Avenue (SR 373) over St. Marks Trail Bridge. **Bridge Replacement** (Preliminary Engineering & Right of Way) in FY 14 & FY 17 (\$1.6 million) (4321371).
- ❑ Monroe Street (US 27): Lakeshore Drive to John Knox Road. **Preliminary Engineering** (Construction of northbound right turn lane) in FY 14 (\$1.4 million) (4104091).

#### Gadsden County:

- ❑ Interstate 10 (SR 8): W. of US 90 to Leon County Line. **Resurfacing** (Preliminary Engineering & Construction) in FY 14 & FY 16 (\$4.1 million) (4327411).
- ❑ Quincy Loop North: SR 12 to Solomon Dairy Road (CR 268). **PD&E/Emo Study** (Project Development and Environment Study) in FY 14 (\$770,000) (2189464).
- ❑ Peck Betts Road: Hutchinson Road (CR 379A) to Lewis Lane. **Resurfacing** (Construction) in FY 16 (\$1.5 million) (4334611).
- ❑ Telogia Creek Road: SR 12 to Juniper Creek (CR 65A). **Resurfacing** (Construction) in FY 16 (\$679,000) (4335561).

Jefferson County:

- ❑ Interstate 10 (SR 8): E. of US 19 to Madison County Line. **Resurfacing** (Preliminary Engineering & Construction) in FY 14 & FY 16 (\$18.2 million) (4325701).
- ❑ Interstate 10 (SR 8): Leon County Line to Old Lloyd Highway (CR 158) **Resurfacing** (Preliminary Engineering & Construction) in FY 14 & FY 16 (\$8.8 million) (4327391).
- ❑ Interstate 10 (SR 8): Rest Areas Building Remodeling. **Rest Area** (Preliminary Engineering & Construction) in FY 14 & FY 15 (\$5.6 million) (4290246).
- ❑ US 19 at Industrial Park Road Intersection. **Add Right Turn Lane** (Construction) in FY 14 (\$258,000) (4334301).
- ❑ Gamble Road (SR 59): Tram Road (CR 259) to US 27 (SR 20). **Resurfacing** (Preliminary Engineering & Construction) in FY 14 & FY 16 (\$2.4 million) (4307921).
- ❑ Old Lloyd Road (CR 158) over Branch of Lloyd Creek Bridge. **Bridge Replacement** (Preliminary Engineering, Right of Way & Construction) in FY 14, FY 16 & FY 18 (\$10.4 million) (4304771).
- ❑ Piney Wood Road: Rabon Road (CR 158B) to Old Lloyd Road (CR 158A). **Resurfacing** (Construction) in FY 16 (\$665,000) (4332491).
- ❑ St. Augustine Road: Gamble Road (SR 59) to US 27 (SR 20). Resurfacing (Construction) in FY 15 (\$876,000) (4333521).
- ❑ Tecumseh Road: Lake Road (CR 142) to US 19 (SR 57). Resurfacing (Construction) in FY 15 (\$249,000) (4333551).

Wakulla County:

- ❑ Woodville Highway (SR 363): US 98 to Leon County Line. **Resurfacing** (Preliminary Engineering & Construction) in FY 14 & FY 16 (\$3.5 million) (4325381).
- ❑ Ochlockonee Bay Trail Phase VA: Surf Road (CR 372). **Bike Path/Trail** (Construction) in FY 14 (\$313,000) (4140322).
- ❑ Springhill Road (CR 373): SR 267 to Leon County Line. **Widen/Resurface Existing Lanes** (Construction) in FY 15 (\$723,000) (4333511).
- ❑ Shadeville Highway (CR 61): US 319 to Wakulla Springs Road. **Resurface** (Construction) in FY 16 (\$2 million) (4332501).

Regional (Gadsden, Jefferson, Leon and Gadsden counties)

- ❑ CRTPA Bicycle and Pedestrian Projects. **Funding Action** in FY 18 (\$1,000,000) (4098036).



## **Changed Projects**

### Leon County:

- ❑ US 90 (SR 10): Apex Drive to CR 59. **Resurfacing** (Construction) deferred from FY 15 to FY 16 (\$4,090,000) (4287401).
- ❑ Apalachee Parkway (US 27): Monroe Street (US 27) to east of Capital Circle (US 319) **Resurfacing** (CST) deferred from FY 16 to FY 17 (\$10.4 million) (4307841).
- ❑ Capital Circle (SR 263): S. of Old Airport Entrance to S. of Orange Avenue. **Resurfacing** (CST) deferred from FY 15 to FY 16 (\$1.4 million) (4287361).
- ❑ Capital Circle (SR 263): W. of SR 61 (US 319) to N. of Springhill Road. **Resurfacing** (CST) deferred from FY 15 to FY 16 (\$1.5 million) (4287471).
- ❑ Monroe Street (SR 63) at Lake Ella. **Pedestrian Safety Improvement** (CST) revised to reflect FDOT management of project in FY 15 (\$1 million) (4301482).
- ❑ Capital Circle (SR 261) at Mahan Drive (SR 10). **Add Turn Lane** (Right of Way and Construction) in FY 14 & FY 16 (4317891) project deleted and incorporated into resurfacing project #4287391 (Capital Circle).
- ❑ Magnolia Drive (SR 265) CSX Railroad Bridge. **Bridge Project** (Slope Protection and Repair (CST)) in FY 14 (4309062) project deleted due to work having been performed by FDOT Maintenance in 2012.

### Gadsden County:

- ❑ US 90 (SR 10): N. of Ellis Circle to Luten Road (CR 270A). **Sidewalk** (PE) revised to reflect FDOT management of project in FY 17 (\$98,000) (4298611).
- ❑ US 90 (SR 10): North Avenue to Lanier Drive. **Sidewalk** (PE, CST) revised to reflect FDOT management of project in FY 17 (\$139,000) (4298631).
- ❑ SR 12: US 90 (SR 10) to US 27. **Resurfacing** (Construction) deferred from FY 14 to FY 15 (\$6.5 million) (4269301).
- ❑ SR 12: Yon Creek Bridge to w. of US 90 (SR 10). **Resurfacing** (Construction) deferred from FY 15 to FY 16 (\$5.5 million) (4288481).
- ❑ Town of Havana Landscaping & Scenic Beautification. **Landscaping** (Construction) funds revised from use of federal funds to use of state funds in FY 15 (\$94,000) (4280982).
- ❑ Cairo Street: Line Street to MLK, Jr. Boulevard. **Sidewalk** (Construction) deferred from FY 16 to FY 17 (\$108,000) (4298591).
- ❑ Lewis Lane: Mt. Pleasant Road (CR 379) to Glory Road (CR 379A). **Road Reconstruction** (Construction) advanced to FY 14 from FY 15 (\$605,000) (4313271).
- ❑ McDonald Avenue: Main Street (CR 269) to Maple Street. **Sidewalk** (Construction) deferred from FY 16 to FY 17 (\$214,000) (4298601).

Jefferson County:

- ❑ US 90 (SR 10): Holly Road to Willow Street. **Sidewalk** revised to reflect FDOT management of project in FY 14 and use of Transportation Alternative funds (\$381,000) (4281291).
- ❑ Old Lloyd Road (CR 158A): Leon County Line to Gamble Road (SR 59). **Resurfacing** (CST) advanced to FY 13 from FY 15(\$268,000) (4312381).

Wakulla County:

- ❑ Bostick Pellt Road: Harvey Mill Road to Arran Road. **Widen/Resurface Existing Lanes** (CST) advanced from FY 15 to FY 14 (\$461,000) (431951).

Regional (Gadsden, Jefferson, Leon and Gadsden counties)

- ❑ Trails and Greenways Connection Development. **Bike Path/Trail** (Construction) portion of funding deferred from FY 15 to FY 16 (\$855,000) (4301511).

\* PROJECT PHASES ABBREVIATION KEY:

**PLN = Planning; PE = Preliminary Engineering (Design); CST = Construction; ROW = Right of Way; ENV = Environment**

**PUBLIC INPUT**

The FY 2014 – FY 2018 Transportation Improvement Program was formally presented at two public meetings that occurred on May 22 & 23, 2013 in Crawfordville (Wakulla County Commission Chambers) and Tallahassee (Tallahassee City Commission Chambers), respectively. The meetings provided information regarding the TIP projects as well as information about the regional transportation planning process. Meeting notification occurred via advertisement in The Wakulla News and Tallahassee Democrat as well as information placed on the CRTPA's website ([www.crtpa.org](http://www.crtpa.org)) and the sending of an e-mail message to the agency's transportation partners.

**NEXT STEP**

Subsequent to CRTPA Board adoption of the TIP, staff will transmit the document to the Florida Department of Transportation.

## **OPTIONS**

- Option 1: Adopt by resolution the FY 2014 – FY 2018 Transportation Improvement Program with a request that the Florida Department of Transportation complete an updated traffic study associated with the Magnolia Drive at Governor's Square Boulevard turn lane project (WPI #4334501) prior to proceeding with the design phase of the project.  
(RECOMMENDED)
- Option 2: Provide other direction.

## **ATTACHMENT**

- Attachment 1: FY 2014 – FY 2018 Transportation Improvement Program is available for review on the CRTPA's homepage ([www.crtpa.org](http://www.crtpa.org)). Subsequent to adoption, hard copies of the TIP will be made available to CRTPA Board members.
- Attachment 2: Adoption Resolution (including request that the Florida Department of Transportation complete an updated traffic study associated with the Magnolia Drive @ Governor's Square Boulevard turn lane project (WPI #4334501) prior to proceeding with the design phase of the project).



# FY 2014 – FY 2018 TRANSPORTATION IMPROVEMENT PROGRAM DRAFT

ADOPTED:  
AMENDED:

**NOTE:**

Projects within this document may be interactively searched online at the following CRTPA website:  
<http://crtpatip.edats.com>





## **CRTPA RESOLUTION 2013-06-4B**

### **A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) ENDORSING THE FY 2014 – FY 2018 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 2014 through Fiscal Year 2018 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 hereby requests that the Florida Department of Transportation complete an updated traffic study associated with the Magnolia Drive at Governor's Square Boulevard turn lane project (WPI #4334501) prior to proceeding with the design phase of the project;
3. The CRTPA authorizes the Chair to sign the State of Florida certification statement, which must be submitted annually with the TIP;
4. 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;
5. 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 14 of the Florida Department of Transportation's Metropolitan Planning Organization Program Management Handbook; and
6. 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 17<sup>th</sup> day of June 2013.

**Capital Region Transportation Planning Agency**

**Attest:**

**By:** \_\_\_\_\_  
Nancy S. Miller, Chair

\_\_\_\_\_  
Harry Reed, CRTPA Executive Director

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# EXECUTIVE SUMMARY

## **TIP Purpose**

The Transportation Improvement Program (TIP) is prepared annually to satisfy federal mandates (Title 23 United States Code (U.S.C.) 134 (j)) that require Metropolitan Planning Organizations (MPOs) to develop a prioritized listing/program of transportation projects covering a period of four years that is consistent with the CRTPA's long range transportation plan. This document provides a staged, multi-year listing of regionally significant transportation improvements that will be funded by Title 23 and Title 49 U.S.C. funds within the Capital Region Transportation Planning Agency (CRTPA) (the MPO for Florida's capital region). In addition, the TIP contains all regionally significant projects for which federal action is required, regardless of whether the projects are funded with 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.

Federally funded projects within the TIP are listed by project type, as follows: major roadway, transportation systems management, bicycle/pedestrian, public transportation, aviation, resurfacing and bridge rehabilitation/replacement (a description of each of these project types is provided in the "TIP Basics" section). 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.

## **Financial Plan**

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. As such, the TIP is financially constrained for each year and identifies those federal 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. A summary of funds by funding category and project type for the state and federally funded projects contained within the TIP is provided at the end of this section.

## **Project Selection**

Projects funded under Title 23 and the Federal Transit Administration (FTA) were selected by the CRTPA in consultation with the FDOT. The projects selected by the CRTPA for funding were prioritized using the CRTPA's project prioritization process. This process individually ranks projects on a several different project lists in order to provide guidance to the FDOT as they proceed with development of the State Work Program. Further 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"). Projects included within the TIP on the National Highway System and projects funded under the bridge, interstate maintenance programs, were selected for inclusion by the State in cooperation with the CRTPA, consistent with 23 CFR 450.330(c).

## **Consistency with Other Plans**

Projects included within the TIP are consistent with the CRTPA's Year 2035 Regional Mobility Plan (RMP), adopted on November 15, 2010. The RMP integrates bicycle, pedestrian, roadway and transit projects for the four-county CRTPA region into one, long range transportation planning document. The following contains the goals of the RMP:

- **ACCESS:** Provide residents and visitors with access to a multi-modal transportation system and to goods and services throughout the region;
- **CONNECTIVITY:** Enhance local and regional connectivity to effectively and safely move people and goods using multiple modes of transportation;
- **COORDINATION:** To promote efficient and thorough implementation of the regional mobility plan by ensuring broad buy-in and stakeholder support for the regional mobility planning process, the plan itself, and its constituent projects;
- **ECONOMIC DEVELOPMENT:** Create and maintain a transportation infrastructure that provides energy and time-efficient intermodal movement of goods, services, and labor to and within urban areas in the region;
- **FINANCIAL FEASIBILITY:** To ensure that the funding for desired regional mobility projects is met and that necessary revenues are made available timely for the successful implementation of priority projects that promote sustainability, more efficient use of resources, and regional connectivity;
- **LAND USE:** Coordinate transportation and land use systems to foster vibrant communities with compact urban forms throughout the region;
- **MULTIMODALISM:** There are many forms of transportation in the region, some untapped and to be utilized in the future. The Regional Mobility Plan must create and maintain opportunities to facilitate the movement of and connections among people, jobs, goods, and services;
- **NATURAL RESOURCE PROTECTION/CONSERVATION:** A transportation system that provides access and mobility, supports compact growth and protects the region's natural environment;
- **PUBLIC PARTICIPATION:** The Regional Mobility Plan must have a strong Public Involvement Plan to ensure that all citizens of the region have the opportunity to provide input in the transportation planning process;



- **SAFETY AND PUBLIC HEALTH:** Improve public health by increasing choice, safety, and access of transportation facilities for all segments of the population;
- **SECURITY:** Promote and implement transportation system improvements for all modes maximizing security of the transportation system.

Development of the next update to the RMP (Year 2040) has recently been initiated with the update scheduled to be adopted by the CRTPA Board in November 2015.

In addition to consistency with the RMP, the TIP is consistent, to the maximum extent feasible, with the Aviation Master Plan of the Tallahassee Regional Airport and the Transit Development Plan of StarMetro. Furthermore, the TIP is consistent with the approved local government comprehensive plans of the local governments within the CRTPA region.

### **Project Priority Statement**

Project priorities selected for inclusion within the TIP are consistent with the CRTPA's adopted RMP as well as the FDOT's Adopted Five Year Work Program.

The CRTPA's FY 2014 – FY 2018 priority project lists (PPLs) were adopted on September 24, 2012 to provide guidance to the FDOT in development of the FY 2014– FY 2018 State Work Program. The following identifies the six (6) PPLs adopted by the CRTPA and includes the general criteria that were used in developing each list:

- Regional Mobility Plan (RMP) PPL (identifies bicycle, pedestrian, roadway and transit projects). (Project source: The Regional Mobility Plan). The RMP PPL maintains the project ranking order as developed in adopted Cost Feasible RMP in which identified projects were ranked based upon the RMP's adopted goals and objectives. Furthermore, due to the multimodal nature of the RMP, the RMP PPL replaced two previously adopted CRTPA PPLs (the Major PPL and Bicycle & Pedestrian PPL). Consistent with direction provided by the CRTPA Board in past years, the RMP PPL maintains a \$1 million minimum annual set-aside for bicycle and pedestrian projects as the agency's number one funded project prior to funding other projects on the PPLs.
- 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;
- Enhancement PPL (provides funding for the provision of bicycle and pedestrian facilities, safety and educational activities for pedestrians and bicyclists, landscaping and beautification, and other activities). (Project source: eligible enhancement projects solicited by the CRTPA and submitted by local governments and community groups for funding)

This list was evaluated and ranked by the Enhancement Subcommittee which is comprised of two (2) members from each of the three (3) CRTPA subcommittees. The committee ranked each application using ten (10) prioritization criteria. Note: Funding for enhancements has changed due to passage of the recent federal transportation funding bill (MAP-21). As a result, the Enhancements PPL will no longer be adopted by the agency and a new PPL consistent with MAP-21 (entitled "Transportation Alternatives") will replace this PPL;

- Transit PPL (provides a listing of transit projects, *developed by StarMetro*, reflecting projects consistent with StarMetro's adopted Transit Development Plan (TDP);
- Tallahassee Regional Airport PPL (provides a listing of airport projects, *developed by the Tallahassee Regional Airport*, reflecting consistent with the adopted 1996 Airport Master Plan Update); and,
- Strategic Intermodal System (SIS) PPL (identifies transportation projects eligible for SIS funding).

**Appendix E** contains the CRTPA's adopted FY 2014 – FY 2018 Priority Project Lists.

### **Implemented Projects**

Major projects from the previous (FY 2013 to FY 2017) TIP that were implemented, as well as major projects for which significant delays in project implementation occurred, 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](http://www.crtpa.org)), includes all projects (listed by county) that have received federal obligation in fiscal year 2012 (October 1, 2011 to September 30, 2012). 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)).

### **Public Involvement**

The CRTPA's activities associated with seeking public comment on development of the TIP were consistent with the *Public Involvement Process Plan*, adopted by the CRTPA on September 21, 2009. Such activities included conducting a public meeting to present the document to the public in May 2013 in Tallahassee. The meeting provided citizens the opportunity to ask questions about the document as well as learn about the metropolitan transportation planning process. Additionally, the draft TIP was placed on the CRTPA's webpage ([www.crtpa.org](http://www.crtpa.org)) in February 2013 and the document was discussed at the CRTPA's two (2) committees, the Citizens Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC), as well as the CRTPA Board meeting. The CRTPA and CRTPA committee meetings are open to the public and provide an opportunity for public comment.

### **APPENDIX G (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.

### **Certification**

On June 26 & 27, 2012, the Capital Region Transportation Planning Agency (CRTPA) staff met with the staff of 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). To date, the CRTPA has not received the Certification Report.

### **Congestion Management Process**

The CRTPA Congestion Management Process Plan was adopted by the CRTPA on January 28, 2013. This report serves to measure the system performance of transportation facilities and identifies low cost, short and long-term strategies to alleviate congestion and to maximize the mobility options available. The CRTPA's Congestion Management Process Plan can 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").

# 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. As such, the CRTPA is responsible for coordinating the regional transportation planning process. The CRTPA includes all of Gadsden, Jefferson, Leon and Wakulla counties and consists of voting representatives from:

- 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 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?

State and federal projects within the TIP 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 intersection 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 Regional 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).

Because it usually takes several years to complete a project, projects are scheduled by phase (planning, 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](http://www.crtpa.org)) or directly (<http://crtpa.dev.dtstiptool.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 the Interactive TIP.

## 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 project, 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, spaceport, 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](http://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](http://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 2013 through 2022), and 5 years of programming in the FDOT Work Program for non-SIS projects (FYs 2013 through 2017), plus historical cost information for all projects having expenditures paid by FDOT prior to FY 2013.

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.

### **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 include 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. The following contains the schedule for CRTPA TIP development:

- January: TIP development is initiated subsequent to FDOT development of the FDOT Draft Work Program.
- February: The draft TIP is placed on the CRTPA’s webpage ([www.crtpa.org](http://www.crtpa.org)).
- March: The draft TIP is presented to the CRTPA and its committees for review at the March meetings.
- May: The draft TIP is presented to the public at a public meeting to receive public comment prior to CRTPA adoption.
- June: The CRTPA adopts the TIP and the adopted document is placed on the CRTPA’s webpage. Subsequent to 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?**

In September of each year, the CRTPA adopts project priority lists (PPLs). The PPLs contain a listing of transportation projects eligible for funding in priority (ranked) order. Subsequent to CRTPA adoption, the PPLs are provided to the FDOT for use in development of the FDOT Work Program. Specifically, the FDOT matches eligible funding available to the CRTPA with the top ranked projects identified by the CRTPA. Major capacity roadway 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 CRTPA adopted the following PPLs for FY 2014 – FY 2018 on September 24, 2012:

- Major PPL (identifies major roadway projects);
- Transportation Systems Management (TSM) PPL (typically identifies low cost improvements to the existing transportation system that can be constructed in less than two years (such as intersection improvements);
- Bicycle-Pedestrian PPL (identifies bicycle and pedestrian projects);
- SAFETEA-LU Enhancement PPL (provides funding for the provision of bicycle and pedestrian facilities, safety and educational activities for pedestrians and bicyclists, landscaping and beautification, and other activities); transportation enhancement projects which are consistent with the requirements of the Transportation Equity Act of the 21<sup>st</sup> Century (TEA-21)
- StarMetro PPL (provides a listing of transit projects, *developed by StarMetro*, reflecting projects consistent with StarMetro's adopted Transit Development Plan (TDP);
- Tallahassee Regional Airport PPL (provides a listing of airport projects, *developed by the Tallahassee Regional Airport*, reflecting consistent with the adopted 1996 Airport Master Plan Update);
- Transportation Regional Incentive Program (TRIP) PPL (identifies regionally significant transportation projects eligible for TRIP funding); and,
- Strategic Intermodal System (SIS) PPL (identifies transportation projects eligible for SIS funding).

Prior to adoption, a public meeting was held on August 30, 2012 to receive public comment on the proposed FY 2014 – FY 2018 PPLs. Information related to the public meeting was emailed to the CRTPA's transportation partners as well as placed on the CRTPA's website. Subsequent to the CRTPA's adoption of the above PPLs, the lists were provided to the FDOT. The FDOT used the lists in generation of the state and federally funded projects contained within this document. **Appendix E** contains the CRTPA's FY 2014 – FY 2018 PPLs. 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 a CRTPA public meeting 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](http://www.crtpa.org)). Additionally, the draft TIP is presented at the CRTPA's two (2) citizens committees, the Citizens Advisory Committee (CAC) and Multimodal Advisory Committee (MAC) as well as the Technical Advisory Committee (TAC) and the CRTPA in March. The TIP is adopted by the CRTPA at its June meeting. Citizens are allowed to provide comments at all CRTPA and CRTPA committee meetings.

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 and adoption of the CRTPA's PPLs. To that end, a PPL public meeting is held prior to PPL adoption by the CRTPA. 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.

### **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 of Florida 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](http://www.crtpa.org)). Furthermore, citizens are also welcome to contact the CRTPA directly at 850 891 6800.

## 5-Year Summary of Projects by Funding Category

Project #	Project Name	2013/14	2014/15	2015/16	2016/17	2017/18	Total
<b>ACNP -</b>							
4289391	SR 8 (I-10)	9,557,379	0	0	0	0	9,557,379
4325701	SR 8 (I-10) FROM E OF SR 57 (US 19) TO MADISON	969,584	0	16,884,454	0	0	17,854,038
4327391	SR 8 (I-10) FROM LEON COUNTY LINE TO E OF CR	643,665	0	8,005,975	0	0	8,649,640
4327411	SR 8 (I-10) FROM W OF SR 10 (US 90 TO LEON	432,210	0	3,534,175	0	0	3,966,385
4327412	SR 8 (I-10) FROM GADSDEN COUNTY LINE TO	318,011	0	1,648,980	0	0	1,966,991
4334301	SR 57 (US 19) @ INDUSTRIAL PARK ROAD	258,369	0	0	0	0	258,369
<b>Total</b>		<b>12,179,218</b>	<b>0</b>	<b>30,073,584</b>	<b>0</b>	<b>0</b>	<b>42,252,802</b>
<b>ACSB -</b>							
4238581	SR 65	4,162,099	0	0	0	0	4,162,099
4245091	SR 20	2,390,734	0	0	0	0	2,390,734
4321371	SR 373 ORANGE AVENUE OVER ST. MARKS TRAIL	700,000	0	0	798,476	0	1,498,476
<b>Total</b>		<b>7,252,833</b>	<b>0</b>	<b>0</b>	<b>798,476</b>	<b>0</b>	<b>8,051,309</b>
<b>ACSU - ADVANCE CONSTRUCTION (SU)</b>							
2197221	SR 263 CAP CIR NW	2,511,433	4,590	0	0	0	2,516,023
<b>Total</b>		<b>2,511,433</b>	<b>4,590</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,516,023</b>
<b>ACTA -</b>							
4259411	CAPITAL CASCADE CONNECTOR BRIDGE	518,163	0	0	0	0	518,163
<b>Total</b>		<b>518,163</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>518,163</b>
<b>ACTU -</b>							
4301471	6TH AVENUE	22,567	0	0	0	0	22,567
<b>Total</b>		<b>22,567</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22,567</b>
<b>BRP - STATE BRIDGE REPLACEMENT</b>							
4321371	SR 373 ORANGE AVENUE OVER ST. MARKS TRAIL	0	0	0	0	4,059,310	4,059,310
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,059,310</b>	<b>4,059,310</b>

## 5-Year Summary of Projects by Funding Category

Project #	Project Name	2013/14	2014/15	2015/16	2016/17	2017/18	Total
<b>BRTZ - FED BRIDGE REPL - OFF SYSTEM</b>							
4304761	CR 158 OLD LLOYD RD OVER BRANCH OF LLOYD	880,000	0	41,984	0	4,727,769	5,649,753
4304771	CR 158 OVER LLOYD CREEK BRIDGE NO. 540045	880,000	0	23,724	0	4,759,542	5,663,266
<b>Total</b>		<b>1,760,000</b>	<b>0</b>	<b>65,708</b>	<b>0</b>	<b>9,487,311</b>	<b>11,313,019</b>
<b>CIGP - COUNTY INCENTIVE GRANT PROGRAM</b>							
4335551	TECUMSEH ROAD FROM CR 142 LAKE ROAD TO	0	249,190	0	0	0	249,190
4335561	TELOGIA CREEK ROAD FROM SR 12 TO CR 65A	0	0	678,954	0	0	678,954
<b>Total</b>		<b>0</b>	<b>249,190</b>	<b>678,954</b>	<b>0</b>	<b>0</b>	<b>928,144</b>
<b>CM - CONGESTION MITIGATION - AQ</b>							
4334501	SR 265 MAGNOLIA DR. @ GOVERNOR'S SQUARE	0	0	518,643	196,545	0	715,188
<b>Total</b>		<b>0</b>	<b>0</b>	<b>518,643</b>	<b>196,545</b>	<b>0</b>	<b>715,188</b>
<b>D - UNRESTRICTED STATE PRIMARY</b>							
4225442	C RTPA UPWP Activities Support	375,000	0	0	0	0	375,000
<b>Total</b>		<b>375,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>375,000</b>
<b>DDR - DISTRICT DEDICATED REVENUE</b>							
2189461	QUINCY BY-PASS	13,348,458	0	0	0	0	13,348,458
2267691	TALLAHASSEE REGIONAL	0	500,000	0	0	0	500,000
2267811	TALLAHASSEE REGIONAL	400,000	0	0	0	0	400,000
2267815	TALLAHASSEE REGIONAL	0	125,000	0	0	0	125,000
2267816	TALLAHASSEE REGIONAL	0	0	400,000	200,000	0	600,000
2267922	TALLAHASSEE REGIONAL	0	0	50,000	0	0	50,000
4065852	SR 8 (I-10)	1,500,000	0	0	0	0	1,500,000
4122102	TALLAHASSEE REGIONAL	0	0	250,000	0	0	250,000
4156071	FL STATE UNIVERSITY	200,000	0	0	0	0	200,000
4156072	FL STATE UNIVERSITY	0	200,000	200,000	200,000	0	600,000



## 5-Year Summary of Projects by Funding Category

Project #	Project Name	2013/14	2014/15	2015/16	2016/17	2017/18	Total
<b>DDR - DISTRICT DEDICATED REVENUE</b>							
4160101	TALLAHASSEE REGIONAL	86,960	0	0	0	0	<b>86,960</b>
4160102	TALLAHASSEE REGIONAL	0	125,000	125,000	0	0	<b>250,000</b>
4160103	TALLAHASSEE REGIONAL	0	0	25,000	0	0	<b>25,000</b>
4203101	BIG BEND TRANSIT	20,000	0	0	15,000	0	<b>35,000</b>
4203111	BIG BEND TRANSIT	25,000	0	0	8,000	0	<b>33,000</b>
4203131	BIG BEND TRANSIT	25,000	0	0	10,000	0	<b>35,000</b>
4203722	QUINCY MUNICIPAL	0	0	250,082	0	0	<b>250,082</b>
4203723	QUINCY MUNICIPAL	0	0	0	440,000	0	<b>440,000</b>
4222501	CITY OF TALLAHASSEE	1,144,195	1,154,552	1,180,446	1,180,446	1,268,765	<b>5,928,404</b>
4222611	BIG BEND TRANSIT	23,000	0	0	0	0	<b>23,000</b>
4222621	BIG BEND TRANSIT	0	33,000	0	0	0	<b>33,000</b>
4223015	TALLAHASSEE REGIONAL	0	0	100,000	0	0	<b>100,000</b>
4223053	QUINCY MUNICIPAL AIRPORT CONSTRUCT	0	0	0	0	400,000	<b>400,000</b>
4223062	WAKULLA COUNTY	0	54,241	0	0	0	<b>54,241</b>
4223063	WAKULLA COUNTY	0	0	175,000	0	0	<b>175,000</b>
4269301	SR 12	0	2,074,344	0	0	0	<b>2,074,344</b>
4280982	TOWN OF HAVANA LANDSCAPING & SCENIC	0	93,174	0	0	0	<b>93,174</b>
4281291	SR 10 (US 90)	44,700	0	0	0	0	<b>44,700</b>
4287361	SR 263 CAPITAL CIR	0	0	603,433	0	0	<b>603,433</b>
4287391	SR 261 (US 319)	1,095,821	0	0	0	0	<b>1,095,821</b>
4287401	SR 10 (US 90)	0	0	603,876	0	0	<b>603,876</b>
4288481	SR 12	0	0	5,433,219	0	0	<b>5,433,219</b>
4307841	SR 20 (US 27)	0	0	1,770,725	0	0	<b>1,770,725</b>
4307921	SR 59 GAMBLE ROAD FROM CR 259 TRAM ROAD	173,422	0	0	0	0	<b>173,422</b>

## 5-Year Summary of Projects by Funding Category

Project #	Project Name	2013/14	2014/15	2015/16	2016/17	2017/18	Total
<b>DDR - DISTRICT DEDICATED REVENUE</b>							
<b>Total</b>		<b>18,086,556</b>	<b>4,359,311</b>	<b>11,166,781</b>	<b>2,053,446</b>	<b>1,668,765</b>	<b>37,334,859</b>
<b>DI - ST. - S/W INTER/INTRASTATE HWY</b>							
4290245	SR 8 (I-10) REST AREAS BUILDING REMODELING	498,000	0	0	0	0	<b>498,000</b>
4290246	SR 8 (I-10) REST AREAS BUILDING REPLACEMENTS	603,000	0	0	0	0	<b>603,000</b>
<b>Total</b>		<b>1,101,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,101,000</b>
<b>DIH - STATE IN-HOUSE PRODUCT SUPPORT</b>							
2189464	QUINCY LOOP NORTH FROM SR 12 TO CR268	70,000	0	0	0	0	<b>70,000</b>
2198802	SR 263 (US 319)	0	6,339	0	0	0	<b>6,339</b>
2225303	SR 8 (I-10)	25,000	0	0	0	0	<b>25,000</b>
4065852	SR 8 (I-10)	25,000	0	0	0	0	<b>25,000</b>
4246161	SR 369 (US 319)	0	11,611	0	0	0	<b>11,611</b>
4269301	SR 12	0	55,528	0	0	0	<b>55,528</b>
4269311	SR 61 (US 319)	130,680	0	0	0	0	<b>130,680</b>
4269371	SR 10 (US 90)	35,112	0	0	0	0	<b>35,112</b>
4269611	SR 10 (US 90)	0	28,349	0	0	0	<b>28,349</b>
4269651	SR 373 ORANGE AVE	121,325	0	0	0	0	<b>121,325</b>
4280982	TOWN OF HAVANA LANDSCAPING & SCENIC	0	500	0	0	0	<b>500</b>
4287361	SR 263 CAPITAL CIR	0	0	21,272	0	0	<b>21,272</b>
4287391	SR 261 (US 319)	23,870	41,968	0	0	0	<b>65,838</b>
4287401	SR 10 (US 90)	0	0	34,094	0	0	<b>34,094</b>
4287461	SR 65	0	48,025	0	0	0	<b>48,025</b>
4287471	SR 263 CAPITAL CIR	0	0	15,179	0	0	<b>15,179</b>
4288481	SR 12	0	0	50,034	0	0	<b>50,034</b>
4290241	SR 8 (I-10)	0	7,129	0	0	0	<b>7,129</b>

## 5-Year Summary of Projects by Funding Category

Project #	Project Name	2013/14	2014/15	2015/16	2016/17	2017/18	Total
<b>DIH - STATE IN-HOUSE PRODUCT SUPPORT</b>							
4290242	SR 8 (I-10)	0	7,247	0	0	0	7,247
4290243	SR 8 (I-10)	0	11,765	0	0	0	11,765
4290244	SR 8 (I-10)	0	11,765	0	0	0	11,765
4290245	SR 8 (I-10) REST AREAS BUILDING REMODELING	19,000	29,985	0	0	0	48,985
4290246	SR 8 (I-10) REST AREAS BUILDING REPLACEMENTS	19,000	44,017	0	0	0	63,017
4301482	SR 63 (US 27) MONROE	0	21,963	0	0	0	21,963
4307841	SR 20 (US 27)	0	0	74,232	0	0	74,232
4307921	SR 59 GAMBLE ROAD FROM CR 259 TRAM ROAD	33,672	0	20,867	0	0	54,539
4318751	SR 371 ORANGE AVE	0	14,006	0	0	0	14,006
4319481	SR 61/369 (US 319)	0	0	10,000	0	0	10,000
4321371	SR 373 ORANGE AVENUE OVER ST. MARKS TRAIL	70,000	0	0	69,556	36,113	175,669
4325381	SR 363 WOODVILLE HWY FROM SR 30 (US 98) TO	42,525	0	29,281	0	0	71,806
4325701	SR 8 (I-10) FROM E OF SR 57 (US 19) TO MADISON	96,958	0	232,889	0	0	329,847
4327391	SR 8 (I-10) FROM LEON COUNTY LINE TO E OF CR	64,366	0	110,426	0	0	174,792
4327411	SR 8 (I-10) FROM W OF SR 10 (US 90 TO LEON	43,221	0	48,747	0	0	91,968
4327412	SR 8 (I-10) FROM GADSDEN COUNTY LINE TO	31,801	0	23,958	0	0	55,759
4334501	SR 265 MAGNOLIA DR. @ GOVERNOR'S SQUARE	20,843	0	40,977	13,652	0	75,472
<b>Total</b>		<b>872,373</b>	<b>340,197</b>	<b>711,956</b>	<b>83,208</b>	<b>36,113</b>	<b>2,043,847</b>
<b>DPTO - DPTO</b>							
2267811	TALLAHASSEE REGIONAL	250,000	0	0	0	0	250,000
2267816	TALLAHASSEE REGIONAL	0	0	0	200,000	0	200,000
2267817	TALLAHASSEE REGIONAL	0	0	0	25,000	0	25,000
2267818	TALLAHASSEE REGIONAL	0	0	0	25,000	0	25,000
2267921	TALLAHASSEE REGIONAL	50,000	0	0	0	0	50,000

## 5-Year Summary of Projects by Funding Category

Project #	Project Name	2013/14	2014/15	2015/16	2016/17	2017/18	Total
<b>DPTO - DPTO</b>							
2267922	TALLAHASSEE REGIONAL	0	0	0	50,000	0	50,000
4156072	FL STATE UNIVERSITY	0	0	0	0	200,000	200,000
4160101	TALLAHASSEE REGIONAL	124,117	0	0	0	0	124,117
4203101	BIG BEND TRANSIT	0	0	0	0	20,000	20,000
4203111	BIG BEND TRANSIT	0	0	0	0	20,000	20,000
4203652	TALLAHASSEE REGIONAL AIRPORT CONSTRUCT	0	0	0	0	1,250,000	1,250,000
4203681	TALLAHASSEE REGIONAL	0	31,250	0	0	0	31,250
4217162	CAPITAL REGION TPA	13,198	0	0	0	0	13,198
4222501	CITY OF TALLAHASSEE	49,787	50,238	51,364	51,364	0	202,753
4222611	BIG BEND TRANSIT	0	0	0	0	6,290	6,290
4223014	TALLAHASSEE REGIONAL	100,000	0	0	0	0	100,000
4223015	TALLAHASSEE REGIONAL	0	0	0	100,000	0	100,000
4223061	WAKULLA COUNTY	0	0	0	175,000	0	175,000
4223062	WAKULLA COUNTY	0	127,577	0	0	0	127,577
4256111	QUINCY MUNICIPAL	250,000	0	0	0	0	250,000
4256112	QUINCY MUNICIPAL	0	80,000	0	0	0	80,000
4256113	QUINCY MUNICIPAL	0	101,818	0	0	0	101,818
4302881	CITY OF TALLAHASSEE	40,000	0	0	0	0	40,000
4302883	CITY OF TALLAHASSEE STARMETRO SERVICE	262,000	0	0	0	0	262,000
<b>Total</b>		<b>1,139,102</b>	<b>390,883</b>	<b>51,364</b>	<b>626,364</b>	<b>1,496,290</b>	<b>3,704,003</b>
<b>DRA - REST AREAS - STATE 100%</b>							
4290241	SR 8 (I-10)	0	1,742,770	0	0	0	1,742,770
4290242	SR 8 (I-10)	0	694,184	0	0	0	694,184
4290243	SR 8 (I-10)	0	945,035	0	0	0	945,035



## 5-Year Summary of Projects by Funding Category

Project #	Project Name	2013/14	2014/15	2015/16	2016/17	2017/18	Total
<b>DRA - REST AREAS - STATE 100%</b>							
4290244	SR 8 (I-10)	0	962,577	0	0	0	<b>962,577</b>
4290245	SR 8 (I-10) REST AREAS BUILDING REMODELING	0	3,074,778	0	0	0	<b>3,074,778</b>
4290246	SR 8 (I-10) REST AREAS BUILDING REPLACEMENTS	0	4,961,236	0	0	0	<b>4,961,236</b>
<b>Total</b>		<b>0</b>	<b>12,380,580</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,380,580</b>
<b>DS - STATE PRIMARY HIGHWAYS &amp; PTO</b>							
2197221	SR 263 CAP CIR NW	488,567	772,639	0	0	0	<b>1,261,206</b>
4269301	SR 12	0	3,490,466	0	0	0	<b>3,490,466</b>
4269311	SR 61 (US 319)	1,577,672	0	0	0	0	<b>1,577,672</b>
4269371	SR 10 (US 90)	3,405,109	0	0	0	0	<b>3,405,109</b>
4287391	SR 261 (US 319)	0	1,025,088	0	0	0	<b>1,025,088</b>
4287401	SR 10 (US 90)	0	0	3,451,746	0	0	<b>3,451,746</b>
4287461	SR 65	0	5,269,459	0	0	0	<b>5,269,459</b>
4307841	SR 20 (US 27)	0	0	2,338,558	0	0	<b>2,338,558</b>
4307921	SR 59 GAMBLE ROAD FROM CR 259 TRAM ROAD	163,299	0	2,151,045	0	0	<b>2,314,344</b>
4325381	SR 363 WOODVILLE HWY FROM SR 30 (US 98) TO	0	0	3,018,439	0	0	<b>3,018,439</b>
4334501	SR 265 MAGNOLIA DR. @ GOVERNOR'S SQUARE	208,430	0	0	0	0	<b>208,430</b>
<b>Total</b>		<b>5,843,077</b>	<b>10,557,652</b>	<b>10,959,788</b>	<b>0</b>	<b>0</b>	<b>27,360,517</b>
<b>DU - STATE PRIMARY/FEDERAL REIMB</b>							
4213642	CITY OF TALLAHASSEE	150,000	0	0	0	0	<b>150,000</b>
4213662	WAKULLA COUNTY	115,000	0	0	0	0	<b>115,000</b>
4217162	CAPITAL REGION TPA	105,582	0	0	0	0	<b>105,582</b>
<b>Total</b>		<b>370,582</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>370,582</b>
<b>EBBP - EQUITY BONUS SUPPLEMENTING BDG</b>							
4134911	NATURAL BRIDGE ROAD	1,230,602	0	0	0	0	<b>1,230,602</b>

## 5-Year Summary of Projects by Funding Category

Project #	Project Name	2013/14	2014/15	2015/16	2016/17	2017/18	Total
<b>EBBP - EQUITY BONUS SUPPLEMENTING BDG</b>							
<b>Total</b>		<b>1,230,602</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,230,602</b>
<b>FAA - FEDERAL AVIATION ADMIN</b>							
2267815	TALLAHASSEE REGIONAL	0	4,750,000	0	0	0	<b>4,750,000</b>
2267817	TALLAHASSEE REGIONAL	0	0	0	950,000	0	<b>950,000</b>
2267818	TALLAHASSEE REGIONAL	0	0	0	950,000	0	<b>950,000</b>
4160103	TALLAHASSEE REGIONAL	0	0	950,000	0	0	<b>950,000</b>
4203681	TALLAHASSEE REGIONAL	0	1,187,500	0	0	0	<b>1,187,500</b>
<b>Total</b>		<b>0</b>	<b>5,937,500</b>	<b>950,000</b>	<b>1,900,000</b>	<b>0</b>	<b>8,787,500</b>
<b>FCO - PRIMARY/FIXED CAPITAL OUTLAY</b>							
4254924	MIDWAY OPS RENOVATIONS	87,500	0	0	0	0	<b>87,500</b>
<b>Total</b>		<b>87,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87,500</b>
<b>FTA - FEDERAL TRANSIT ADMINISTRATION</b>							
4222512	CITY OF TALLAHASSEE	2,230,992	2,297,922	2,366,860	2,437,866	2,511,022	<b>11,844,662</b>
4222513	CITY OF TALLAHASSEE	956,870	985,576	1,015,143	1,045,598	1,076,966	<b>5,080,153</b>
4252696	CITY OF TALLAHASSEE	342,184	0	0	0	0	<b>342,184</b>
4252697	CITY OF TALLAHASSEE	0	352,449	0	0	0	<b>352,449</b>
4252698	CITY OF TALLAHASSEE	0	0	363,022	0	0	<b>363,022</b>
4252699	CITY OF TALLAHASSEE	0	0	0	373,913	385,131	<b>759,044</b>
4336851	CITY OF TALLAHASSEE STARMETRO	160,000	160,000	160,000	160,000	160,000	<b>800,000</b>
<b>Total</b>		<b>3,690,046</b>	<b>3,795,947</b>	<b>3,905,025</b>	<b>4,017,377</b>	<b>4,133,119</b>	<b>19,541,514</b>
<b>GRSC - GROWTH MANAGEMENT FOR SCOP</b>							
4281822	CR 257/146	1,370,939	0	0	0	0	<b>1,370,939</b>
4310761	WAKULLA-ARRAN ROAD	169,943	0	0	0	0	<b>169,943</b>
4313271	LEWIS LANE	592,882	0	0	0	0	<b>592,882</b>

## 5-Year Summary of Projects by Funding Category

Project #	Project Name	2013/14	2014/15	2015/16	2016/17	2017/18	Total
<b>GRSC - GROWTH MANAGEMENT FOR SCOP</b>							
4333521	ST AUGUSTINE ROAD FROM SR 20 (US 27) TO SR	0	361,651	0	0	0	361,651
<b>Total</b>		<b>2,133,764</b>	<b>361,651</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,495,415</b>
<b>HPP - HPP</b>							
2197934	LEON CO. RESERVE BOX	1,056,150	0	0	0	0	1,056,150
<b>Total</b>		<b>1,056,150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,056,150</b>
<b>LF - LOCAL FUNDS</b>							
2267691	TALLAHASSEE REGIONAL	0	600,000	0	0	0	600,000
2267811	TALLAHASSEE REGIONAL	650,000	0	0	0	0	650,000
2267815	TALLAHASSEE REGIONAL	0	125,000	0	0	0	125,000
2267816	TALLAHASSEE REGIONAL	0	0	400,000	400,000	0	800,000
2267817	TALLAHASSEE REGIONAL	0	0	0	25,000	0	25,000
2267818	TALLAHASSEE REGIONAL	0	0	0	25,000	0	25,000
2267921	TALLAHASSEE REGIONAL	50,000	0	0	0	0	50,000
2267922	TALLAHASSEE REGIONAL	0	0	50,000	50,000	0	100,000
4104091	SR 63 (US 27)	1,360,000	0	0	0	0	1,360,000
4122102	TALLAHASSEE REGIONAL	0	0	300,000	0	0	300,000
4160101	TALLAHASSEE REGIONAL	400,000	0	0	0	0	400,000
4160102	TALLAHASSEE REGIONAL	0	125,000	125,000	0	0	250,000
4160103	TALLAHASSEE REGIONAL	0	0	25,000	0	0	25,000
4203101	BIG BEND TRANSIT	20,000	0	0	15,000	20,000	55,000
4203111	BIG BEND TRANSIT	25,000	0	0	8,000	20,000	53,000
4203131	BIG BEND TRANSIT	25,000	0	0	10,000	0	35,000
4203652	TALLAHASSEE REGIONAL AIRPORT CONSTRUCT	0	0	0	0	1,250,000	1,250,000
4203681	TALLAHASSEE REGIONAL	0	31,250	0	0	0	31,250

## 5-Year Summary of Projects by Funding Category

Project #	Project Name	2013/14	2014/15	2015/16	2016/17	2017/18	Total
<b>LF - LOCAL FUNDS</b>							
4213642	CITY OF TALLAHASSEE	150,000	0	0	0	0	150,000
4213662	WAKULLA COUNTY	115,000	0	0	0	0	115,000
4217162	CAPITAL REGION TPA	13,198	0	0	0	0	13,198
4222501	CITY OF TALLAHASSEE	1,193,982	1,204,790	1,231,810	1,231,810	1,268,765	6,131,157
4222512	CITY OF TALLAHASSEE	557,748	574,481	591,715	609,466	627,750	2,961,160
4222513	CITY OF TALLAHASSEE	956,870	985,576	1,015,143	1,045,598	1,076,966	5,080,153
4222611	BIG BEND TRANSIT	23,000	0	0	0	6,290	29,290
4222621	BIG BEND TRANSIT	0	33,000	0	0	0	33,000
4223014	TALLAHASSEE REGIONAL	100,000	0	0	0	0	100,000
4223015	TALLAHASSEE REGIONAL	0	0	100,000	100,000	0	200,000
4240093	SR 363 WOODVILLE HWY	831,098	0	0	0	0	831,098
4252696	CITY OF TALLAHASSEE	85,546	0	0	0	0	85,546
4252697	CITY OF TALLAHASSEE	0	88,112	0	0	0	88,112
4252698	CITY OF TALLAHASSEE	0	0	90,756	0	0	90,756
4252699	CITY OF TALLAHASSEE	0	0	0	93,478	96,283	189,761
4269301	SR 12	0	21,544	0	0	0	21,544
4269311	SR 61 (US 319)	31,543	0	0	0	0	31,543
4287391	SR 261 (US 319)	0	37,266	0	0	0	37,266
4302881	CITY OF TALLAHASSEE	40,000	0	0	0	0	40,000
4302883	CITY OF TALLAHASSEE STARMETRO SERVICE	262,000	0	0	0	0	262,000
4336851	CITY OF TALLAHASSEE STARMETRO	40,000	40,000	40,000	40,000	40,000	200,000
COT 1	FAMU Way	7,500,000	0	0	0	0	7,500,000
COT 2	Flipper Street Sidewalk	250,000	400,000	0	0	0	650,000
COT 4	Nurse's Drive	0	0	0	142,000	0	142,000

## 5-Year Summary of Projects by Funding Category

Project #	Project Name	2013/14	2014/15	2015/16	2016/17	2017/18	Total
<b>LF - LOCAL FUNDS</b>							
COT19	Minor Intersection/Safety Modifications	225,000	225,000	225,000	0	0	675,000
COT25	Sidewalk Program - New Developments	70,000	70,000	0	0	0	140,000
COT29	Residential Sidewalks and Bike Ped	1,200,000	1,200,000	1,200,000	0	0	3,600,000
COT30	Downtown Pedestrian and Vehicular Enhancements	100,000	100,000	0	0	0	200,000
COT38	Weems Road Improvements	2,300,000	0	0	0	0	2,300,000
LC1	Intersection & Safety Improvements	0	0	0	750,000	0	750,000
<b>Total</b>		<b>18,574,985</b>	<b>5,861,019</b>	<b>5,394,424</b>	<b>4,545,352</b>	<b>4,406,054</b>	<b>38,781,834</b>
<b>NHRE -</b>							
4246161	SR 369 (US 319)	0	885,934	0	0	0	885,934
4269311	SR 61 (US 319)	1,021,009	0	0	0	0	1,021,009
4287361	SR 263 CAPITAL CIR	0	0	766,751	0	0	766,751
4287391	SR 261 (US 319)	0	3,060,691	0	0	0	3,060,691
4287471	SR 263 CAPITAL CIR	0	0	1,268,529	0	0	1,268,529
4307841	SR 20 (US 27)	0	0	2,887,630	0	0	2,887,630
<b>Total</b>		<b>1,021,009</b>	<b>3,946,625</b>	<b>4,922,910</b>	<b>0</b>	<b>0</b>	<b>9,890,544</b>
<b>SA - STP, ANY AREA</b>							
2189464	QUINCY LOOP NORTH FROM SR 12 TO CR268	700,000	0	0	0	0	700,000
2198802	SR 263 (US 319)	0	489,190	0	0	0	489,190
2225303	SR 8 (I-10)	750,000	0	0	0	0	750,000
2225935	SR 8 (I-10)	2,066,375	0	0	0	0	2,066,375
4246161	SR 369 (US 319)	0	203,852	0	0	0	203,852
4269301	SR 12	0	930,576	0	0	0	930,576
4269611	SR 10 (US 90)	0	2,585,121	0	0	0	2,585,121
4269651	SR 373 ORANGE AVE	1,748,485	0	0	0	0	1,748,485



## 5-Year Summary of Projects by Funding Category

Project #	Project Name	2013/14	2014/15	2015/16	2016/17	2017/18	Total
<b>SA - STP, ANY AREA</b>							
4287471	SR 263 CAPITAL CIR	0	0	222,768	0	0	222,768
4307841	SR 20 (US 27)	0	0	3,334,816	0	0	3,334,816
4334501	SR 265 MAGNOLIA DR. @ GOVERNOR'S SQUARE	0	0	0	1,085,292	0	1,085,292
<b>Total</b>		<b>5,264,860</b>	<b>4,208,739</b>	<b>3,557,584</b>	<b>1,085,292</b>	<b>0</b>	<b>14,116,475</b>
<b>SCED -</b>							
4310761	WAKULLA-ARRAN ROAD	381,050	0	0	0	0	381,050
4333511	CR 373 SPRINGHILL RD FROM SR 267 TO LEON	0	723,347	0	0	0	723,347
4333521	ST AUGUSTINE ROAD FROM SR 20 (US 27) TO SR	0	513,962	0	0	0	513,962
<b>Total</b>		<b>381,050</b>	<b>1,237,309</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,618,359</b>
<b>SCOP - SMALL COUNTY OUTREACH PROGRAM</b>							
4280372	WATERMILL ROAD	0	815,493	0	0	0	815,493
4313271	LEWIS LANE	12,129	0	0	0	0	12,129
4313951	BOSTICK PELT ROAD	461,441	0	0	0	0	461,441
4334611	PECK BETTS ROAD FROM CR 379A HUTCHINSON	0	0	1,495,483	0	0	1,495,483
<b>Total</b>		<b>473,570</b>	<b>815,493</b>	<b>1,495,483</b>	<b>0</b>	<b>0</b>	<b>2,784,546</b>
<b>SCRA - SMALL COUNTY RESURFACING</b>							
4312221	LLOYD CREEK ROAD	1,412,618	0	0	0	0	1,412,618
4312261	TRICE LANE	396,791	0	0	0	0	396,791
4312271	BRICKYARD ROAD	0	0	931,590	0	0	931,590
4332491	PINEY WOODS ROAD FROM CR 158B RABON RD	0	0	665,449	0	0	665,449
4332501	CR 61 SHADEVILLE HWY FROM SR 61 (US 319) TO	0	0	2,000,165	0	0	2,000,165
<b>Total</b>		<b>1,809,409</b>	<b>0</b>	<b>3,597,204</b>	<b>0</b>	<b>0</b>	<b>5,406,613</b>
<b>SL - STP, AREAS &lt;= 200K</b>							
4269301	SR 12	0	521	0	0	0	521

## 5-Year Summary of Projects by Funding Category

Project #	Project Name	2013/14	2014/15	2015/16	2016/17	2017/18	Total
<b>SL - STP, AREAS &lt;= 200K</b>							
<b>Total</b>		<b>0</b>	<b>521</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>521</b>
<b>ST10 - STP EARMARKS - 2010</b>							
4240093	SR 363 WOODVILLE HWY	249,957	0	0	0	0	249,957
<b>Total</b>		<b>249,957</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>249,957</b>
<b>STE - Sales Tax Extension</b>							
057001	Intersection and Safety Improvements	750,000	750,000	575,972	0	0	2,075,972
<b>Total</b>		<b>750,000</b>	<b>750,000</b>	<b>575,972</b>	<b>0</b>	<b>0</b>	<b>2,075,972</b>
<b>SU - STP, URBAN AREAS &gt; 200K</b>							
2197938	GADSDEN COUNTY	0	0	0	0	570,785	570,785
4098036	CRTPA	0	935,000	1,000,000	1,000,000	1,000,000	3,935,000
4140322	CR 372 SURF ROAD OCHLOCKONEE BAY PHASE V	314,000	0	0	0	0	314,000
4225442	CRTPA UPWP Activities Support	100,000	50,000	0	200,000	300,000	650,000
4240093	SR 363 WOODVILLE HWY	760,705	134,339	0	0	0	895,044
4301471	6TH AVENUE	527,634	0	600,500	0	0	1,128,134
4301482	SR 63 (US 27) MONROE	0	1,061,000	0	0	0	1,061,000
4301511	TRAILS & GREENWAYS	182,839	775,152	855,647	0	0	1,813,638
4318751	SR 371 ORANGE AVE	0	117,986	0	1,672,774	0	1,790,760
4319481	SR 61/369 (US 319)	0	0	622,077	0	0	622,077
<b>Total</b>		<b>1,885,178</b>	<b>3,073,477</b>	<b>3,078,224</b>	<b>2,872,774</b>	<b>1,870,785</b>	<b>12,780,438</b>
<b>TALT -</b>							
4080493	CR 2196 LAFAYETTE ST	0	0	511,170	0	0	511,170
4259411	CAPITAL CASCADE CONNECTOR BRIDGE	334,337	0	0	0	0	334,337
4281291	SR 10 (US 90)	71,334	0	0	0	0	71,334
4298601	MCDONALD STREET	0	0	0	214,254	0	214,254

## 5-Year Summary of Projects by Funding Category

Project #	Project Name	2013/14	2014/15	2015/16	2016/17	2017/18	Total
<b>TALT -</b>							
4298611	SR 10 (US 90)	0	0	0	98,196	0	<b>98,196</b>
4317431	Mamie Scott Drive	0	0	186,904	0	0	<b>186,904</b>
4317441	CR 368 Arran Road	0	3,468	0	0	0	<b>3,468</b>
<b>Total</b>		<b>405,671</b>	<b>3,468</b>	<b>698,074</b>	<b>312,450</b>	<b>0</b>	<b>1,419,663</b>
<b>TALU -</b>							
4281291	SR 10 (US 90)	302,644	0	0	0	0	<b>302,644</b>
4298591	CAIRO STREET	0	0	0	108,271	0	<b>108,271</b>
4298631	SR 10 (US 90)	0	0	0	140,039	0	<b>140,039</b>
4317431	Mamie Scott Drive	0	0	302,548	0	0	<b>302,548</b>
4317441	CR 368 Arran Road	0	302,532	0	0	0	<b>302,532</b>
<b>Total</b>		<b>302,644</b>	<b>302,532</b>	<b>302,548</b>	<b>248,310</b>	<b>0</b>	<b>1,156,034</b>

## 5-Year Summary of Funding Source

<b>Funding Source</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>2016/17</b>	<b>2017/18</b>	<b>Total</b>
<b>Federal</b>	19,039,817	20,967,399	16,998,094	10,071,988	15,491,215	<b>82,568,513</b>
<b>Local</b>	19,324,985	6,611,019	5,970,396	4,403,352	4,406,054	<b>40,715,806</b>
<b>State</b>	52,983,497	30,998,266	59,735,736	4,122,254	7,260,478	<b>155,100,231</b>
<b>Total</b>	<b>91,348,299</b>	<b>58,576,684</b>	<b>82,704,226</b>	<b>18,597,594</b>	<b>27,157,747</b>	<b>278,384,550</b>

## 5-Year Summary of Funding Source

### GADSDEN

<b>Funding Source</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>2016/17</b>	<b>2017/18</b>	<b>Total</b>
<b>Federal</b>	1,450,000	931,097	0	0	570,785	<b>2,951,882</b>
<b>Local</b>	45,000	54,544	0	25,000	20,000	<b>144,544</b>
<b>State</b>	19,068,499	11,246,314	12,422,284	1,025,760	420,000	<b>44,182,857</b>
<b>Total</b>	<b>20,563,499</b>	<b>12,231,955</b>	<b>12,422,284</b>	<b>1,050,760</b>	<b>1,010,785</b>	<b>47,279,283</b>

## 5-Year Summary of Funding Source

### JEFFERSON

Funding Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
Federal	1,760,000	0	65,708	0	9,487,311	11,313,019
State	6,227,570	9,396,879	28,560,557	0	0	44,185,006
Total	7,987,570	9,396,879	28,626,265	0	9,487,311	55,498,025



## 5-Year Summary of Funding Source

### LEON

<b>Funding Source</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>2016/17</b>	<b>2017/18</b>	<b>Total</b>
<b>Federal</b>	15,400,817	20,036,302	16,310,309	10,071,988	5,433,119	<b>67,252,535</b>
<b>Local</b>	19,164,985	6,556,475	5,970,396	4,378,352	4,386,054	<b>40,456,262</b>
<b>State</b>	26,235,678	9,143,908	13,520,010	2,921,494	6,840,478	<b>58,661,568</b>
<b>Total</b>	<b>60,801,480</b>	<b>35,736,685</b>	<b>35,800,715</b>	<b>17,371,834</b>	<b>16,659,651</b>	<b>166,370,365</b>

## 5-Year Summary of Funding Source

### WAKULLA

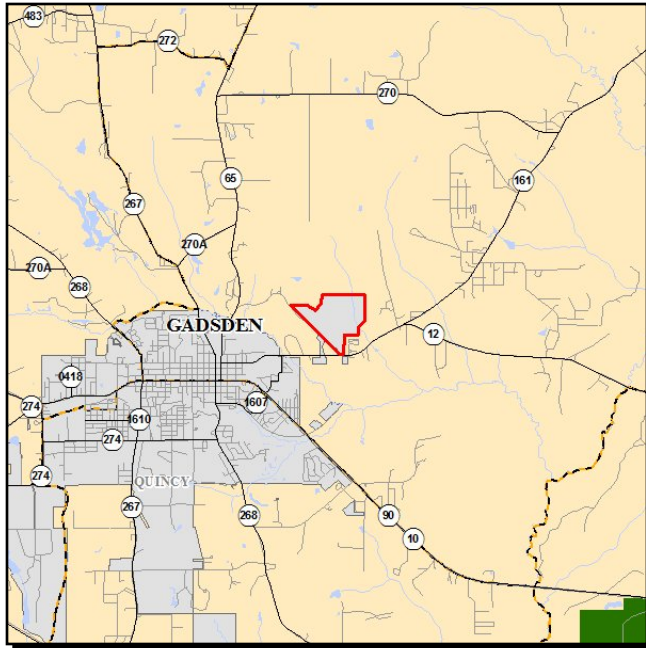
<b>Funding Source</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>2016/17</b>	<b>2017/18</b>	<b>Total</b>
<b>Federal</b>	429,000	0	622,077	0	0	<b>1,051,077</b>
<b>Local</b>	115,000	0	0	0	0	<b>115,000</b>
<b>State</b>	1,451,750	1,211,165	5,232,885	175,000	0	<b>8,070,800</b>
<b>Total</b>	<b>1,995,750</b>	<b>1,211,165</b>	<b>5,854,962</b>	<b>175,000</b>	<b>0</b>	<b>9,236,877</b>

**Section A - Aviation (State/Federally Funded)**

4203722

QUINCY MUNICIPAL

Non-SIS



**Work Summary:**

AVIATION CAPACITY  
PROJECT

**From:**

AIRPORT

**To:**

CONST PARALLEL TAXIWAY

**Lead Agency:**

FDOT

**County:**

GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DDR	0	0	250,082	0	0	250,082
<b>Total</b>		<b>0</b>	<b>0</b>	<b>250,082</b>	<b>0</b>	<b>0</b>	<b>250,082</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

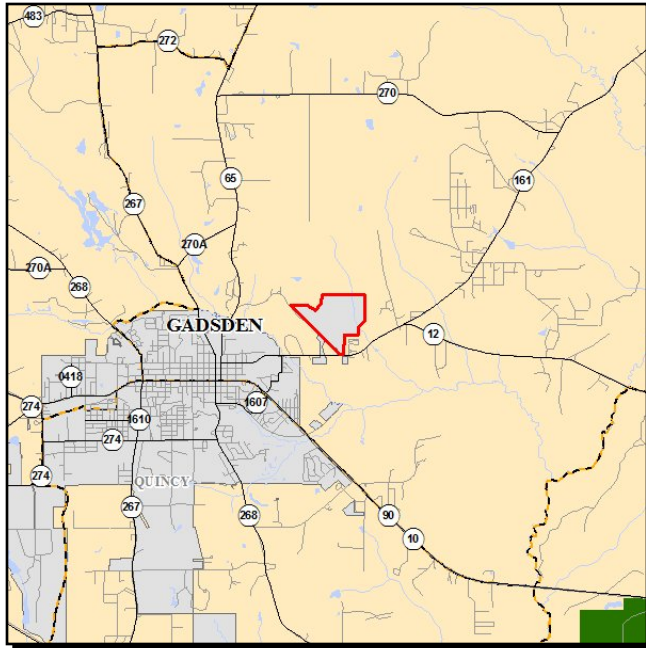
**Total Project Cost:** 250,082

**Project Description:** Aviation capacity project that provides funding to construct a parallel taxiway.

4203723

QUINCY MUNICIPAL

Non-SIS



**Work Summary:**

AVIATION CAPACITY  
PROJECT

**From:**

AIRPORT

**To:**

CONST PARALLEL TAXIWAY

**Lead Agency:**

FDOT

**County:**

GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DDR	0	0	0	440,000	0	440,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>440,000</b>	<b>0</b>	<b>440,000</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 440,000

**Project Description:** Aviation capacity project that provides funds to construct a parallel taxiway.

4223053

## QUINCY MUNICIPAL AIRPORT CONSTRUCT T-HANGER &amp; TAXI

Non-SIS

No Map  
Available

Work Summary: AVIATION

From: Airport

To: Construct T. Hanger &amp; Taxi

Lead Agency: FDOT

Length: .000

County: GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DDR	0	0	0	0	400,000	400,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400,000</b>	<b>400,000</b>

Prior Cost &lt; 2013/14: 0

Future Cost &gt; 2017/18: 0

Total Project Cost: 400,000

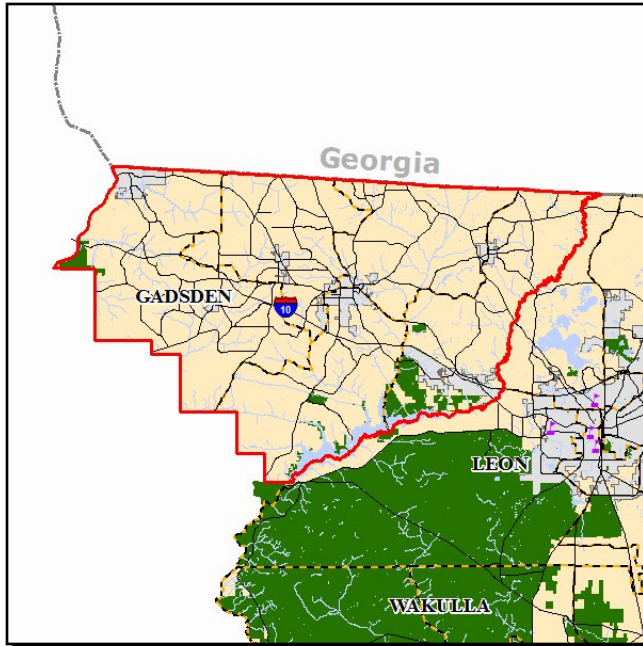
Project Description:



4256111

## QUINCY MUNICIPAL

Non-SIS



Work Summary: AVIATION

From: AIRPORT CONSTRUCT MAINT.

To: HANGAR &amp; BYPASS TAXIWAY

Lead Agency: FDOT

County: GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DPTO	250,000	0	0	0	0	250,000
<b>Total</b>		<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>

Prior Cost &lt; 2013/14: 0

Future Cost &gt; 2017/18: 0

Total Project Cost: 250,000

Project Description: Provides state funding for maintenance associated with hangar and bypass taxiway.

4256112

## QUINCY MUNICIPAL

Non-SIS



**Work Summary:** AVIATION  
PRESERVATION

**From:** AIRPORT SEALCOAT & MARK

**To:** T-HANGER ACCESS TAXIWAYS

**Lead Agency:** FDOT

**County:** GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DPTO	0	80,000	0	0	0	80,000
<b>Total</b>		<b>0</b>	<b>80,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80,000</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 80,000

**Project Description:** Provides state funding for an aviation preservation project involving sealcoating and marking T-hangar access taxiways.

4256113

## QUINCY MUNICIPAL

Non-SIS



**Work Summary:** AVIATION  
PRESERVATION

**From:** AIRPORT CONSTRUCT

**To:** T-HANGER ACCESS ROAD

**Lead Agency:** FDOT

**County:** GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DPTO	0	101,818	0	0	0	101,818
<b>Total</b>		<b>0</b>	<b>101,818</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>101,818</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

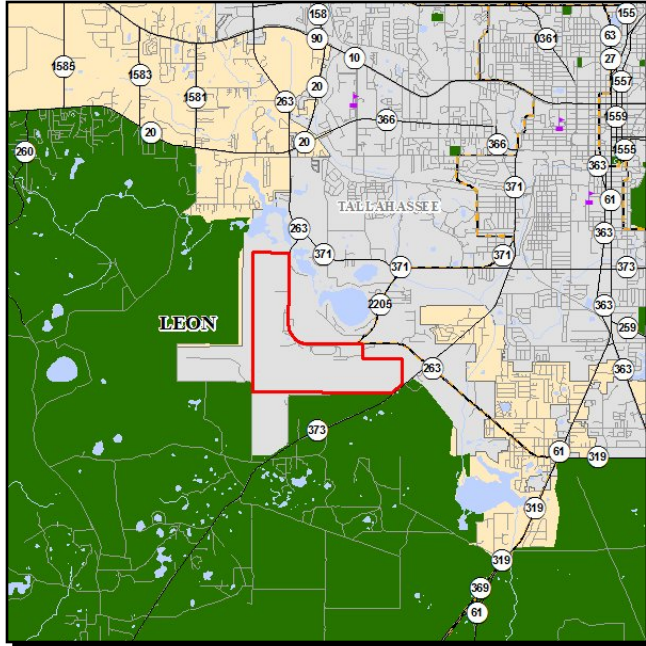
**Total Project Cost:** 101,818

**Project Description:** Provides state funding for the construction of T-hangar access road.

2267691

TALLAHASSEE REGIONAL

SIS



Work Summary: AVIATION

From: AIRPORT

To: CONSTRUCT HANGER

Lead Agency: FDOT

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DDR	0	500,000	0	0	0	500,000
CAP	LF	0	600,000	0	0	0	600,000
<b>Total</b>		<b>0</b>	<b>1,100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,100,000</b>

Prior Cost < 2013/14: 3,109,678

Future Cost > 2017/18: 0

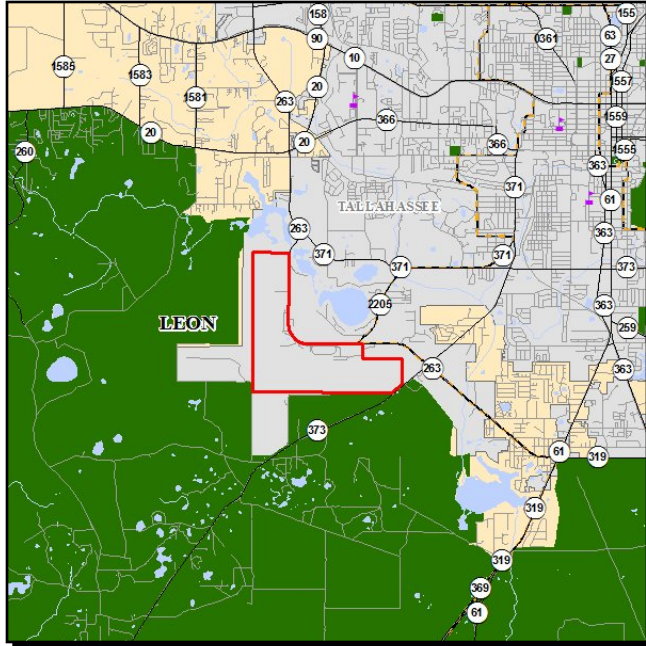
Total Project Cost: 4,209,678

Project Description: Provides state funds for the construction of a hanger.

2267811

TALLAHASSEE REGIONAL

SIS



**Work Summary:** AVIATION SECURITY PROJECT  
**From:** AIRPORT  
**To:** TERMINAL REHAB  
**Lead Agency:** FDOT  
**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DPTO	250,000	0	0	0	0	250,000
CAP	DDR	400,000	0	0	0	0	400,000
CAP	LF	650,000	0	0	0	0	650,000
<b>Total</b>		<b>1,300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,300,000</b>

**Prior Cost < 2013/14:** 9,858,202

**Future Cost > 2017/18:** 0

**Total Project Cost:** 11,158,202

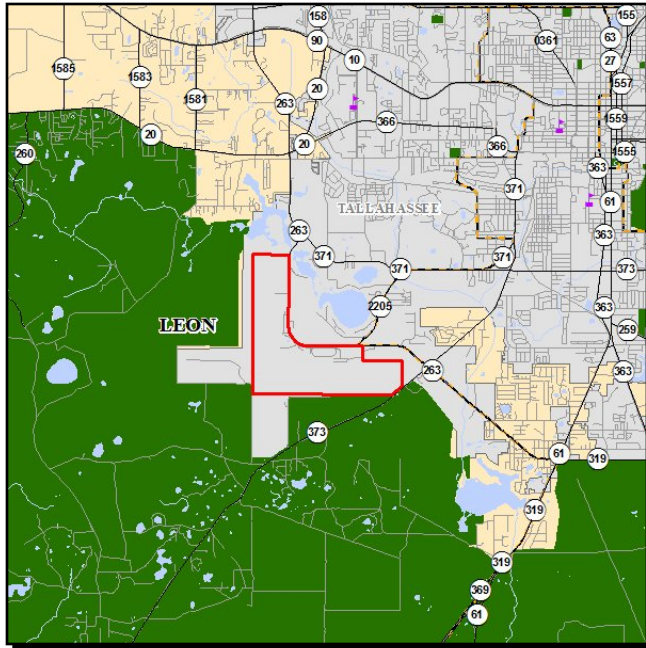
**Project Description:** Provides state funding for an aviation security project.



2267815

TALLAHASSEE REGIONAL

SIS



**Work Summary:** AVIATION PRESERVATION

**From:** AIRPORT

**To:** SOUTH APRON REHAB CONST

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DDR	0	125,000	0	0	0	125,000
CAP	LF	0	125,000	0	0	0	125,000
CAP	FAA	0	4,750,000	0	0	0	4,750,000
<b>Total</b>		<b>0</b>	<b>5,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000,000</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 5,000,000

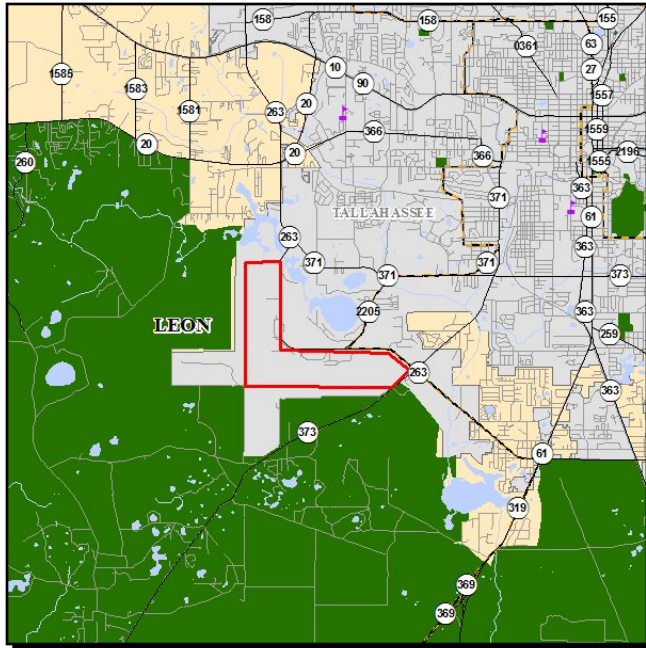
**Project Description:** Provides federal funding for the rehabilitation of the South Apron (includes state and local match).



2267816

## TALLAHASSEE REGIONAL

SIS



**Work Summary:** AVIATION  
PRESERVATION

**From:** AIRPORT

**To:** TERMINAL REHAB

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DDR	0	0	400,000	200,000	0	600,000
CAP	LF	0	0	400,000	400,000	0	800,000
CAP	DPTO	0	0	0	200,000	0	200,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>800,000</b>	<b>800,000</b>	<b>0</b>	<b>1,600,000</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

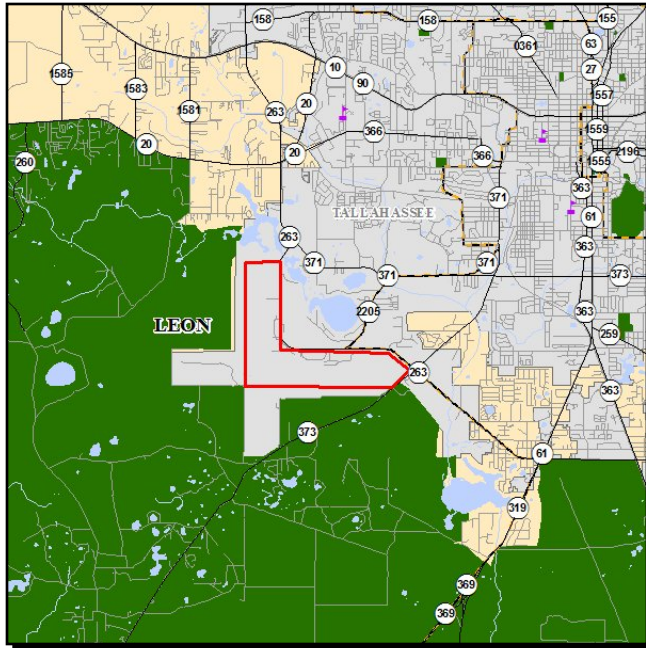
**Total Project Cost:** 1,600,000

**Project Description:** This aviation preservation project provides funds to rehabilitate the terminal.

2267817

## TALLAHASSEE REGIONAL

SIS



**Work Summary:** AVIATION SECURITY PROJECT

**From:** AIRPORT ACCESS

**To:** CONTROL SYSTEM UPGRADES

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DPTO	0	0	0	25,000	0	25,000
CAP	LF	0	0	0	25,000	0	25,000
CAP	FAA	0	0	0	950,000	0	950,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>	<b>0</b>	<b>1,000,000</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

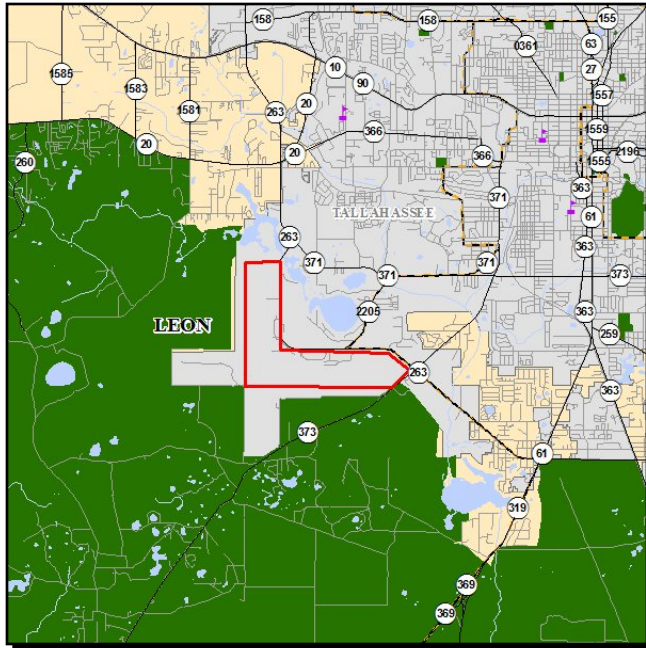
**Total Project Cost:** 1,000,000

**Project Description:** This aviation security projects provides funds related to control system upgrades.

2267818

## TALLAHASSEE REGIONAL

SIS



**Work Summary:** AVIATION  
PRESERVATION

**From:** AIRPORT

**To:** PERIMETER ROAD REHAB

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DPTO	0	0	0	25,000	0	25,000
CAP	LF	0	0	0	25,000	0	25,000
CAP	FAA	0	0	0	950,000	0	950,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>	<b>0</b>	<b>1,000,000</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

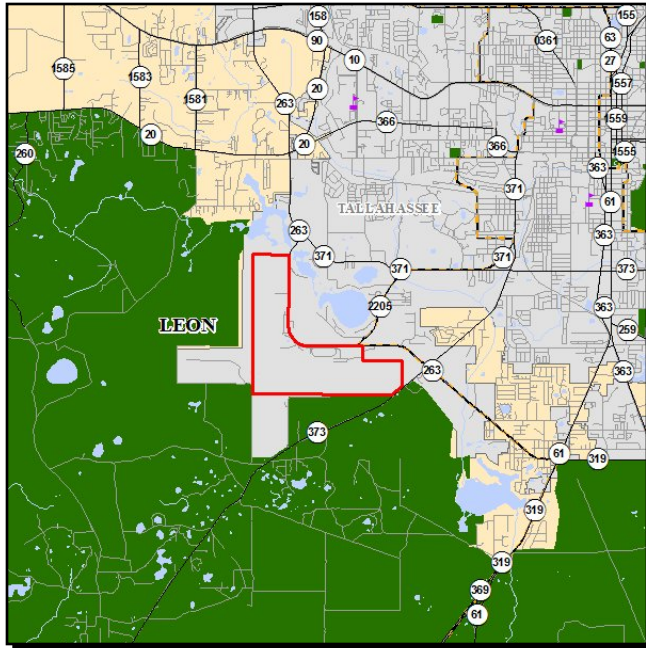
**Total Project Cost:** 1,000,000

**Project Description:** This aviation preservation project provides funding for rehabilitation of the airport's perimeter road.

2267921

TALLAHASSEE REGIONAL

SIS



Work Summary: AVIATION

From: AIRPORT

To: MARKETING STUDY

Lead Agency: FDOT

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DPTO	50,000	0	0	0	0	50,000
CAP	LF	50,000	0	0	0	0	50,000
<b>Total</b>		<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>

Prior Cost < 2013/14: 800,000

Future Cost > 2017/18: 0

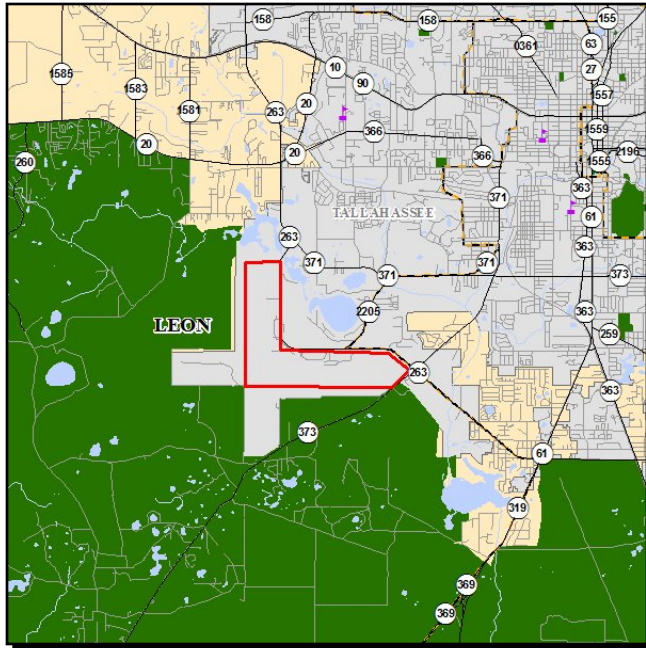
Total Project Cost: 900,000

Project Description: Provides state and local funding for a marketing study.

2267922

## TALLAHASSEE REGIONAL

SIS



**Work Summary:** AVIATION  
PRESERVATION

**From:** AIRPORT

**To:** MARKETING STUDY

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DDR	0	0	50,000	0	0	50,000
CAP	LF	0	0	50,000	50,000	0	100,000
CAP	DPTO	0	0	0	50,000	0	50,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>100,000</b>	<b>100,000</b>	<b>0</b>	<b>200,000</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 200,000

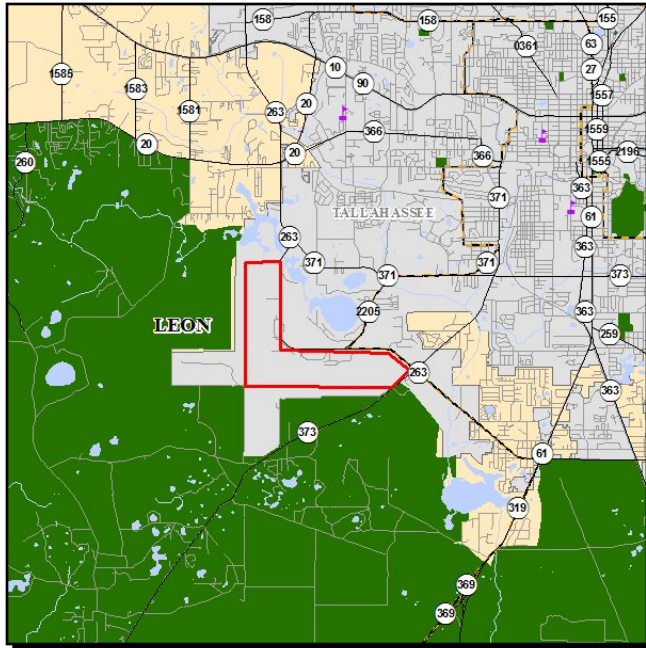
**Project Description:** Provides funds related to airport marketing.



4122102

## TALLAHASSEE REGIONAL

SIS



**Work Summary:** AVIATION  
PRESERVATION

**From:** AIRPORT

**To:** OVERLAY OF RUNWAY

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DDR	0	0	250,000	0	0	250,000
CAP	LF	0	0	300,000	0	0	300,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>550,000</b>	<b>0</b>	<b>0</b>	<b>550,000</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 550,000

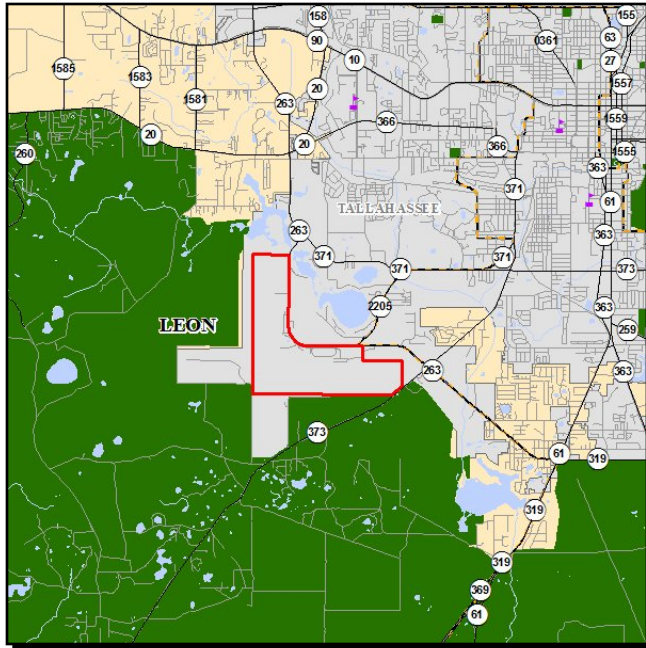
**Project Description:** This aviation preservation project provides funds related to a runway overlay.



4160101

TALLAHASSEE REGIONAL

SIS



**Work Summary:** AVIATION SAFETY PROJECT

**From:** AIRPORT

**To:** UPGRADE CONTROL TOWER

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DPTO	124,117	0	0	0	0	124,117
CAP	DDR	86,960	0	0	0	0	86,960
CAP	LF	400,000	0	0	0	0	400,000
<b>Total</b>		<b>611,077</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>611,077</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

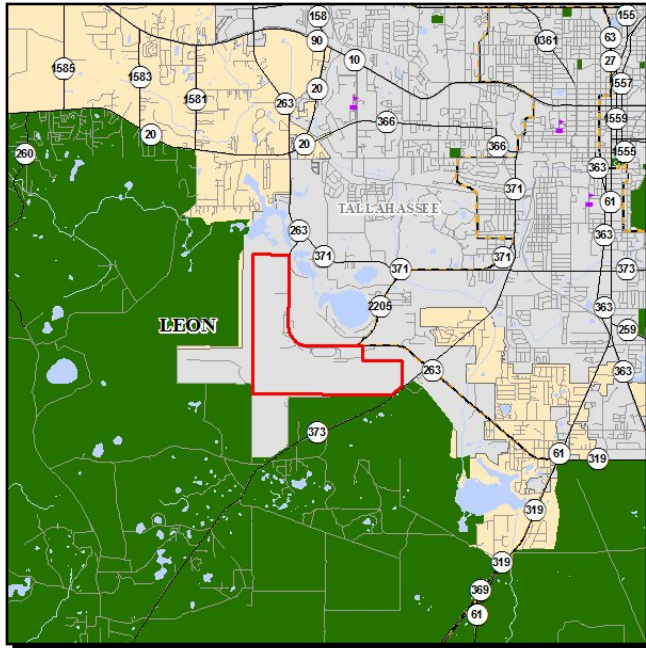
**Total Project Cost:** 611,077

**Project Description:** Provides state and local funding towards upgrading the airport's control tower.

4160102

## TALLAHASSEE REGIONAL

SIS



**Work Summary:** AVIATION  
PRESERVATION

**From:** AIRPORT

**To:** REHAB TAXIWAYS

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DDR	0	125,000	125,000	0	0	250,000
CAP	LF	0	125,000	125,000	0	0	250,000
<b>Total</b>		<b>0</b>	<b>250,000</b>	<b>250,000</b>	<b>0</b>	<b>0</b>	<b>500,000</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

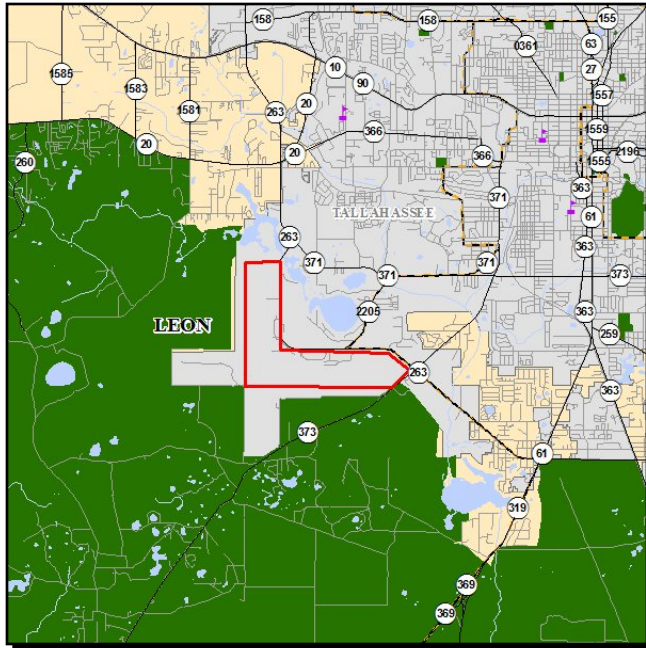
**Total Project Cost:** 500,000

**Project Description:** Provides state and local funding towards rehabilitation of the airport's taxiways.

4160103

## TALLAHASSEE REGIONAL

SIS



**Work Summary:** AVIATION  
PRESERVATION

**From:** AIRPORT

**To:** ARFF STATION REHAB

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DDR	0	0	25,000	0	0	25,000
CAP	LF	0	0	25,000	0	0	25,000
CAP	FAA	0	0	950,000	0	0	950,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>1,000,000</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 1,000,000

**Project Description:** Provides funding for the rehabilitation of the aircraft rescue and fire fighting (ARFF) station.

4203652

## TALLAHASSEE REGIONAL AIRPORT CONSTRUCT MAINT HANGAR Non-SIS

No Map  
Available

Work Summary: AVIATION

From: Airport

To: Construct Maintenance Hangar

Lead Agency: FDOT

Length: .000

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DPTO	0	0	0	0	1,250,000	1,250,000
CAP	LF	0	0	0	0	1,250,000	1,250,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,500,000</b>	<b>2,500,000</b>

Prior Cost &lt; 2013/14: 0

Future Cost &gt; 2017/18: 0

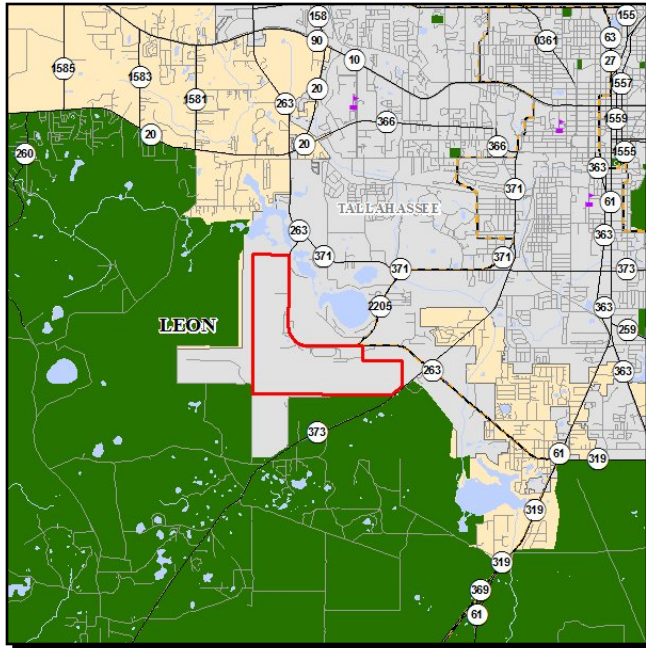
Total Project Cost: 2,500,000

Project Description: Provides funding associated with construction of a maintenance hangar.

4203681

TALLAHASSEE REGIONAL

Non-SIS



**Work Summary:** AVIATION SAFETY PROJECT

**From:** AIRPORT

**To:** APRON REHAB

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DPTO	0	31,250	0	0	0	31,250
CAP	LF	0	31,250	0	0	0	31,250
CAP	FAA	0	1,187,500	0	0	0	1,187,500
<b>Total</b>		<b>0</b>	<b>1,250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,250,000</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

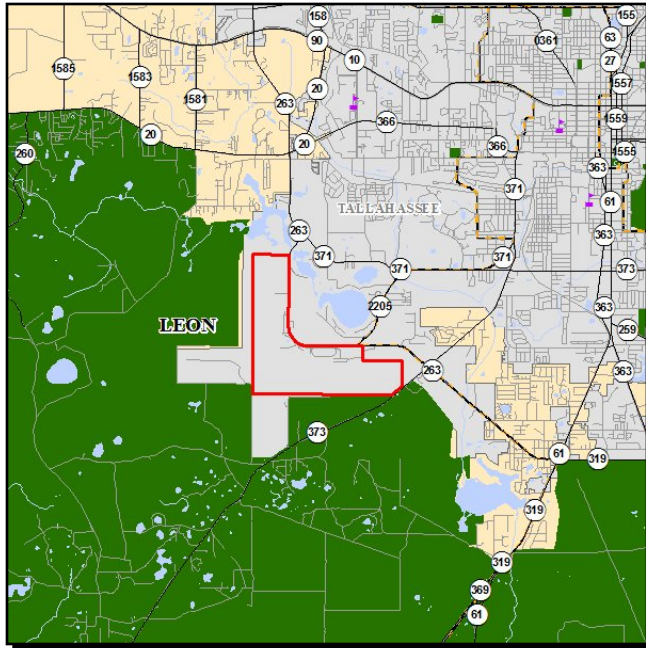
**Total Project Cost:** 1,250,000

**Project Description:** Provides federal funding for an airport rehabilitation project.

4223014

TALLAHASSEE REGIONAL

SIS



**Work Summary:** AVIATION  
PRESERVATION

**From:** AIRPORT

**To:** AIRFIELD PRESERVATION

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DPTO	100,000	0	0	0	0	100,000
CAP	LF	100,000	0	0	0	0	100,000
<b>Total</b>		<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>

**Prior Cost < 2013/14:** 1,000,000

**Future Cost > 2017/18:** 0

**Total Project Cost:** 1,200,000

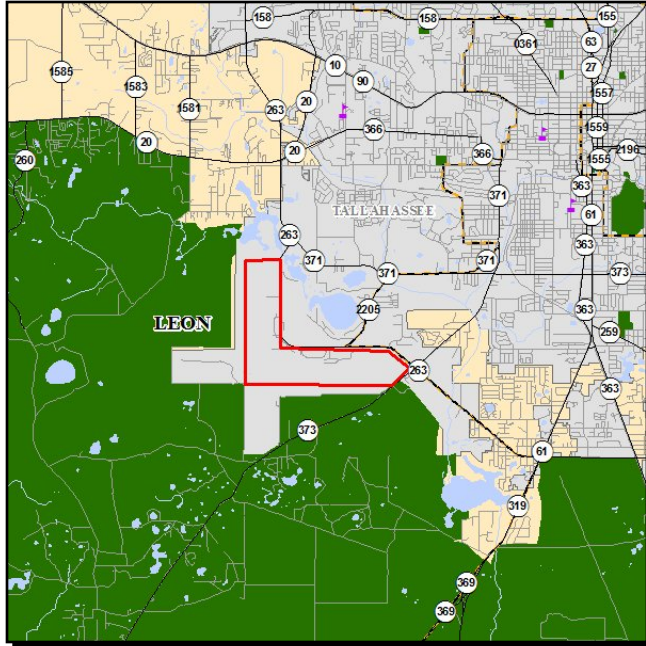
**Project Description:** Provides state and local funds for an airfield preservation project.



4223015

TALLAHASSEE REGIONAL

SIS



**Work Summary:** AVIATION  
PRESERVATION

**From:** AIRPORT

**To:** AIRFIELD PRESERVATION

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DDR	0	0	100,000	0	0	100,000
CAP	LF	0	0	100,000	100,000	0	200,000
CAP	DPTO	0	0	0	100,000	0	100,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>200,000</b>	<b>200,000</b>	<b>0</b>	<b>400,000</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

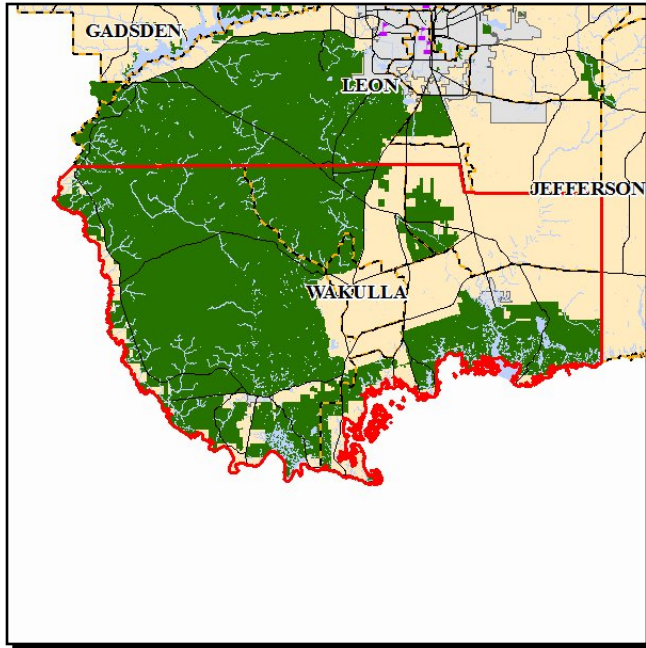
**Total Project Cost:** 400,000

**Project Description:** Provides state and local funds for airfield preservation project.

4223061

## WAKULLA COUNTY

Non-SIS



**Work Summary:** AVIATION  
PRESERVATION

**From:** AIRPORT

**To:** INSTALL RUNWAY LIGHTING

**Lead Agency:** FDOT

**County:** WAKULLA

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DPTO	0	0	0	175,000	0	175,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>175,000</b>	<b>0</b>	<b>175,000</b>

**Prior Cost < 2013/14:** 78,391

**Future Cost > 2017/18:** 0

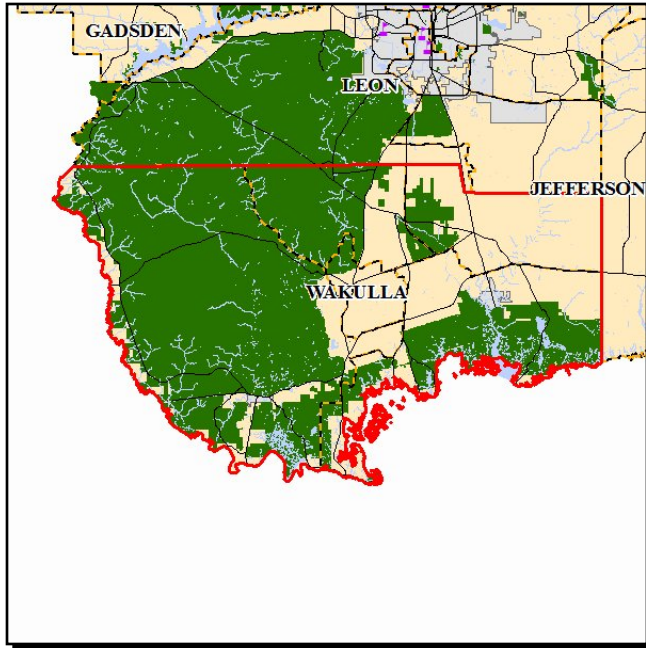
**Total Project Cost:** 253,391

**Project Description:** Provides state funding for the installation of runway lighting.

4223062

## WAKULLA COUNTY

Non-SIS



Work Summary: AVIATION

From: AIRPORT

To: LAND ACQUISITION

Lead Agency: FDOT

County: WAKULLA

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DPTO	0	127,577	0	0	0	127,577
CAP	DDR	0	54,241	0	0	0	54,241
<b>Total</b>		<b>0</b>	<b>181,818</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>181,818</b>

Prior Cost &lt; 2013/14: 0

Future Cost &gt; 2017/18: 0

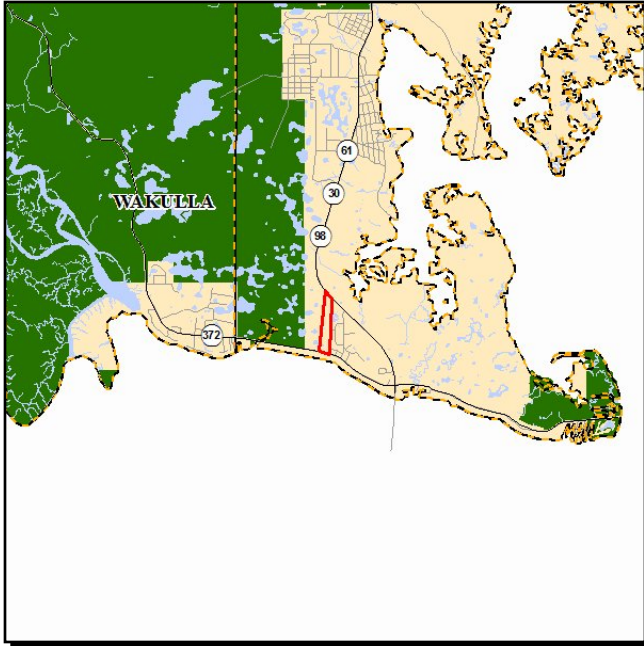
Total Project Cost: 181,818

Project Description: Provides state funding for land acquisition.

4223063

## WAKULLA COUNTY

Non-SIS



Work Summary: AVIATION

From: AIRPORT

To: LAND ACQUISITION

Lead Agency: FDOT

County: WAKULLA

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	DDR	0	0	175,000	0	0	175,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>175,000</b>	<b>0</b>	<b>0</b>	<b>175,000</b>

Prior Cost &lt; 2013/14: 0

Future Cost &gt; 2017/18: 0

Total Project Cost: 175,000

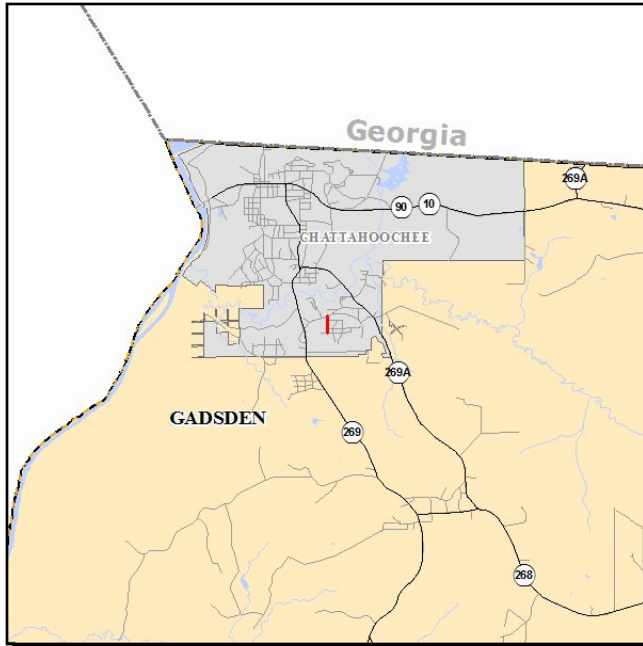
Project Description: Provides funds related to airport land acquisition.

**Section B - Bicycle and Pedestrian (State/Federally Funded)**

4298591

## CAIRO STREET

Non-SIS



Work Summary: SIDEWALK

From: FROM LINE STREET

To: TO MLK JR BLVD

Lead Agency: FDOT

Length: 0.170 mi

County: GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	TALU	0	0	0	108,271	0	108,271
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>108,271</b>	<b>0</b>	<b>108,271</b>

Prior Cost &lt; 2013/14: 20,500

Future Cost &gt; 2017/18: 0

Total Project Cost: 128,771

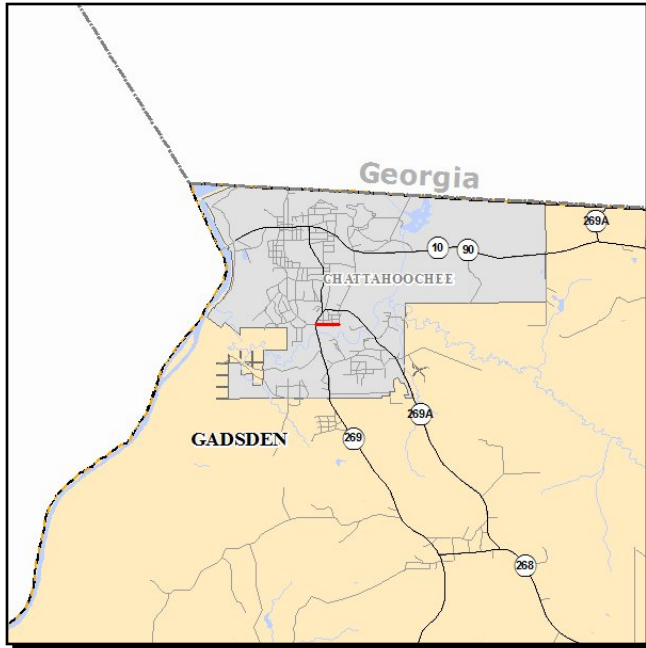
**Project Description:** Provides funding for the construction of a sidewalk on Cairo street from Line Street to Martin Luther King, Jr. Boulevard (Chattahoochee).



4298601

## MCDONALD STREET

Non-SIS



Work Summary: SIDEWALK

From: FROM CR 269 MAIN STREET

To: TO MAPLE STREET

Lead Agency: FDOT

Length: 0.137 mi

County: GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	TALT	0	0	0	214,254	0	214,254
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>214,254</b>	<b>0</b>	<b>214,254</b>

Prior Cost &lt; 2013/14: 20,500

Future Cost &gt; 2017/18: 0

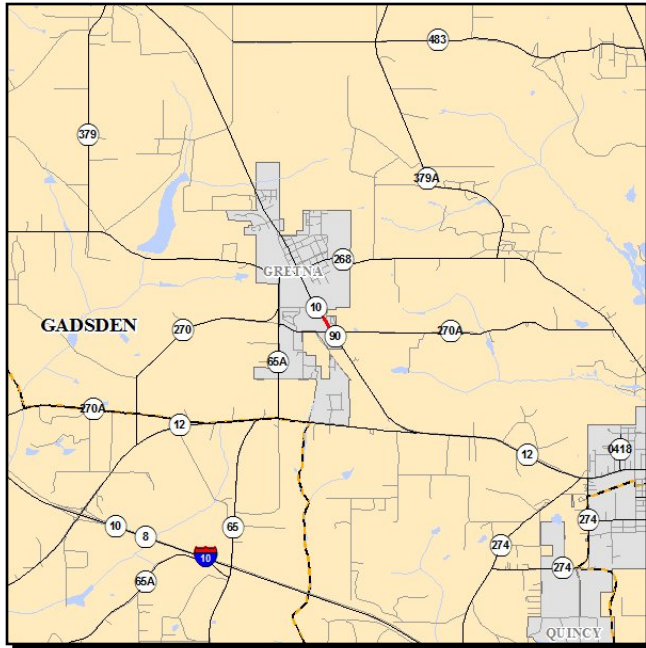
Total Project Cost: 234,754

Project Description: Provides funds for the construction of a sidewalk on McDonald Avenue from Main Street (CR 269) to Maple Street (Chattahoochee).

4298611

SR 10 (US 90)

Non-SIS



Work Summary: SIDEWALK

From: FROM N OF ELLIS CIRCLE

To: TO CR 270A LUTEN ROAD

Lead Agency: FDOT

Length: 0.179 mi

County: GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	TALT	0	0	0	98,196	0	98,196
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>98,196</b>	<b>0</b>	<b>98,196</b>

Prior Cost &lt; 2013/14: 26,000

Future Cost &gt; 2017/18: 0

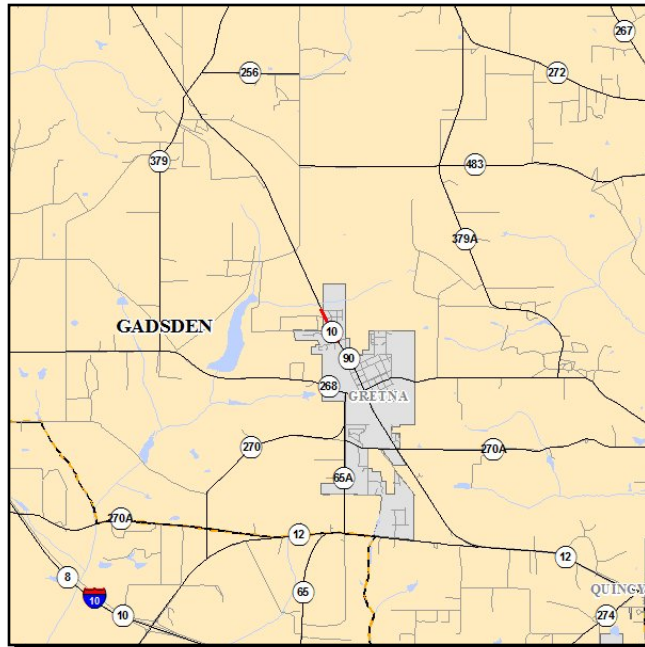
Total Project Cost: 124,196

Project Description: Provides funds for the construction of a sidewalk on US 90 from n. of Ellis Circle to Luten Road (CR 270A)(Gretna).

4298631

SR 10 (US 90)

Non-SIS



Work Summary: SIDEWALK

From: FROM NORTH AVENUE

To: TO LANIER DRIVE

Lead Agency: FDOT

Length: 0.381 mi

County: GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	TALU	0	0	0	140,039	0	140,039
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>140,039</b>	<b>0</b>	<b>140,039</b>

Prior Cost &lt; 2013/14: 35,000

Future Cost &gt; 2017/18: 0

Total Project Cost: 175,039

Project Description: Provides funds for the construction of a sidewalk on US 90 from North Avenue to Lanier Drive (Gretna).

4281291

SR 10 (US 90)

Non-SIS

**Work Summary:** SIDEWALK**From:** FROM HOLLY ROAD**To:** TO WILLOW STREET**Lead Agency:** FDOT**Length:** 0.171 mi**County:** JEFFERSON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	TALT	71,334	0	0	0	0	71,334
CST	TALU	302,644	0	0	0	0	302,644
CST	DDR	44,700	0	0	0	0	44,700
<b>Total</b>		<b>418,678</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>418,678</b>

**Prior Cost < 2013/14:** 38,215**Future Cost > 2017/18:** 0**Total Project Cost:** 456,893

**Project Description:** Provides federal funding to construct a sidewalk on US 90 from Holly Road to Willow Street. This project will be constructed by the City of Monticello through a LAP agreement with the FDOT.

4317431

Mamie Scott Drive

Non-SIS


**Work Summary:** SIDEWALK

**From:** Mississippi Street

**To:** CR 29 (Texas Hill Road)

**Lead Agency:** FDOT

**Length:** 0.340 mi

**County:** JEFFERSON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	TALT	0	0	186,904	0	0	186,904
CST	TALU	0	0	302,548	0	0	302,548
<b>Total</b>		<b>0</b>	<b>0</b>	<b>489,452</b>	<b>0</b>	<b>0</b>	<b>489,452</b>

**Prior Cost < 2013/14:** 30,967

**Future Cost > 2017/18:** 0

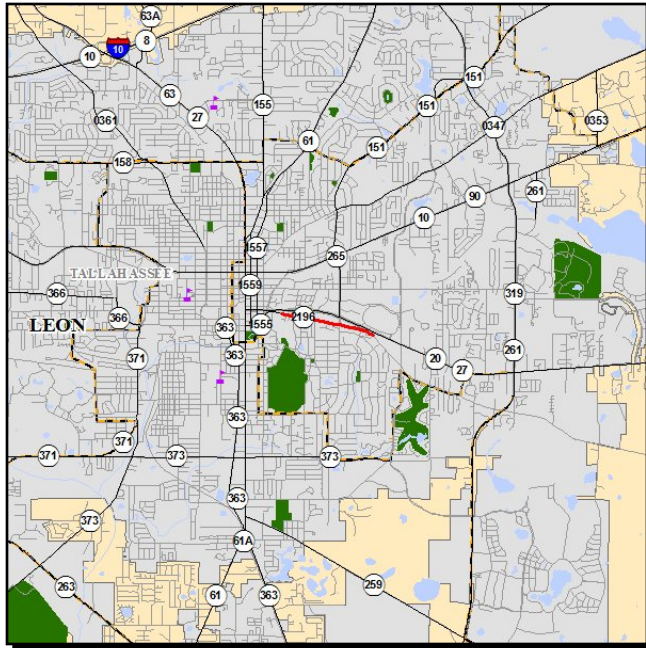
**Total Project Cost:** 520,419

**Project Description:** Safe Routes to School safety project to construct 1800' of sidewalk along east side of Mamie Scott Drive from existing sidewalk at Mississippi Street to Texas Hill Road (CR 29).

4080493

CR 2196 LAFAYETTE ST

Non-SIS



Work Summary: SIDEWALK

From: FROM CSX R/R TUNNEL

To: TO WINCHESTER DRIVE

Lead Agency: CRTPA

Length: .409 mi

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	TALT	0	0	511,170	0	0	511,170
<b>Total</b>		<b>0</b>	<b>0</b>	<b>511,170</b>	<b>0</b>	<b>0</b>	<b>511,170</b>

Prior Cost &lt; 2013/14: 200

Future Cost &gt; 2017/18: 0

Total Project Cost: 511,370

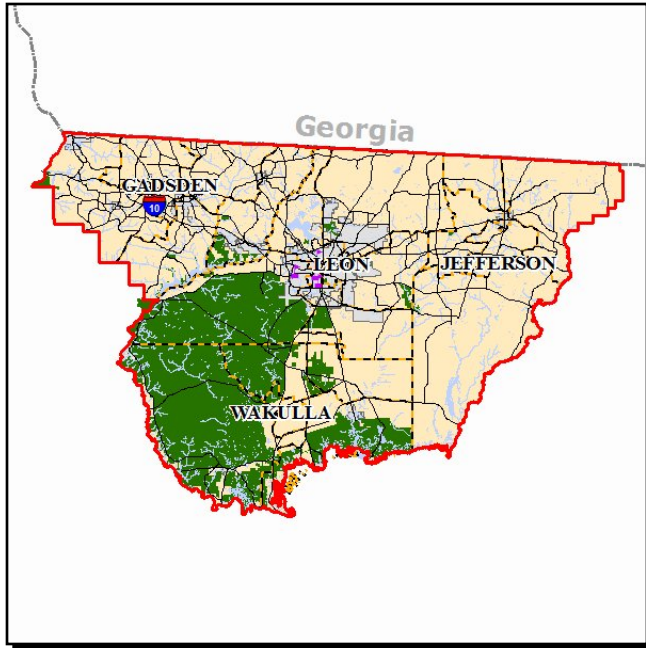
**Project Description:** Provides Transportation Alternatives funding to construct pedestrian improvements on Lafayette Street as identified in the Lafayette Paseos Transportation Enhancement application.



4098036

C RTPA

Non-SIS



**Work Summary:** FUNDING ACTION **From:** BICYCLE/PEDESTRIAN

**To:** PROJECTS

**Lead Agency:** C RTPA

**Length:** 1.000 mi

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	SU	0	935,000	1,000,000	1,000,000	1,000,000	3,935,000
<b>Total</b>		<b>0</b>	<b>935,000</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>1,000,000</b>	<b>3,935,000</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

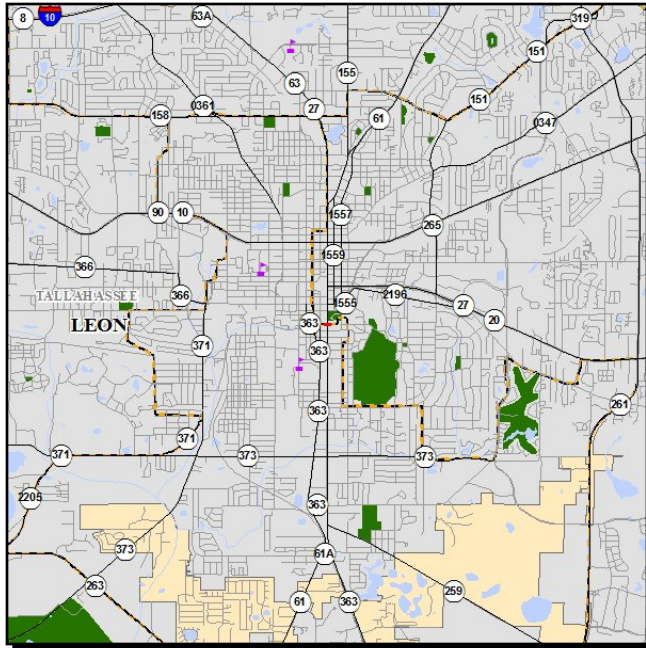
**Total Project Cost:** 3,935,000

**Project Description:** Annual bicycle and pedestrian funding set aside for use on projects within the C RTPA region (Gadsden, Jefferson, Leon and Wakulla counties).

4259411

## CAPITAL CASCADE CONNECTOR BRIDGE

Non-SIS



**Work Summary:** PEDESTRIAN/WILDLIFE **From:** CONNECTOR BRIDGE OVERPASS

**To:**

**Lead Agency:** Blueprint 2000

**Length:** 0.027 mi

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	TALT	334,337	0	0	0	0	334,337
CST	ACTA	518,163	0	0	0	0	518,163
<b>Total</b>		<b>852,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>852,500</b>

**Prior Cost < 2013/14:** 700,000

**Future Cost > 2017/18:** 0

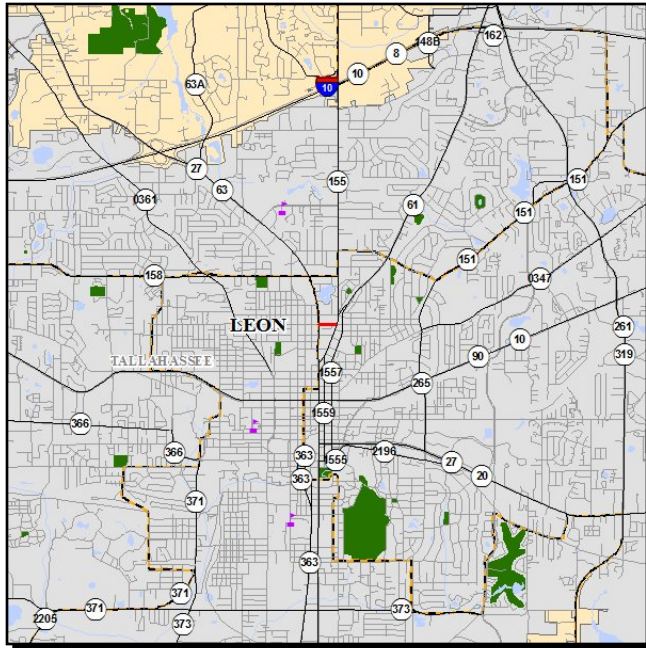
**Total Project Cost:** 1,552,500

**Project Description:** This project involves the construction of the Capital Cascades Connector Bridge which will provide bicyclists and pedestrians a safe crossing over S. Monroe Street. The construction for the bridge is anticipated to be started in late 2013.

4301471

## 6TH AVENUE

Non-SIS



**Work Summary:** BIKE LANE/SIDEWALK **From:** FROM SR 63 MONROE STREET

**To:** TO CR 1557 GADSDEN STREET

**Lead Agency:** CRTPA

**Length:** 0.190 mi

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
ROW	SU	527,634	0	0	0	0	527,634
ROW	ACTU	22,567	0	0	0	0	22,567
CST	SU	0	0	600,500	0	0	600,500
<b>Total</b>		<b>550,201</b>	<b>0</b>	<b>600,500</b>	<b>0</b>	<b>0</b>	<b>1,150,701</b>

**Prior Cost < 2013/14:** 165,846

**Future Cost > 2017/18:** 0

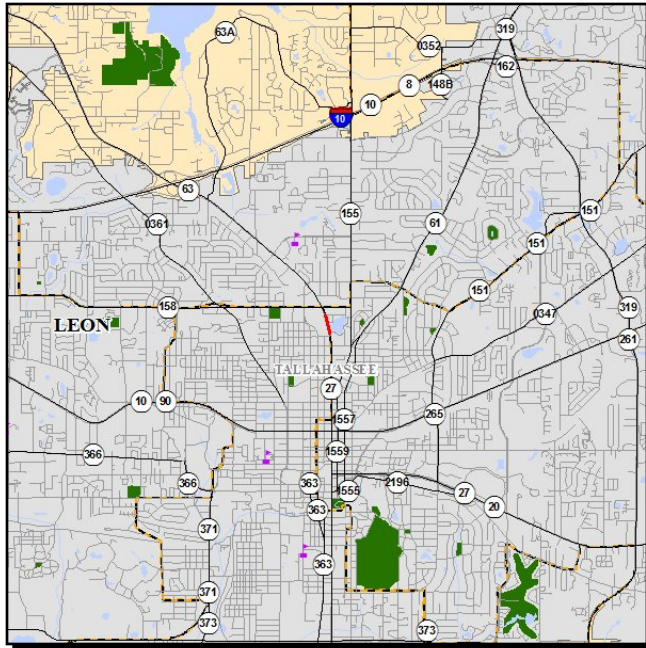
**Total Project Cost:** 1,316,547

**Project Description:** Provides funding to construct sidewalks on Sixth Avenue between Monroe Street and Gadsden Street. The design is complete and the project is being developed by the City of Tallahassee.

4301482

## SR 63 (US 27) MONROE

Non-SIS



**Work Summary:** PEDESTRIAN SAFETY IMPROVEMENT

**From:** LAKE ELLA PEDESTRIAN

**To:** IMPROVEMENTS

**Lead Agency:** CRTPA

**Length:** 0.416 mi

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DIH	0	21,963	0	0	0	21,963
CST	SU	0	1,061,000	0	0	0	1,061,000
<b>Total</b>		<b>0</b>	<b>1,082,963</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,082,963</b>

**Prior Cost < 2013/14:** 172,200

**Future Cost > 2017/18:** 0

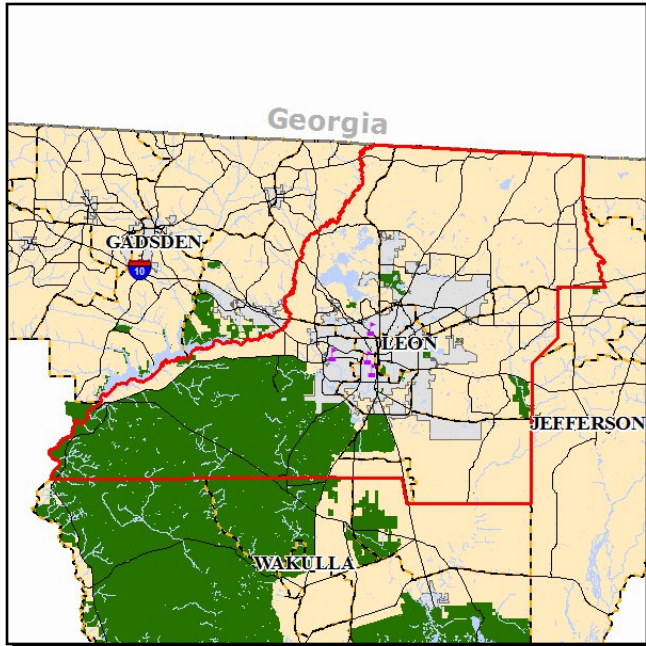
**Total Project Cost:** 1,255,163

**Project Description:** Provides funding associated with the installation of medians along Monroe Street near Lake Ella (Tharpe Street to Seventh Avenue). The planning phase of the study was completed in early 2013. For more information about this project, please contact Greg Burke at the CRTPA (850 891 6802).

4301511

## TRAILS &amp; GREENWAYS

Non-SIS



**Work Summary:** BIKE PATH/TRAIL      **From:** CONNECTION DEVELOPMENT

**To:** LEON COUNTY

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PE	SU	182,839	0	0	0	0	182,839
CST	SU	0	775,152	855,647	0	0	1,630,799
<b>Total</b>		<b>182,839</b>	<b>775,152</b>	<b>855,647</b>	<b>0</b>	<b>0</b>	<b>1,813,638</b>

**Prior Cost < 2013/14:** 0

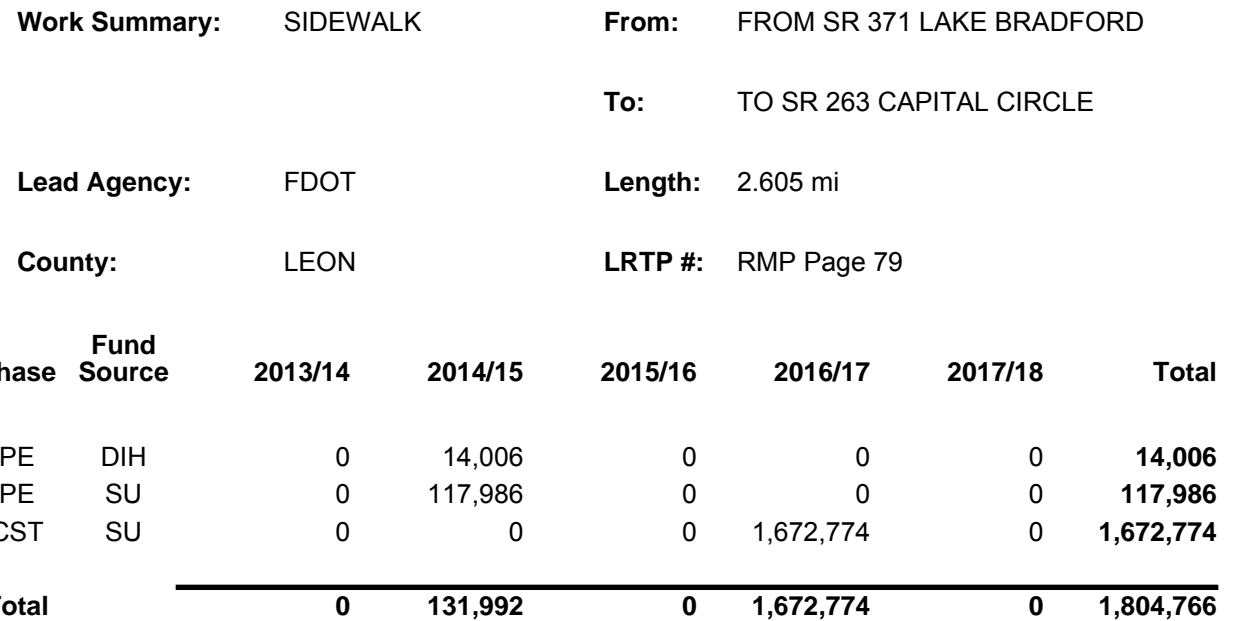
**Future Cost > 2017/18:** 0

**Total Project Cost:** 1,813,638

**Project Description:** Provides funds to construct trails and greenways projects within the Capital Region identified in the Trails and Greenways Master Plan.



## Non-SIS



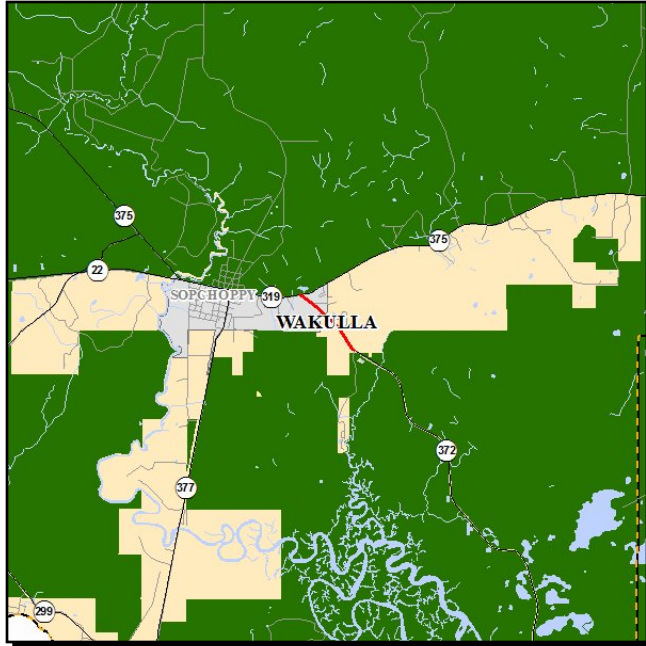
<b>Project Description:</b>	Provides fund to construct a sidewalk on Orange Avenue (SR 371) from Lake Bradford Road to Capital Circle (SR 263). This project is identified in the RMP Cost Feasible Plan (Page 79) as project #6.
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4140322

## CR 372 SURF ROAD OCHLOCKONEE BAY PHASE V A

Non-SIS



**Work Summary:** BIKE PATH/TRAIL **From:** south of Buckhorn Creek Rd

**To:** SR 375 (US 319)

**Lead Agency:** Managed by WAKULLA COUNTY BOARD OF

**Length:** .949 MI

**County:** WAKULLA

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	SU	314,000	0	0	0	0	314,000
<b>Total</b>		<b>314,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>314,000</b>

**Prior Cost < 2013/14:** 35,200

**Future Cost > 2017/18:** 0

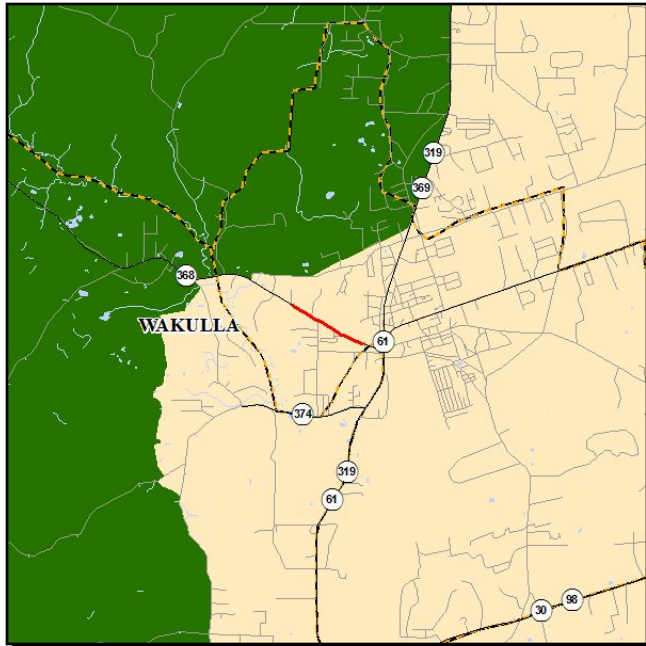
**Total Project Cost:** 349,200

**Project Description:** Provides federal construction funds to Wakulla County associated with Phase 5 A of the Ochlockonee Bay Trail.

4317441

CR 368 Arran Road

Non-SIS



**Work Summary:** SIDEWALK

**From:** School entrance

**To:** west of Towles Road

**Lead Agency:** FDOT

**Length:** .800

**County:** WAKULLA

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	TALT	0	3,468	0	0	0	3,468
CST	TALU	0	302,532	0	0	0	302,532
<b>Total</b>		<b>0</b>	<b>306,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>306,000</b>

**Prior Cost < 2013/14:** 41,500

**Future Cost > 2017/18:** 0

**Total Project Cost:** 347,500

**Project Description:** Safe Routes To School safety project to construct 4000' of sidewalk along southside of Arran Road from Crawfordville Elementary to connect with existing sidewalk at Wakulla County School Board Office.

**Section C - Bridge (State/Federally Funded)**

2197938

## GADSDEN COUNTY

Non-SIS



**Work Summary:** FUNDING ACTION **From:** CRTPA BRIDGE BOX

**To:**

**Lead Agency:** FDOT

**County:** GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	SU	0	0	0	0	570,785	570,785
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>570,785</b>	<b>570,785</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

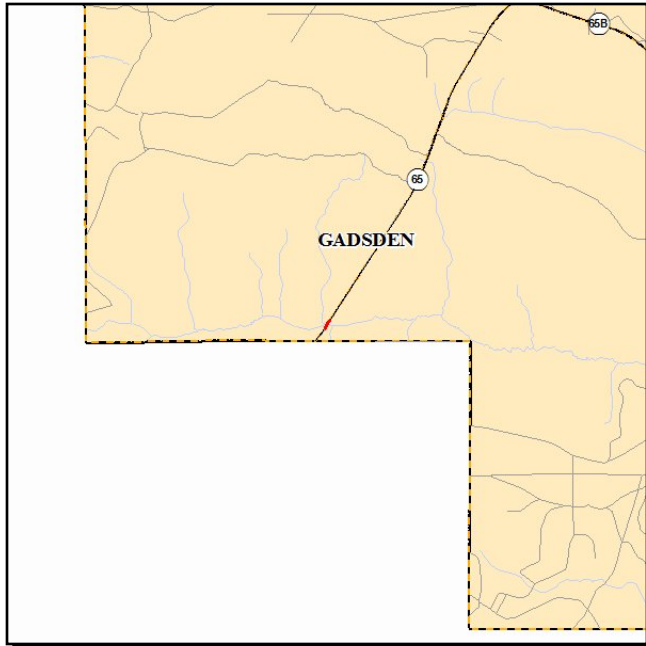
**Total Project Cost:** 570,785

**Project Description:** Provides federal funding associated with a Gadsden County bridge repair.

4238581

SR 65

Non-SIS



**Work Summary:** BRIDGE REPLACEMENT **From:** OVER OCKLAWAHA CREEK

**To:** BRIDGE NO. 500048

**Lead Agency:** FDOT

**Length:** 0.352 mi

**County:** GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	ACSB	4,162,099	0	0	0	0	4,162,099
<b>Total</b>		<b>4,162,099</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,162,099</b>

**Prior Cost < 2013/14:** 623,865

**Future Cost > 2017/18:** 0

**Total Project Cost:** 4,785,964

**Project Description:** Provides federal and state funding for a bridge replacement over Ocklawaha Creek (located north of Liberty County line).

4304761

## CR 158 OLD LLOYD RD OVER BRANCH OF LLOYD CK BRIDGE NO. Non-SIS

No Map  
Available

**Work Summary:** BRIDGE REPLACEMENT **From:** Bridge #540044

**To:**

**Lead Agency:** Managed by FDOT **Length:** .030 MI

**County:** JEFFERSON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PE	BRTZ	880,000	0	0	0	0	880,000
ROW	BRTZ	0	0	41,984	0	0	41,984
CST	BRTZ	0	0	0	0	4,727,769	4,727,769
<b>Total</b>		<b>880,000</b>	<b>0</b>	<b>41,984</b>	<b>0</b>	<b>4,727,769</b>	<b>5,649,753</b>

**Prior Cost < 2013/14:** 1,000

**Future Cost > 2017/18:** 0

**Total Project Cost:** 5,650,753

**Project Description:**



4304771

CR 158 OVER LLOYD CREEK BRIDGE NO. 540045

Non-SIS

No Map  
Available

**Work Summary:** BRIDGE REPLACEMENT **From:**

**To:**

**Lead Agency:** Managed by FDOT

**Length:** .026 MI

**County:** JEFFERSON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PE	BRTZ	880,000	0	0	0	0	880,000
ROW	BRTZ	0	0	23,724	0	0	23,724
CST	BRTZ	0	0	0	0	4,759,542	4,759,542
<b>Total</b>		<b>880,000</b>	<b>0</b>	<b>23,724</b>	<b>0</b>	<b>4,759,542</b>	<b>5,663,266</b>

**Prior Cost < 2013/14:** 1,000

**Future Cost > 2017/18:** 0

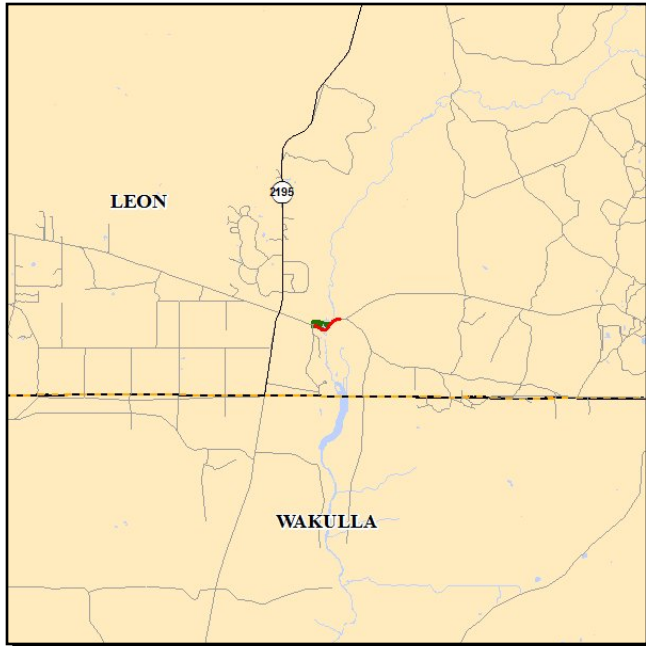
**Total Project Cost:** 5,664,266

**Project Description:**

4134911

**NATURAL BRIDGE ROAD**

**Non-SIS**



**Work Summary:** BRIDGE REPLACEMENT **From:** OVER BRANCH OF ST MARKS R

**To:** BRIDGE NO.554001

**Lead Agency:** FDOT

**Length:** 0.085 mi

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	EBBP	1,230,602	0	0	0	0	1,230,602
<b>Total</b>		<b>1,230,602</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,230,602</b>

**Prior Cost < 2013/14:** 856,516

**Future Cost > 2017/18:** 0

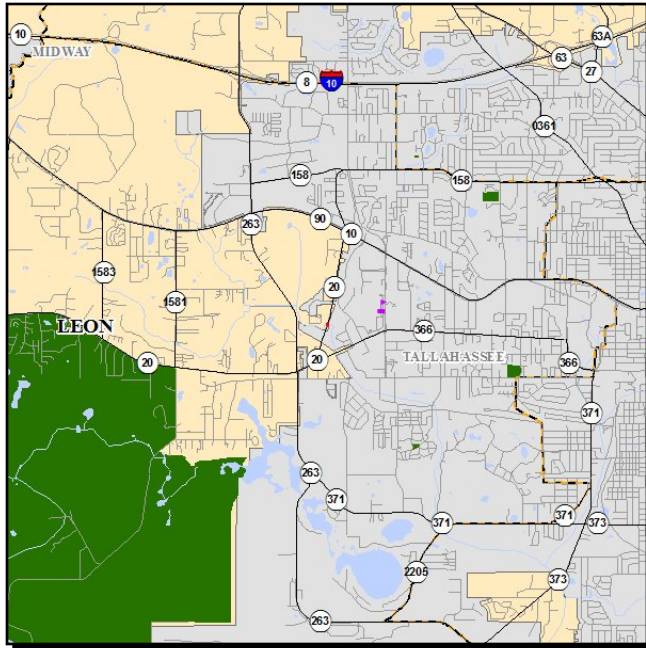
**Total Project Cost:** 2,087,118

**Project Description:** Provides funding to replace existing bridge over the St. Marks River.

4245091

SR 20

Non-SIS



**Work Summary:** BRIDGE REPLACEMENT **From:** OVER GUM CREEK

**To:** BRIDGE NO. 550028

**Lead Agency:** FDOT

**Length:** 0.170 mi

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	ACSB	2,390,734	0	0	0	0	2,390,734
<b>Total</b>		<b>2,390,734</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,390,734</b>

**Prior Cost < 2013/14:** 809,611

**Future Cost > 2017/18:** 0

**Total Project Cost:** 3,200,345

**Project Description:** Repair and rehabilitate bridge over Gum Creek.

4321371

## SR 373 ORANGE AVENUE OVER ST. MARKS TRAIL BRIDGE NO.

Non-SIS

No Map  
Available

**Work Summary:** BRIDGE REPLACEMENT **From:** Bridge #55052

**To:**

**Lead Agency:** Managed by FDOT **Length:** .023 MI

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PE	ACSB	700,000	0	0	0	0	<b>700,000</b>
PE	DIH	70,000	0	0	0	0	<b>70,000</b>
ROW	DIH	0	0	0	69,556	0	<b>69,556</b>
ROW	ACSB	0	0	0	798,476	0	<b>798,476</b>
CST	DIH	0	0	0	0	36,113	<b>36,113</b>
CST	BRP	0	0	0	0	4,059,310	<b>4,059,310</b>
<b>Total</b>		<b>770,000</b>	<b>0</b>	<b>0</b>	<b>868,032</b>	<b>4,095,423</b>	<b>5,733,455</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 5,733,455

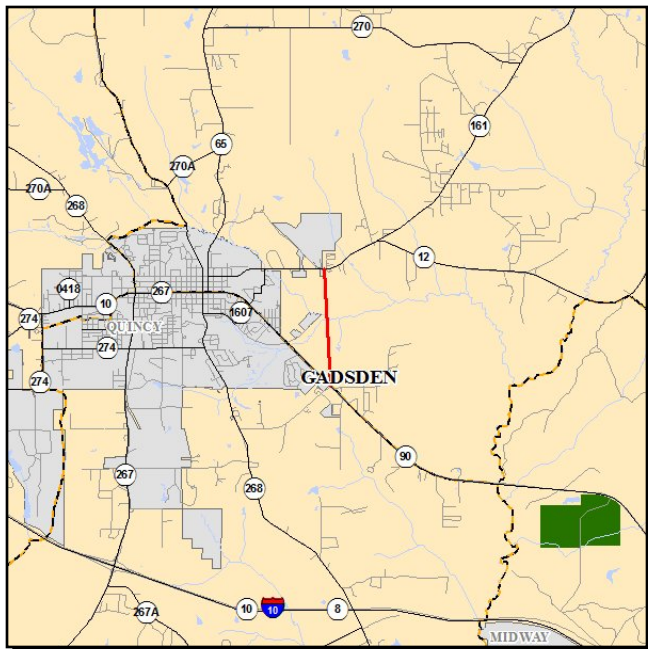
**Project Description:** Provides funds for the design and right-of-way to replace the bridge on Orange Avenue over the St. Marks Trail.

**Section D - Major Capacity (State/Federally Funded)**

2189461

## QUINCY BY-PASS

Non-SIS



**Work Summary:** RIGHT OF WAY - FUTURE CAPACITY

**From:** FROM SR 10 (US 90) EAST

**To:** TO SR 12

**Lead Agency:** FDOT

**Length:** 1.558 mi

**County:** GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
RPY	DDR	13,348,458	0	0	0	0	13,348,458
<b>Total</b>		<b>13,348,458</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,348,458</b>

**Prior Cost < 2013/14:** 18,072,081

**Future Cost > 2017/18:** 0

**Total Project Cost:** 31,420,539

**Project Description:** Provides payback for right-of-way funding loan for the construction of the two-lane Quincy By-Pass on eastern side of downtown Quincy (from US 90 east to SR 12). Project completed in 2012.

RMP Consistency: Funding for this project is identified in the Cost Feasible RMP Project Listing (page 79) and is listed as Project #1. The RMP is available for review on the CRTPA's webpage at the following link: <http://www.crtpa.org/files/46180521.pdf>



2189464

## QUINCY LOOP NORTH FROM SR 12 TO CR268 SOLOMON DAIRY RD Non-SIS

No Map  
Available

Work Summary: PD&amp;E/EMO STUDY

From:

To:

Lead Agency: Managed by FDOT

Length: 4.000 MI

County: GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PDE	SA	700,000	0	0	0	0	700,000
PDE	DIH	70,000	0	0	0	0	70,000
<b>Total</b>		<b>770,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>770,000</b>

Prior Cost &lt; 2013/14: 1,000

Future Cost &gt; 2017/18: 0

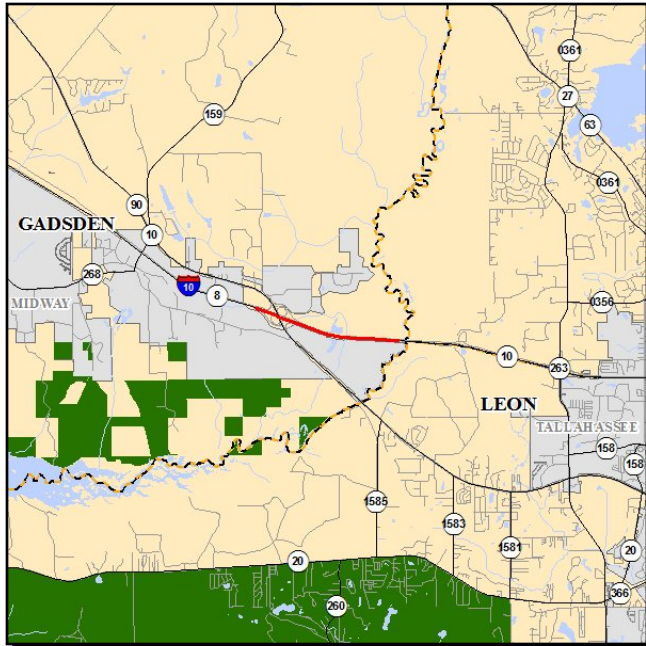
Total Project Cost: 771,000

**Project Description:** Provides funding for a Project Development & Environment Study of the Quincy Loop (from SR 12 to Solomon Dairy Road) which will connect with the Quincy By-Pass.

2225303

SR 8 (I-10)

SIS



**Work Summary:** PD&E/EMO STUDY      **From:** FROM W OF SR 10 (US 90)  
**To:** TO OCHLOCKONEE RIVER BR.  
**Lead Agency:** FDOT      **Length:** 1.971 mi  
**County:** GADSDEN      **LRTP #:** RMP Page 79

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PDE	SA	750,000	0	0	0	0	<b>750,000</b>
PDE	DIH	25,000	0	0	0	0	<b>25,000</b>
<b>Total</b>		<b>775,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>775,000</b>

**Prior Cost < 2013/14:** 1,000

**Future Cost > 2017/18:** 0

**Total Project Cost:** 776,000

**Project Description:** Provides funds for a Project Development and Environment Study on I-10 from the Ochlockonee River Bridge (Leon County line) to west of US 90. This project is identified in the RMP Cost Feasible Plan (Project #132).

4290246

## SR 8 (I-10) REST AREAS BUILDING REPLACEMENTS

Non-SIS

No Map  
Available

Work Summary: REST AREA

From:

To:

Lead Agency: Managed by FDOT

Length: .471 MI

County: JEFFERSON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PE	DIH	19,000	0	0	0	0	19,000
PE	DI	603,000	0	0	0	0	603,000
CST	DRA	0	4,961,236	0	0	0	4,961,236
CST	DIH	0	44,017	0	0	0	44,017
<b>Total</b>		<b>622,000</b>	<b>5,005,253</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,627,253</b>

Prior Cost &lt; 2013/14: 1,000

Future Cost &gt; 2017/18: 0

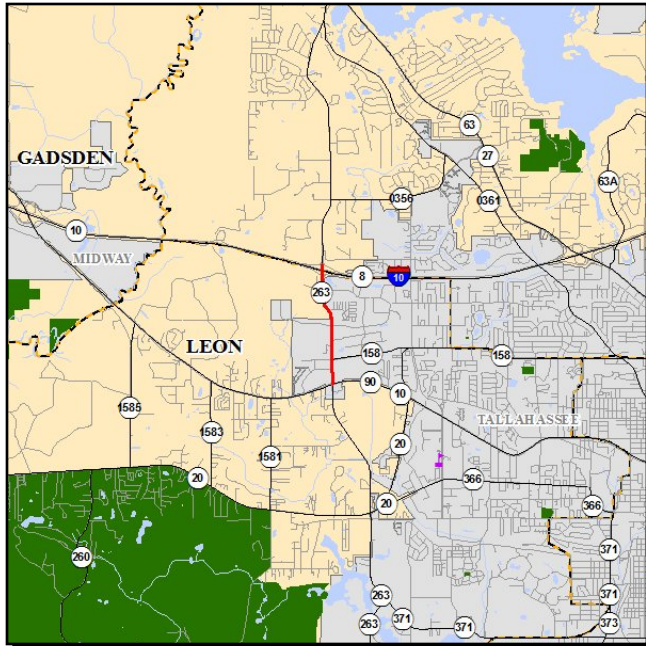
Total Project Cost: 5,628,253

Project Description: Provides funds for the remodel of the rest area on I-10.

2197221

SR 263 CAP CIR NW

SIS



**Work Summary:** ADD LANES & RECONSTRUCT

**From:** FROM SR 10 (US 90) TENN.

**To:** TO SR 8 (I-10) WEST RAMP

**Lead Agency:** Blueprint 2000

**Length:** 2.534 mi

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
LAR	DS	488,567	772,639	0	0	0	1,261,206
LAR	ACSU	2,511,433	4,590	0	0	0	2,516,023
<b>Total</b>		<b>3,000,000</b>	<b>777,229</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,777,229</b>

**Prior Cost < 2013/14:** 95,689,710

**Future Cost > 2017/18:** 0

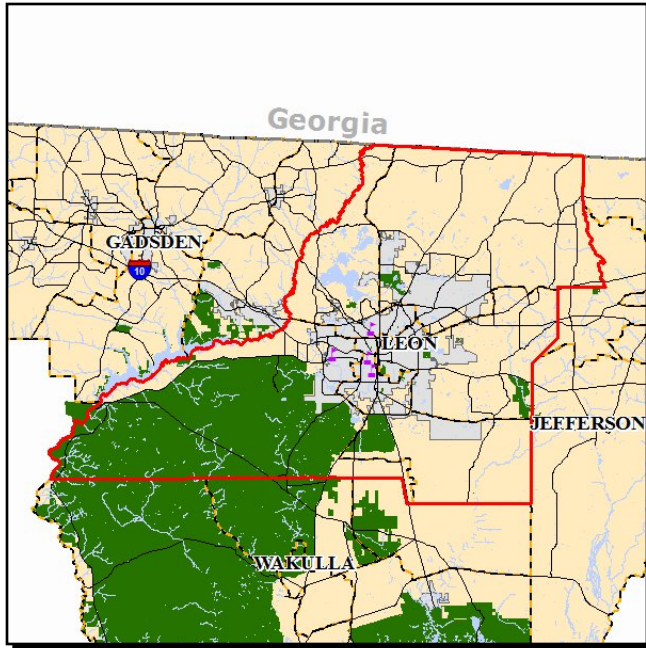
**Total Project Cost:** 99,466,939

**Project Description:** Construction on this project was completed in 2007 (widened to 6 lanes with bike lanes and sidewalks). The funding shown represents FDOT reimbursement to Blueprint 2000 for the agency's advancement of funds.

2197934

## LEON CO. RESERVE BOX

Non-SIS



**Work Summary:** FUNDING ACTION **From:** FOR CAPITAL CIRCLE

**To:** 415782-3

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
ROW	HPP	1,056,150	0	0	0	0	1,056,150
<b>Total</b>		<b>1,056,150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,056,150</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

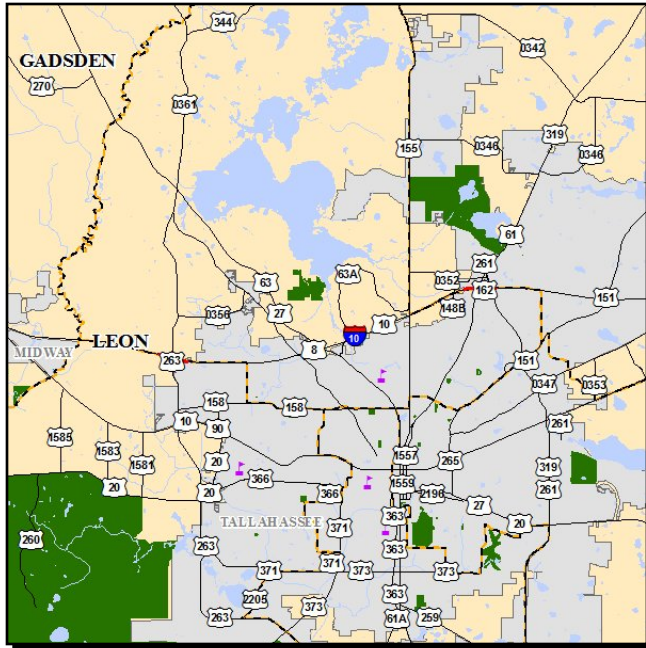
**Total Project Cost:** 1,056,150

**Project Description:** Provides funding for the widening of Capital Circle, NW/SW from Orange Avenue to US 90 (2.95 miles). Also see project # 4157823 and 2197937.

2225935

SR 8 (I-10)

Non-SIS



**Work Summary:** PD&E/EMO STUDY

**From:** INTERCHANGE STUDIES

**To:** AT SR 263 & SR 61 (US319)

**Lead Agency:** FDOT

**Length:** 7.850 mi

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PDE	SA	2,066,375	0	0	0	0	2,066,375
<b>Total</b>		<b>2,066,375</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,066,375</b>

**Prior Cost < 2013/14:** 1,000

**Future Cost > 2017/18:** 2,200,000

**Total Project Cost:** 4,267,375

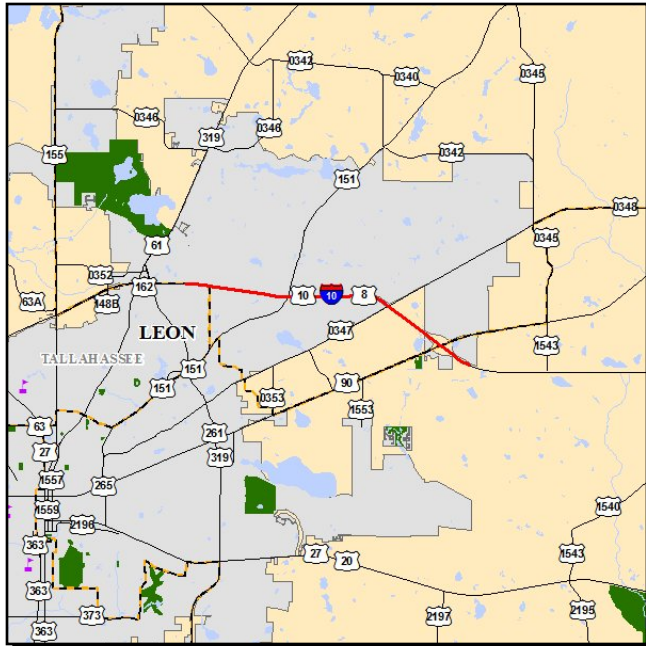
**Project Description:** Provides funds for a Project Development and Environment (PD&E) Study on I-10 at the SR 263 and US 319 interchanges.



4065852

SR 8 (I-10)

Non-SIS



**Work Summary:** PD&E/EMO STUDY

**From:** FROM E OF SR 261 CAP CIR

**To:** TO E SR 10 (US 90) MAHAN

**Lead Agency:** FDOT

**Length:** 5.646 mi

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PDE	DDR	1,500,000	0	0	0	0	1,500,000
PDE	DIH	25,000	0	0	0	0	25,000
<b>Total</b>		<b>1,525,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,525,000</b>

**Prior Cost < 2013/14:** 1,000

**Future Cost > 2017/18:** 11,741,866

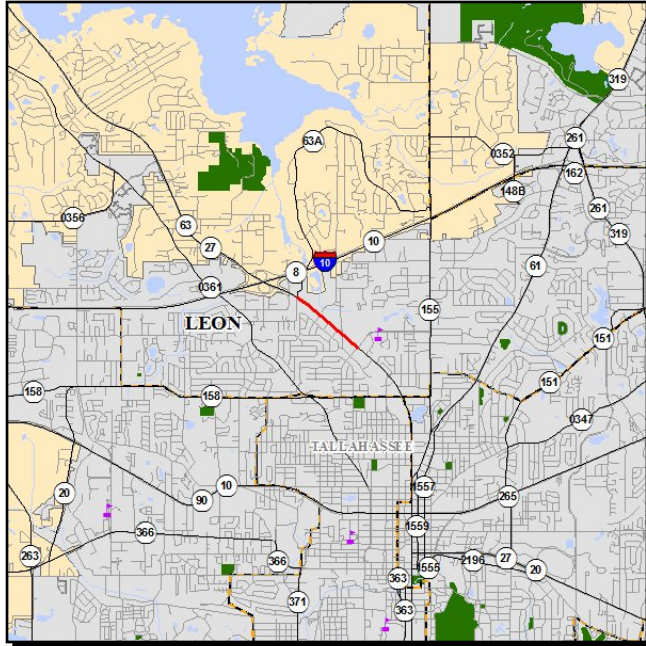
**Total Project Cost:** 13,267,866

**Project Description:** Provides funds for a Project Development and Environment (PD&E) Study on I-10 from east of Capital Circle, NE to east of US 90 (Mahan Drive).

4104091

SR 63 (US 27)

Non-SIS



**Work Summary:** PRELIMINARY  
ENGINEERING

**From:** FROM LAKESHORE DRIVE

**To:** TO JOHN KNOX ROAD

**Lead Agency:** FDOT

**Length:** 1.086 mi

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	LF	1,360,000	0	0	0	0	1,360,000
<b>Total</b>		<b>1,360,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,360,000</b>

**Prior Cost < 2013/14:** 2,355,182

**Future Cost > 2017/18:** 0

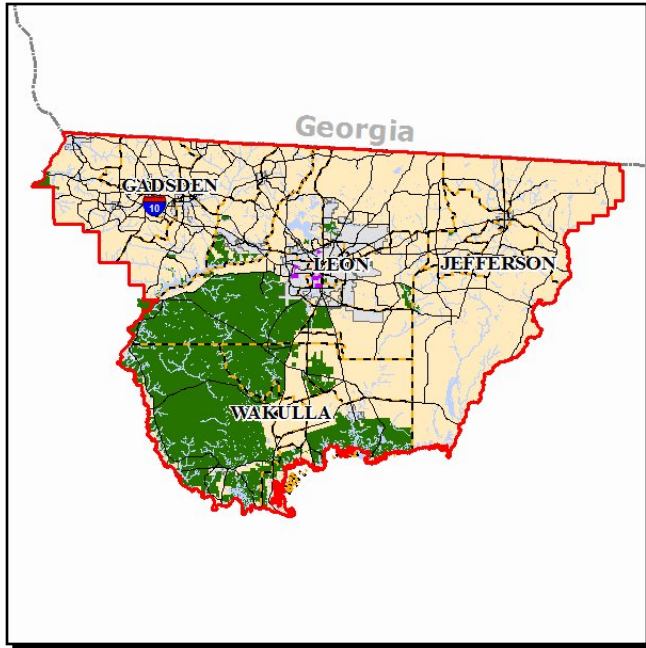
**Total Project Cost:** 3,715,182

**Project Description:** Provides funding for the design of the construction of a northbound right turn lane.

4217162

## CAPITAL REGION TPA

Non-SIS



**Work Summary:** MODAL SYSTEMS  
PLANNING

**From:** PLANNING SECTION 5303

**To:** GRANT

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PLN	DU	105,582	0	0	0	0	105,582
PLN	DPTO	13,198	0	0	0	0	13,198
PLN	LF	13,198	0	0	0	0	13,198
<b>Total</b>		<b>131,978</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>131,978</b>

**Prior Cost < 2013/14:** 286,001

**Future Cost > 2017/18:** 0

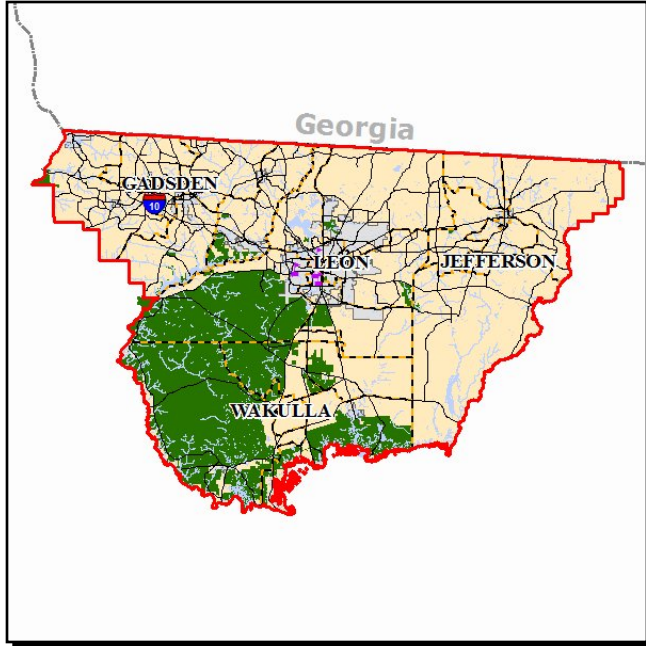
**Total Project Cost:** 417,979

**Project Description:** Provides federal funds for staff efforts associated with the metropolitan transportation planning process.

4225442

**CRTPA UPWP Activities Support**

**Non-SIS**



**Work Summary:** PLANNING MODELS/DATA UPDATE  
**From:** LRTP UPDATE  
**To:**

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PLN	SU	100,000	50,000	0	200,000	300,000	650,000
PLN	D	375,000	0	0	0	0	375,000
<b>Total</b>		<b>475,000</b>	<b>50,000</b>	<b>0</b>	<b>200,000</b>	<b>300,000</b>	<b>1,025,000</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

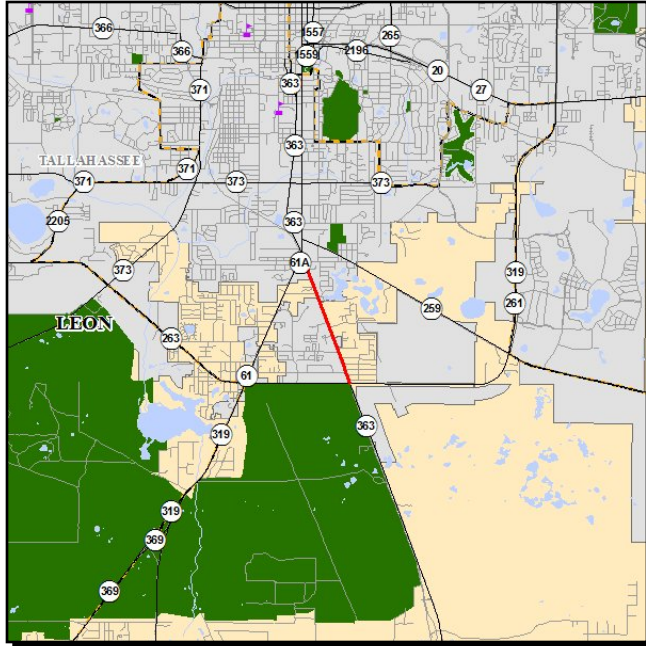
**Total Project Cost:** 1,025,000

**Project Description:** Provides funding for the next update of the CRTPA's Long Range Transportation Plan (LRTP). The LRTP is a federally mandated plan that the CRTPA updates every 5 years to examine the long range transportation needs of the CRTPA area and identify future transportation projects.

4240093

SR 363 WOODVILLE HWY

Non-SIS



**Work Summary:** PRELIM ENG FOR FUTURE CAPACITY

**From:** FROM SR 263 (US 319) C.C.

**To:** TO PAUL RUSSELL ROAD

**Lead Agency:** CRTPA

**Length:** 2.140 mi

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PE	SU	760,705	134,339	0	0	0	895,044
PE	ST10	249,957	0	0	0	0	249,957
PE	LF	831,098	0	0	0	0	831,098
<b>Total</b>		<b>1,841,760</b>	<b>134,339</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,976,099</b>

**Prior Cost < 2013/14:** 1,395,240

**Future Cost > 2017/18:** 0

**Total Project Cost:** 3,371,339

**Project Description:** Provides design funding for widening this roadway to 4 lanes.

4290245

## SR 8 (I-10) REST AREAS BUILDING REMODELING

Non-SIS

No Map  
Available

Work Summary: REST AREA

From:

To:

Lead Agency: Managed by FDOT

Length: .416 MI

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PE	DIH	19,000	0	0	0	0	19,000
PE	DI	498,000	0	0	0	0	498,000
CST	DRA	0	3,074,778	0	0	0	3,074,778
CST	DIH	0	29,985	0	0	0	29,985
<b>Total</b>		<b>517,000</b>	<b>3,104,763</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,621,763</b>

Prior Cost &lt; 2013/14: 1,000

Future Cost &gt; 2017/18: 0

Total Project Cost: 3,622,763

Project Description: Provides funding for the remodel of the rest area at I-10.



**Section E - Public Transportation (State/Federally Funded)**

4203101

## BIG BEND TRANSIT

Non-SIS



**Work Summary:** COMMUTER TRANS. ASSISTANCE  
**From:** COMMUTER ASSISTANCE  
**To:**

**Lead Agency:** FDOT

**County:** GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
OPS	DDR	20,000	0	0	15,000	0	35,000
OPS	LF	20,000	0	0	15,000	20,000	55,000
OPS	DPTO	0	0	0	0	20,000	20,000
<b>Total</b>		<b>40,000</b>	<b>0</b>	<b>0</b>	<b>30,000</b>	<b>40,000</b>	<b>110,000</b>

**Prior Cost < 2013/14:** 36,000

**Future Cost > 2017/18:** 0

**Total Project Cost:** 146,000

**Project Description:** Provides state funding to Big Bend Transit to assist with commuter van pools.

4203131

## BIG BEND TRANSIT

Non-SIS



**Work Summary:** COMMUTER TRANS. ASSISTANCE  
**From:** COMMUTER ASSISTANCE  
**To:**

**Lead Agency:** FDOT

**County:** GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
OPS	DDR	25,000	0	0	10,000	0	35,000
OPS	LF	25,000	0	0	10,000	0	35,000
<b>Total</b>		<b>50,000</b>	<b>0</b>	<b>0</b>	<b>20,000</b>	<b>0</b>	<b>70,000</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 70,000

**Project Description:** Provides state funding to Big Bend Transit to assist with commuter van pools.

4222621

## BIG BEND TRANSIT

Non-SIS



**Work Summary:** COMMUTER TRANS. ASSISTANCE  
**From:** COMMUTER ROUTE  
**To:**

**Lead Agency:** FDOT

**County:** GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
OPS	DDR	0	33,000	0	0	0	33,000
OPS	LF	0	33,000	0	0	0	33,000
<b>Total</b>		<b>0</b>	<b>66,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66,000</b>

**Prior Cost < 2013/14:** 82,798

**Future Cost > 2017/18:** 0

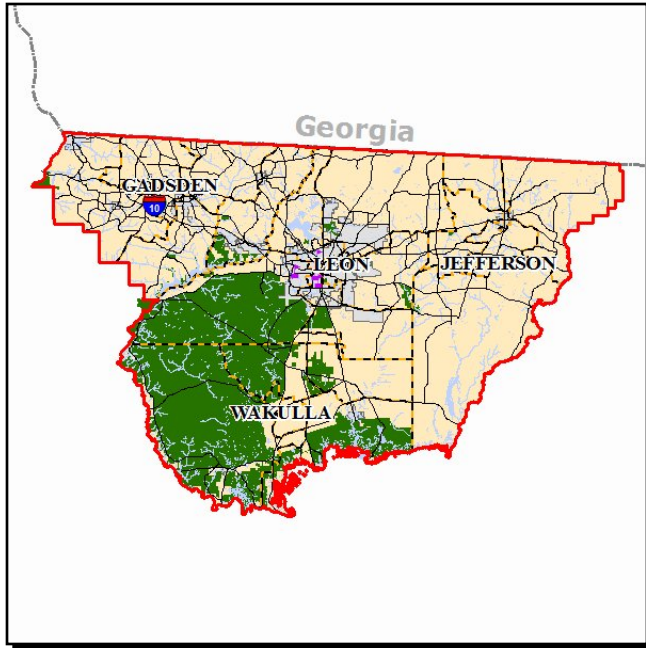
**Total Project Cost:** 148,798

**Project Description:** Provides state funding to Big Bend Transit to assist with commuter transportation.

4156071

FL STATE UNIVERSITY

Non-SIS



**Work Summary:** COMMUTER TRANS.  
ASSISTANCE

**From:** REGIONAL COMMUTER

**To:** ASSISTANCE

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
OPS	DDR	200,000	0	0	0	0	200,000
<b>Total</b>		<b>200,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>

**Prior Cost < 2013/14:** 1,858,932

**Future Cost > 2017/18:** 0

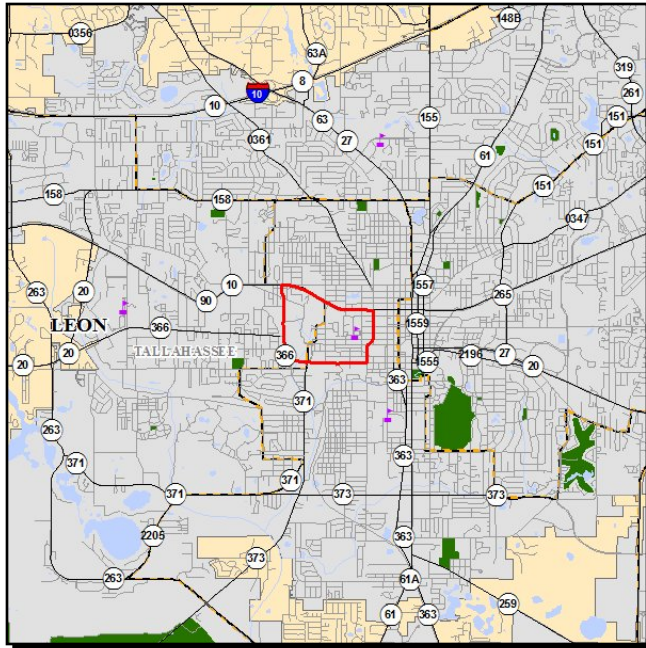
**Total Project Cost:** 2,058,932

**Project Description:** Provides funds to assist with commuter transportation programs coordinated by Commuter Services of North Florida.

4156072

FL STATE UNIVERSITY

Non-SIS



**Work Summary:** COMMUTER TRANS. ASSISTANCE  
**From:** REGIONAL COMMUTER ASSISTANCE  
**To:** ASSISTANCE  
**Lead Agency:** FDOT  
**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
OPS	DDR	0	200,000	200,000	200,000	0	600,000
OPS	DPTO	0	0	0	0	200,000	200,000
<b>Total</b>		<b>0</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>800,000</b>

Prior Cost < 2013/14: 0

Future Cost > 2017/18: 0

Total Project Cost: 800,000

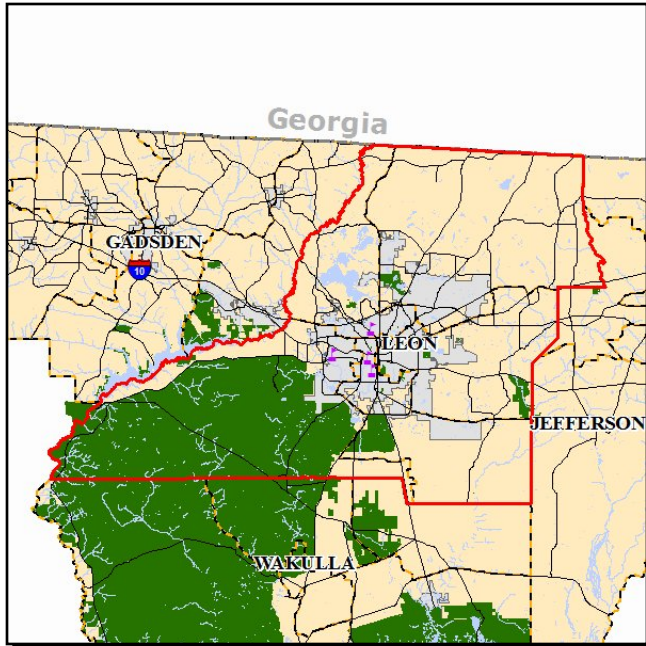
Project Description: Provides funding to Commuter Services of North Florida.



4203111

## BIG BEND TRANSIT

Non-SIS



**Work Summary:** COMMUTER TRANS. ASSISTANCE

**From:** COMMUTER ASSISTANCE

**To:**

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
OPS	DDR	25,000	0	0	8,000	0	33,000
OPS	LF	25,000	0	0	8,000	20,000	53,000
OPS	DPTO	0	0	0	0	20,000	20,000
<b>Total</b>		<b>50,000</b>	<b>0</b>	<b>0</b>	<b>16,000</b>	<b>40,000</b>	<b>106,000</b>

**Prior Cost < 2013/14:** 30,000

**Future Cost > 2017/18:** 0

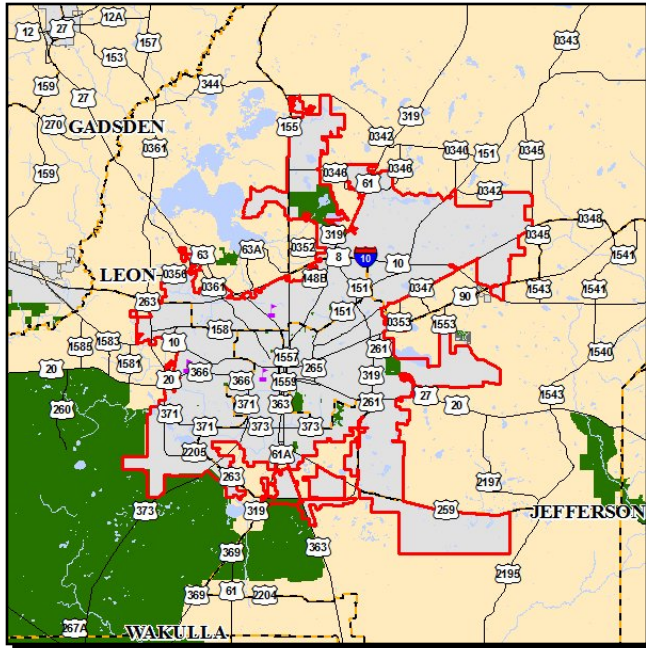
**Total Project Cost:** 136,000

**Project Description:** Provides state funds to Big Bend Transit for commuter van pools.

4213642

## CITY OF TALLAHASSEE

Non-SIS



**Work Summary:** OPERATING/ADMIN.  
ASSISTANCE

**From:** TRANSIT

**To:** NON-URBANIZED AREA 5311

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
OPS	DU	150,000	0	0	0	0	150,000
OPS	LF	150,000	0	0	0	0	150,000
<b>Total</b>		<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>

**Prior Cost < 2013/14:** 569,628

**Future Cost > 2017/18:** 0

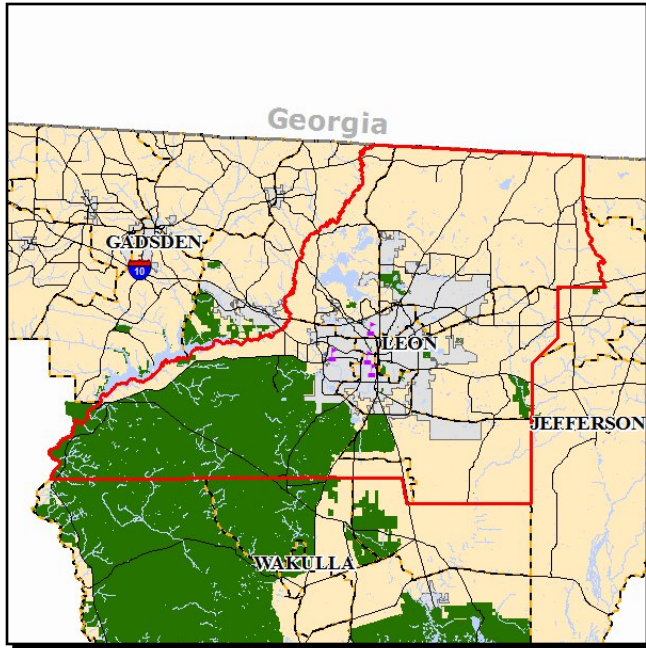
**Total Project Cost:** 869,628

**Project Description:** Provides rural transit assistance funding.

4222501

## CITY OF TALLAHASSEE

Non-SIS



**Work Summary:** OPERATING FOR FIXED ROUTE  
**From:** TRANSIT  
**To:** OPERATING ASSISTANCE

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
OPS	DPTO	49,787	50,238	51,364	51,364	0	202,753
OPS	DDR	1,144,195	1,154,552	1,180,446	1,180,446	1,268,765	5,928,404
OPS	LF	1,193,982	1,204,790	1,231,810	1,231,810	1,268,765	6,131,157
<b>Total</b>		<b>2,387,964</b>	<b>2,409,580</b>	<b>2,463,620</b>	<b>2,463,620</b>	<b>2,537,530</b>	<b>12,262,314</b>

**Prior Cost < 2013/14:** 4,309,142

**Future Cost > 2017/18:** 0

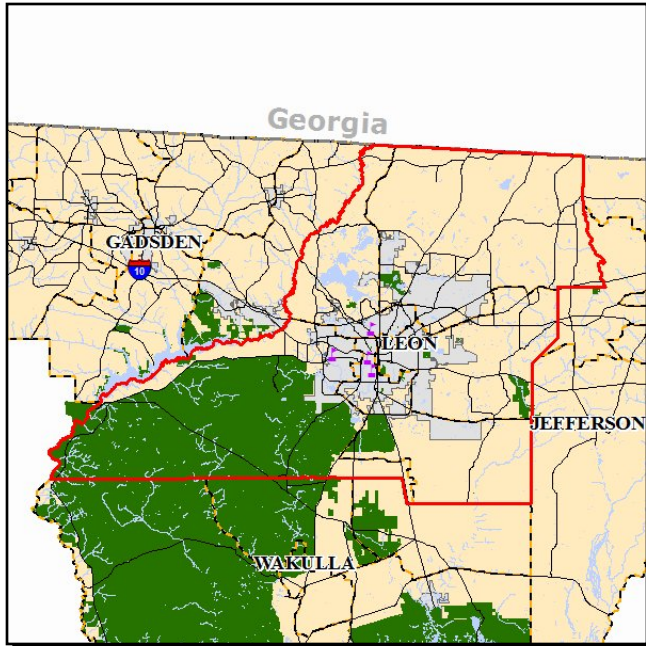
**Total Project Cost:** 16,571,456

**Project Description:** Provides state operating funding to StarMetro.

4222512

## CITY OF TALLAHASSEE

Non-SIS



**Work Summary:** CAPITAL FOR FIXED ROUTE

**From:** STARMETRO

**To:** CAPITAL SECTION 5307

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	FTA	2,230,992	2,297,922	2,366,860	2,437,866	2,511,022	11,844,662
CAP	LF	557,748	574,481	591,715	609,466	627,750	2,961,160
<b>Total</b>		<b>2,788,740</b>	<b>2,872,403</b>	<b>2,958,575</b>	<b>3,047,332</b>	<b>3,138,772</b>	<b>14,805,822</b>

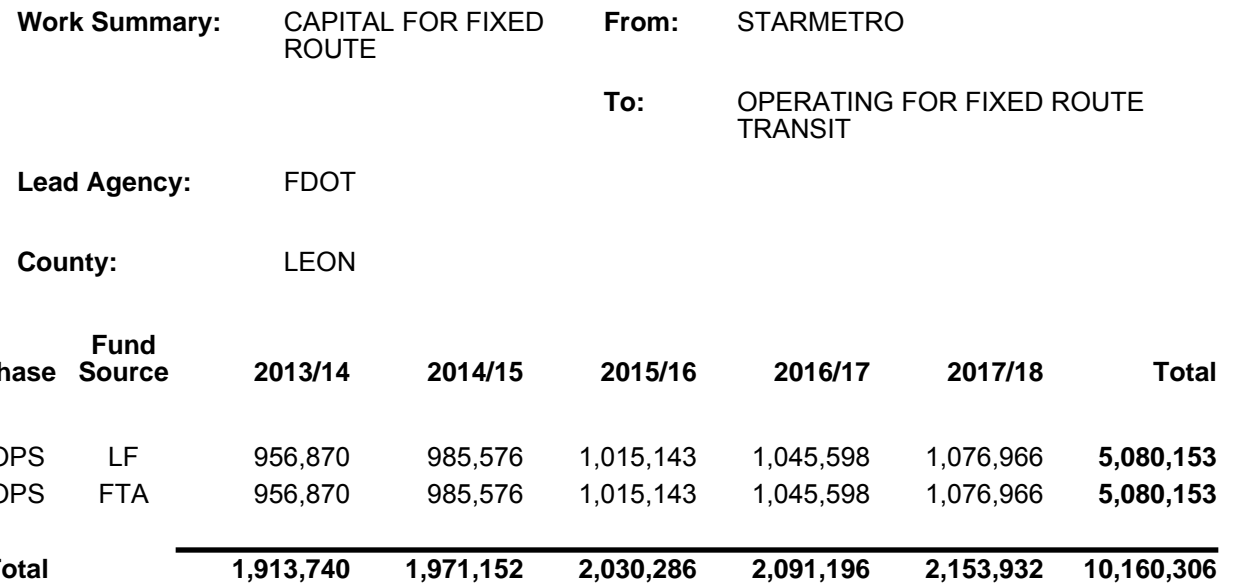
**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 14,805,822

**Project Description:** Provides federal capital funding to StarMetro.

## Non-SIS



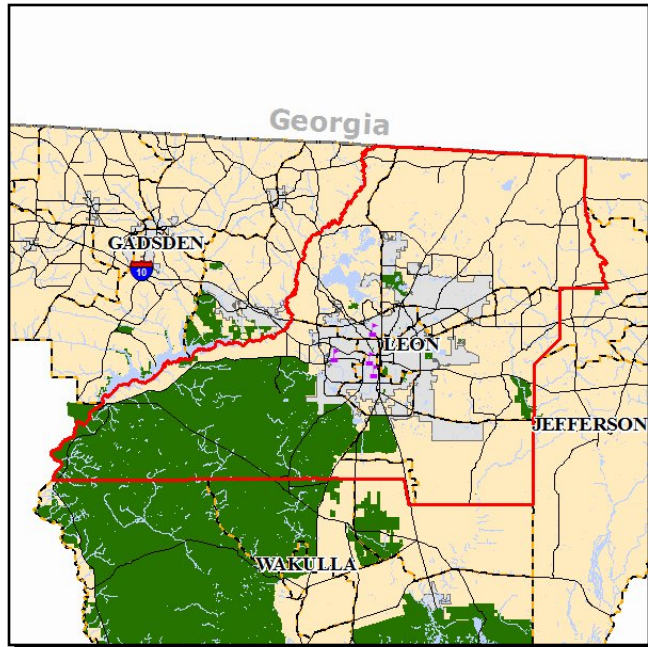
106 of 233



4222611

## BIG BEND TRANSIT

Non-SIS



**Work Summary:** COMMUTER TRANS. ASSISTANCE  
**From:** COMMUTER ROUTES  
**To:**

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
OPS	DDR	23,000	0	0	0	0	23,000
OPS	LF	23,000	0	0	0	6,290	29,290
OPS	DPTO	0	0	0	0	6,290	6,290
<b>Total</b>		<b>46,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,580</b>	<b>58,580</b>

**Prior Cost < 2013/14:** 71,871

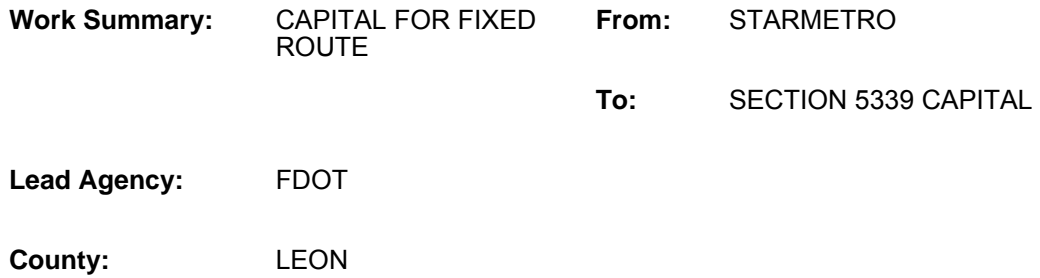
**Future Cost > 2017/18:** 0

**Total Project Cost:** 130,451

**Project Description:** Provides state commuter transportation assistance funding to Big Bend Transit.



## Non-SIS

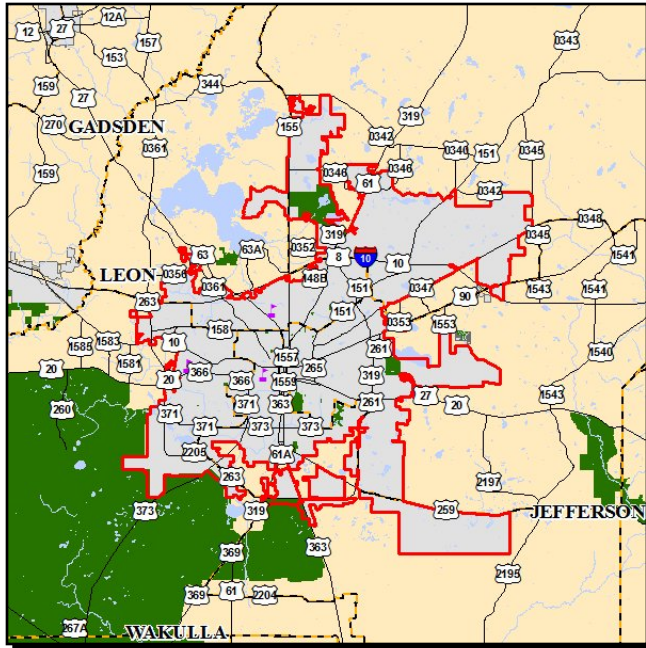


<b>Prior Cost &lt; 2013/14:</b>	0
<b>Future Cost &gt; 2017/18:</b>	0
<b>Total Project Cost:</b>	427,730
<b>Project Description:</b>	Provides federal capital funding to StarMetro.

4252697

## CITY OF TALLAHASSEE

Non-SIS



**Work Summary:** CAPITAL FOR FIXED ROUTE

**From:** STARMETRO

**To:** SECTION 5339 CAPITAL

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	FTA	0	352,449	0	0	0	352,449
CAP	LF	0	88,112	0	0	0	88,112
<b>Total</b>		<b>0</b>	<b>440,561</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>440,561</b>

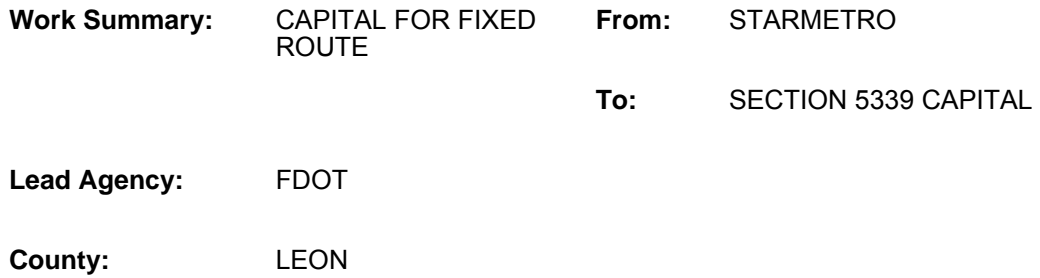
**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 440,561

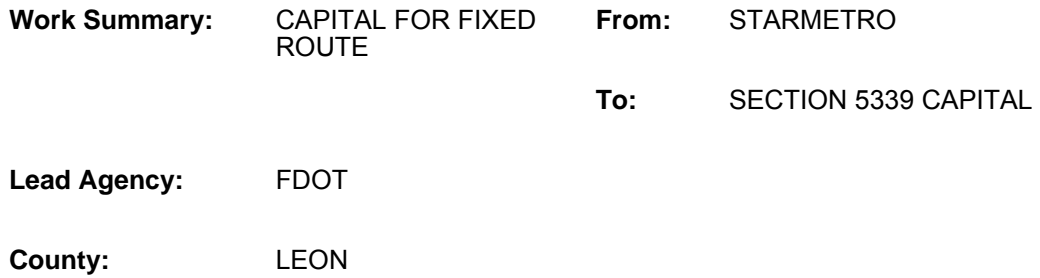
**Project Description:** Provides federal capital funding to StarMetro.

## Non-SIS



<b>Prior Cost &lt; 2013/14:</b>	0
<b>Future Cost &gt; 2017/18:</b>	0
<b>Total Project Cost:</b>	453,778
<b>Project Description:</b>	Provides federal capital funding to StarMetro.

## Non-SIS



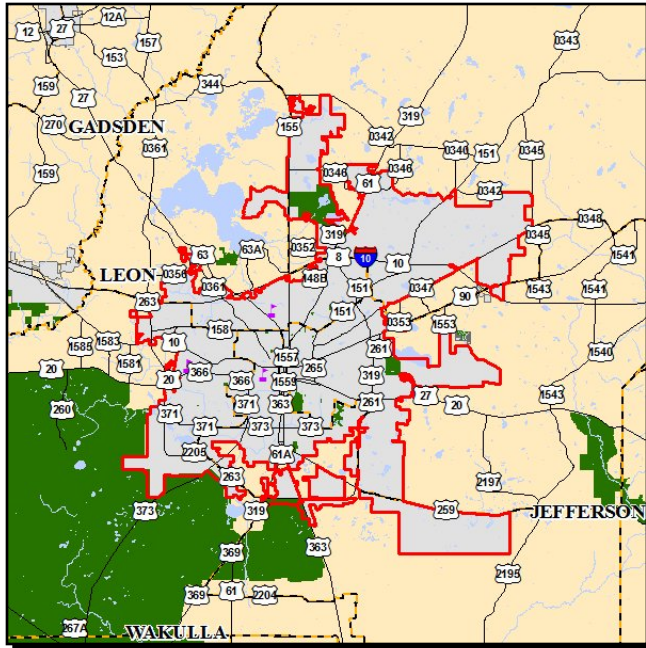
<b>Prior Cost &lt; 2013/14:</b>	0
<b>Future Cost &gt; 2017/18:</b>	0
<b>Total Project Cost:</b>	948,805
<b>Project Description:</b>	Provides federal capital funding to StarMetro.



4302881

## CITY OF TALLAHASSEE

Non-SIS



**Work Summary:** TRANSIT SERVICE DEMONSTRATION

**From:** STARMETRO SERVICE

**To:** CALL CENTER UPGRADES

**Lead Agency:** FDOT

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
OPS	DPTO	40,000	0	0	0	0	40,000
OPS	LF	40,000	0	0	0	0	40,000
<b>Total</b>		<b>80,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80,000</b>

**Prior Cost < 2013/14:** 309,202

**Future Cost > 2017/18:** 0

**Total Project Cost:** 389,202

**Project Description:** Provides state and local funds related to a transit service demonstration project.

4302883

## CITY OF TALLAHASSEE STARMETRO SERVICE

Non-SIS

No Map  
Available

**Work Summary:** TRANSIT SERVICE  
DEMONSTRATION

**From:****To:**

**Lead Agency:** Managed by  
TALLAHASSEE

**Length:** .000

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
OPS	DPTO	262,000	0	0	0	0	262,000
OPS	LF	262,000	0	0	0	0	262,000
<b>Total</b>		<b>524,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>524,000</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

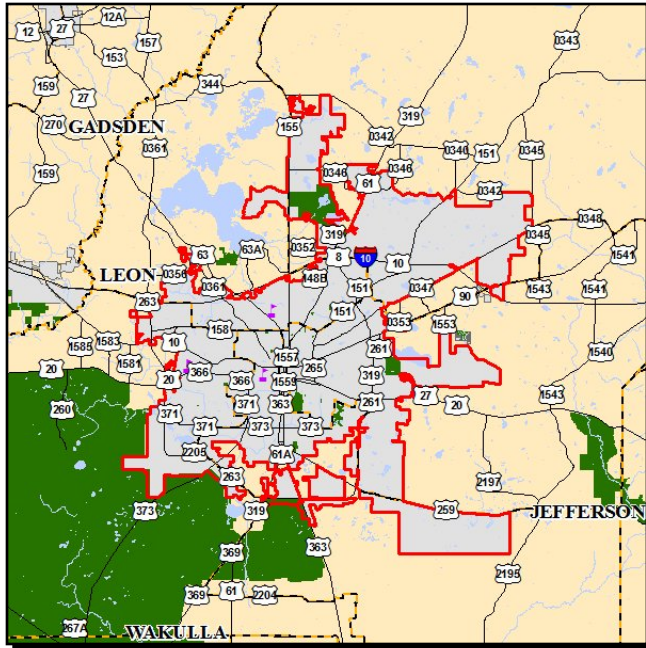
**Total Project Cost:** 524,000

**Project Description:**



4336851

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



Work Summary: CAPITAL FOR FIXED ROUTE

From:

To:

Lead Agency: Managed by TALLAHASSEE

Length: .000

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CAP	FTA	160,000	160,000	160,000	160,000	160,000	800,000
CAP	LF	40,000	40,000	40,000	40,000	40,000	200,000
<b>Total</b>		<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>1,000,000</b>

Prior Cost &lt; 2013/14: 200,000

Future Cost &gt; 2017/18: 0

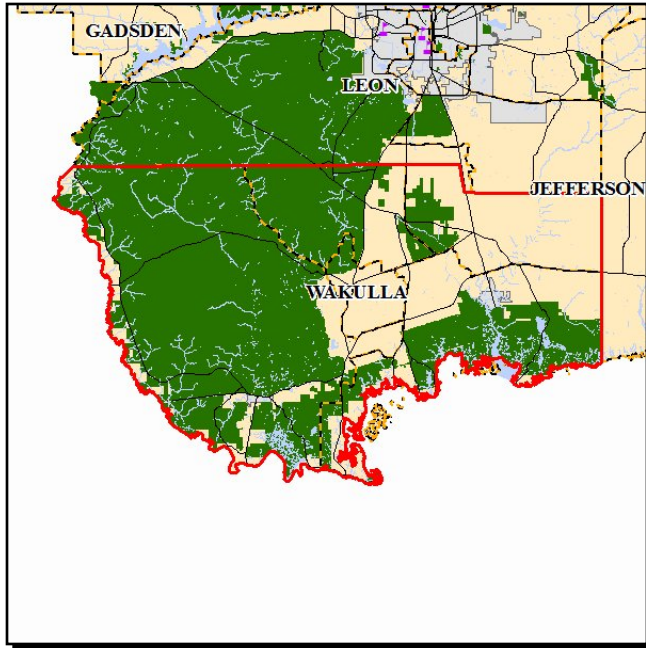
Total Project Cost: 1,200,000

Project Description:

4213662

## WAKULLA COUNTY

Non-SIS



**Work Summary:** OPERATING/ADMIN.  
ASSISTANCE

**From:** SENIOR CITIZEN TRANSIT

**To:** NON-URBANIZED AREA 5311

**Lead Agency:** FDOT

**County:** WAKULLA

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
OPS	DU	115,000	0	0	0	0	115,000
OPS	LF	115,000	0	0	0	0	115,000
<b>Total</b>		<b>230,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>230,000</b>

**Prior Cost < 2013/14:** 433,222

**Future Cost > 2017/18:** 0

**Total Project Cost:** 663,222

**Project Description:** Provides operating funding to Wakulla County Senior Citizens Council.

**Section F - Resurfacing (State/Federally Funded)**

4269301

SR 12

Non-SIS


**Work Summary:** RESURFACING

**From:** FROM SR 10 (US 90)

**To:** TO SR 63 (US 27) MAIN ST

**Lead Agency:** FDOT

**Length:** 11.510 mi

**County:** GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	LF	0	21,544	0	0	0	21,544
CST	DS	0	3,490,466	0	0	0	3,490,466
CST	DIH	0	55,528	0	0	0	55,528
CST	SL	0	521	0	0	0	521
CST	SA	0	930,576	0	0	0	930,576
CST	DDR	0	2,074,344	0	0	0	2,074,344
<b>Total</b>		<b>0</b>	<b>6,572,979</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,572,979</b>

**Prior Cost < 2013/14:** 1,443,992

**Future Cost > 2017/18:** 0

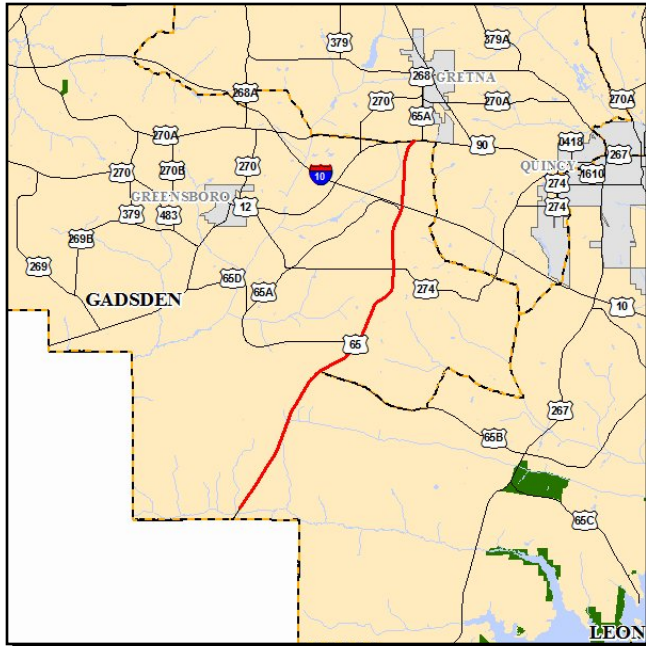
**Total Project Cost:** 8,016,971

**Project Description:** Provides state funding for the resurfacing of SR 12 from Havana to Quincy.

4287461

SR 65

Non-SIS



**Work Summary:** RESURFACING  
**From:** OCKLAWAHA CREEK BRIDGE  
**To:** SR 12  
**Lead Agency:** FDOT  
**Length:** 10.235 mi  
**County:** GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DS	0	5,269,459	0	0	0	5,269,459
CST	DIH	0	48,025	0	0	0	48,025
<b>Total</b>		<b>0</b>	<b>5,317,484</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,317,484</b>

**Prior Cost < 2013/14:** 839,244

**Future Cost > 2017/18:** 0

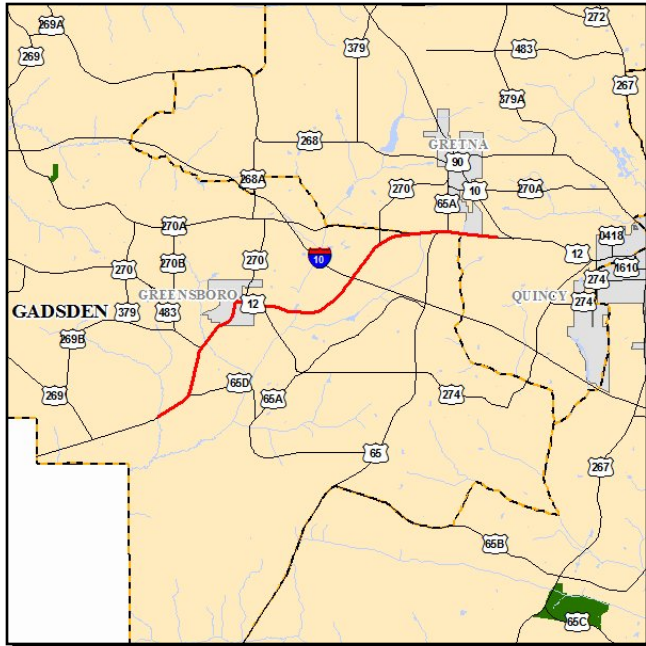
**Total Project Cost:** 6,156,728

**Project Description:** Involves resurfacing SR 65 from Ocklawah Creek Bridge to SR 12.

4288481

SR 12

Non-SIS


**Work Summary:** RESURFACING **From:** FROM N OF YON CREEK BR

**To:** TO S OF SR 10 (US 90)

**Lead Agency:** FDOT

**Length:** 9.765 mi

**County:** GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DIH	0	0	50,034	0	0	50,034
CST	DDR	0	0	5,433,219	0	0	5,433,219
<b>Total</b>		<b>0</b>	<b>0</b>	<b>5,483,253</b>	<b>0</b>	<b>0</b>	<b>5,483,253</b>

**Prior Cost < 2013/14:** 1,136,880

**Future Cost > 2017/18:** 0

**Total Project Cost:** 6,620,133

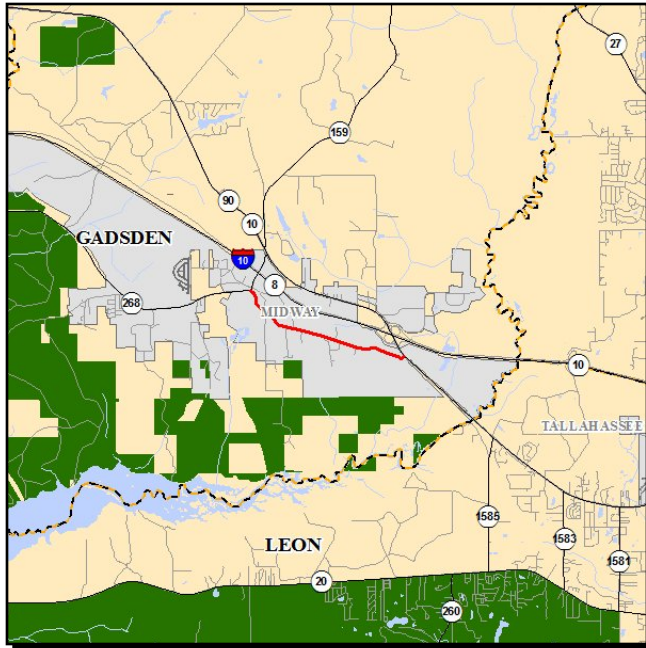
**Project Description:** Provides funds to resurface SR 12 from n. of Yon Creek Bridge to south of US 90.



4312271

## BRICKYARD ROAD

Non-SIS



**Work Summary:** WIDEN/RESURFACE  
EXIST LANS

**From:** FROM CR 268 ML KING BLVD

**To:** TO SR 10 (US 90)

**Lead Agency:** FDOT

**Length:** 2.414 mi

**County:** GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	SCRA	0	0	931,590	0	0	931,590
<b>Total</b>		<b>0</b>	<b>0</b>	<b>931,590</b>	<b>0</b>	<b>0</b>	<b>931,590</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

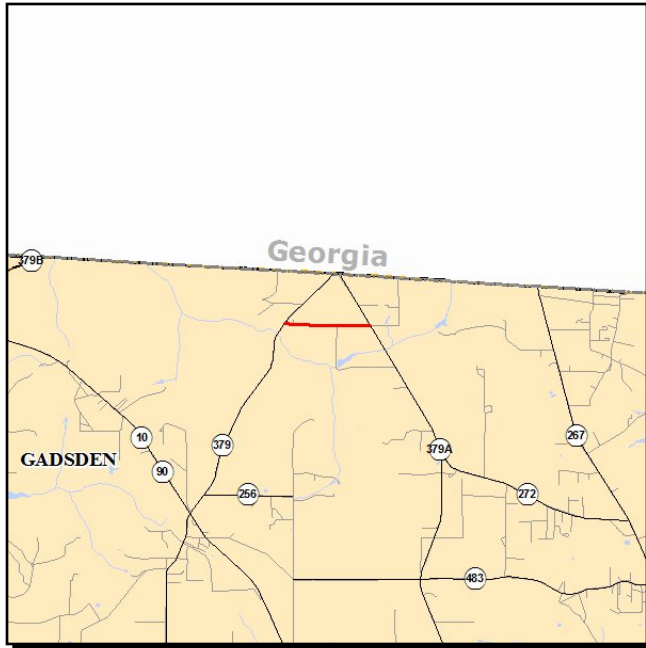
**Total Project Cost:** 931,590

**Project Description:** Provides funds to resurface Brickyard Road from Martin Luther King Boulevard (CR 268) to US 90.

4313271

## LEWIS LANE

Non-SIS



**Work Summary:** ROAD  
RECONSTRUCTION - 2

**From:** FROM CR 379 MT PLEASANT

**To:** TO CR 379A GLORY ROAD

**Lead Agency:** FDOT

**Length:** 1.022 mi

**County:** GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	SCOP	12,129	0	0	0	0	12,129
CST	GRSC	592,882	0	0	0	0	592,882
<b>Total</b>		<b>605,011</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>605,011</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 605,011

**Project Description:** Provides funds to reconstruct Lewis Lane from Mt. Pleasant (CR 379) to Glory Road (CR 379A) near Mt. Pleasant (north of Gretna).

4327411

## SR 8 (I-10) FROM W OF SR 10 (US 90 TO LEON COUNTY LINE

Non-SIS

No Map  
Available

**Work Summary:** RESURFACING **From:** west of SR 10 (US 90)

**To:** Leon County Line

**Lead Agency:** Managed by FDOT

**Length:** 3.898 MI

**County:** GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PE	DIH	43,221	0	0	0	0	43,221
PE	ACNP	432,210	0	0	0	0	432,210
CST	DIH	0	0	48,747	0	0	48,747
CST	ACNP	0	0	3,534,175	0	0	3,534,175
<b>Total</b>		<b>475,431</b>	<b>0</b>	<b>3,582,922</b>	<b>0</b>	<b>0</b>	<b>4,058,353</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 4,058,353

**Project Description:**

4334611

## PECK BETTS ROAD FROM CR 379A HUTCHINSON TO LEWIS LANE Non-SIS

No Map  
Available

**Work Summary:** ROAD  
RECONSTRUCTION - 2

**From:** CR 379 A

**To:** Lewis Lane

**Lead Agency:** Gadsden County

**Length:** 1.212 MI

**County:** GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	SCOP	0	0	1,495,483	0	0	1,495,483
<b>Total</b>		<b>0</b>	<b>0</b>	<b>1,495,483</b>	<b>0</b>	<b>0</b>	<b>1,495,483</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 1,495,483

**Project Description:**

4335561

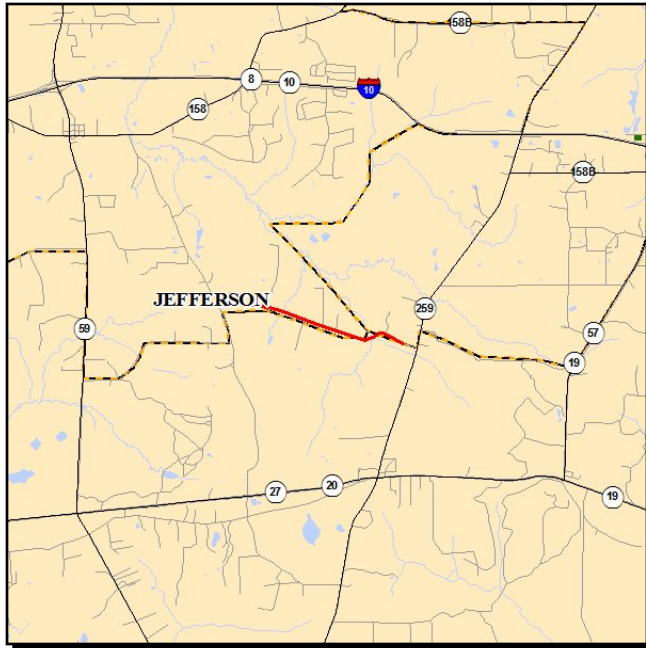
## TELOGIA CREEK ROAD FROM SR 12 TO CR 65A JUNIPER CREEK Non-SIS

No Map  
Available

**Work Summary:** RESURFACING      **From:** SR 12  
**To:** CR 65 A (Juniper Creek)  
**Lead Agency:** Gadsden County      **Length:** 2.135 MI  
**County:** GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	CIGP	0	0	678,954	0	0	678,954
<b>Total</b>		<b>0</b>	<b>0</b>	<b>678,954</b>	<b>0</b>	<b>0</b>	<b>678,954</b>

**Prior Cost < 2013/14:** 0  
**Future Cost > 2017/18:** 0  
**Total Project Cost:** 678,954  
**Project Description:**

**4280372****WATERMILL ROAD****Non-SIS****Work Summary:** RESURFACING **From:** FROM E OF LLOYD CREEK RD**To:** TO W OF CR 259 WAUKEENAH**Lead Agency:** FDOT**Length:** 1.366 mi**County:** JEFFERSON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	SCOP	0	815,493	0	0	0	815,493
<b>Total</b>		<b>0</b>	<b>815,493</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>815,493</b>

**Prior Cost < 2013/14:** 0**Future Cost > 2017/18:** 0**Total Project Cost:** 815,493**Project Description:** Provides funding to resurface Watermill Road from east of Lloyd Creek Road to west of Waukeena Highway (CR 259).



4281822

CR 257/146

Non-SIS



**Work Summary:** RESURFACING

**From:** FROM SR 10 (US 90)

**To:** TO CR 146 ASHVILLE HWY

**Lead Agency:** FDOT

**Length:** 6.167 mi

**County:** JEFFERSON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	GRSC	1,370,939	0	0	0	0	1,370,939
<b>Total</b>		<b>1,370,939</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,370,939</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 1,370,939

**Project Description:** Provides funds to resurface CR 257/146 from US 90 to Ashville Highway (CR 146).

**4290241****SR 8 (I-10)****SIS****Work Summary:** RESURFACING **From:** EASTBOUND REST AREA**To:** RESURFACING**Lead Agency:** FDOT**Length:** 0.233 mi**County:** JEFFERSON

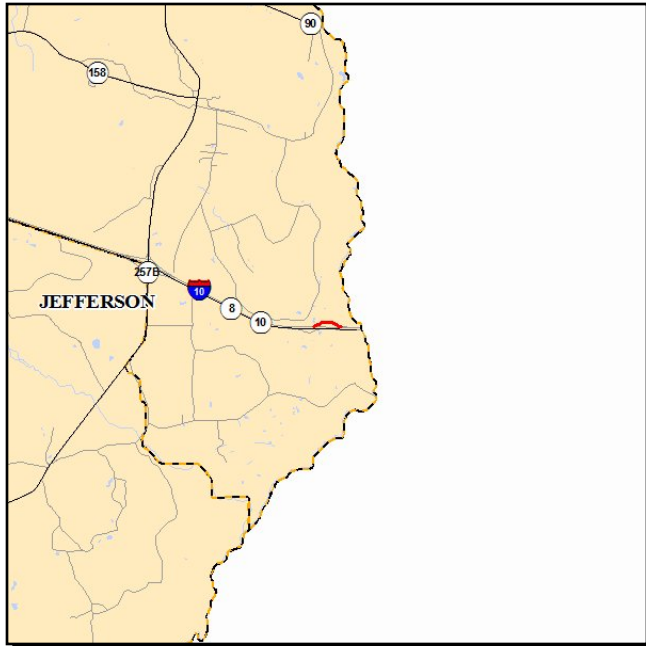
Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DRA	0	1,742,770	0	0	0	1,742,770
CST	DIH	0	7,129	0	0	0	7,129
<b>Total</b>		<b>0</b>	<b>1,749,899</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,749,899</b>

**Prior Cost < 2013/14:** 381,169**Future Cost > 2017/18:** 0**Total Project Cost:** 2,131,068**Project Description:** Involves resurfacing the Interstate 10 Eastbound Rest Area.

4290242

SR 8 (I-10)

SIS



**Work Summary:** RESURFACING      **From:** WESTBOUND REST AREA  
**To:** RESURFACING  
**Lead Agency:** FDOT      **Length:** 0.319 mi  
**County:** JEFFERSON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DRA	0	694,184	0	0	0	694,184
CST	DIH	0	7,247	0	0	0	7,247
<b>Total</b>		<b>0</b>	<b>701,431</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>701,431</b>

**Prior Cost < 2013/14:** 231,414

**Future Cost > 2017/18:** 0

**Total Project Cost:** 932,845

**Project Description:** Involves the resurfacing of the Interstate 10 Westbound Rest Area.

4307921

**SR 59 GAMBLE ROAD FROM CR 259 TRAM ROAD TO SR 20 (US 27) Non-SIS**

No Map  
Available

**Work Summary:** RESURFACING **From:** CR 259 (Tram Road)**To:** SR 20 (US 27)**Lead Agency:** Managed by FDOT **Length:** 3.858 MI**County:** JEFFERSON

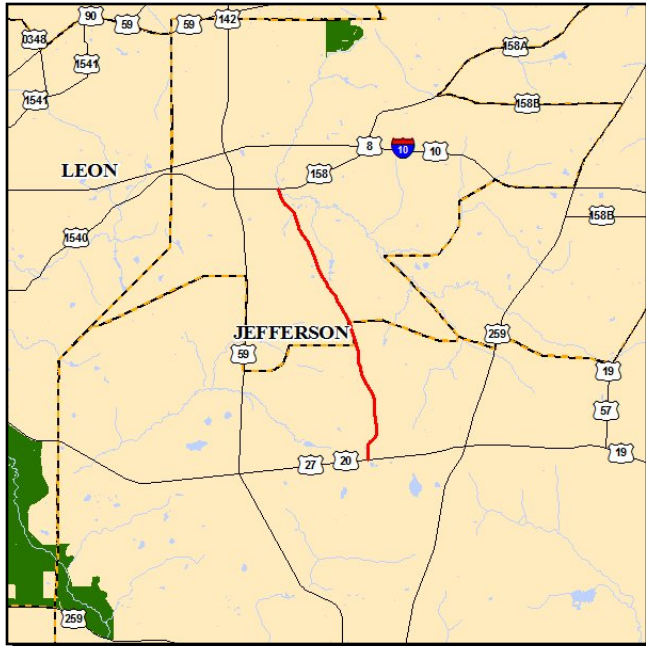
Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PE	DIH	33,672	0	0	0	0	33,672
PE	DDR	173,422	0	0	0	0	173,422
PE	DS	163,299	0	0	0	0	163,299
CST	DS	0	0	2,151,045	0	0	2,151,045
CST	DIH	0	0	20,867	0	0	20,867
<b>Total</b>		<b>370,393</b>	<b>0</b>	<b>2,171,912</b>	<b>0</b>	<b>0</b>	<b>2,542,305</b>

**Prior Cost < 2013/14:** 0**Future Cost > 2017/18:** 0**Total Project Cost:** 2,542,305**Project Description:**

4312221

LLOYD CREEK ROAD

Non-SIS



Work Summary: RESURFACING

From: FROM SR 20 (US 27)

To: TO CR 158 OLD LLOYD ROAD

Lead Agency: FDOT

Length: 5.332 mi

County: JEFFERSON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	SCRA	1,412,618	0	0	0	0	1,412,618
<b>Total</b>		<b>1,412,618</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,412,618</b>

Prior Cost < 2013/14: 0

Future Cost > 2017/18: 0

Total Project Cost: 1,412,618

Project Description: Provides funds for the resurface of Lloyd Creek Road from US 27 to Old Lloyd Road (CR 158).

4325701

**SR 8 (I-10) FROM E OF SR 57 (US 19) TO MADISON COUNTY LINE Non-SIS**

No Map  
Available

**Work Summary:** RESURFACING **From:** east of SR 57 (US 19)**To:** Madison County Line**Lead Agency:** Managed by FDOT **Length:** 10.600 MI**County:** JEFFERSON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PE	DIH	96,958	0	0	0	0	<b>96,958</b>
PE	ACNP	969,584	0	0	0	0	<b>969,584</b>
CST	DIH	0	0	232,889	0	0	<b>232,889</b>
CST	ACNP	0	0	16,884,454	0	0	<b>16,884,454</b>
<b>Total</b>		<b>1,066,542</b>	<b>0</b>	<b>17,117,343</b>	<b>0</b>	<b>0</b>	<b>18,183,885</b>

**Prior Cost < 2013/14:** 500**Future Cost > 2017/18:** 0**Total Project Cost:** 18,184,385**Project Description:**



4327391

**SR 8 (I-10) FROM LEON COUNTY LINE TO E OF CR 158 OLD LLOYD Non-SIS**

No Map  
Available

**Work Summary:** RESURFACING      **From:** Leon County Line  
**To:** east of CR 158 (Old Lloyd Rd)  
**Lead Agency:** Managed by FDOT      **Length:** 6.062 MI  
**County:** JEFFERSON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PE	DIH	64,366	0	0	0	0	<b>64,366</b>
PE	ACNP	643,665	0	0	0	0	<b>643,665</b>
CST	DIH	0	0	110,426	0	0	<b>110,426</b>
CST	ACNP	0	0	8,005,975	0	0	<b>8,005,975</b>
<b>Total</b>		<b>708,031</b>	<b>0</b>	<b>8,116,401</b>	<b>0</b>	<b>0</b>	<b>8,824,432</b>

**Prior Cost < 2013/14:** 0  
**Future Cost > 2017/18:** 0  
**Total Project Cost:** 8,824,432  
**Project Description:**

4332491

## PINEY WOODS ROAD FROM CR 158B RABON RD TO CR 158A OLD Non-SIS

No Map  
Available

**Work Summary:** RESURFACING      **From:** CR 158 B (Rabon Rd)  
**To:** CR 158 A (Old Lloyd Rd)  
**Lead Agency:** Jefferson County      **Length:** 1.772 MI  
**County:** JEFFERSON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	SCRA	0	0	665,449	0	0	665,449
<b>Total</b>		<b>0</b>	<b>0</b>	<b>665,449</b>	<b>0</b>	<b>0</b>	<b>665,449</b>

**Prior Cost < 2013/14:** 0  
**Future Cost > 2017/18:** 0  
**Total Project Cost:** 665,449  
**Project Description:**

4333521

## ST AUGUSTINE ROAD FROM SR 20 (US 27) TO SR 59 GAMBLE RD Non-SIS

No Map  
Available

Work Summary: RESURFACING

From:

To:

Lead Agency: Jefferson County

Length: 1.911 MI

County: JEFFERSON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	SCED	0	513,962	0	0	0	513,962
CST	GRSC	0	361,651	0	0	0	361,651
<b>Total</b>		<b>0</b>	<b>875,613</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>875,613</b>

Prior Cost &lt; 2013/14: 0

Future Cost &gt; 2017/18: 0

Total Project Cost: 875,613

Project Description:

4335551

## TECUMSEH ROAD FROM CR 142 LAKE ROAD TO SR 57 (US 19)

Non-SIS

No Map  
Available

**Work Summary:** RESURFACING **From:** CR 142 (Lake Road)

**To:** SR 57 (US 19)

**Lead Agency:** Jefferson County

**Length:** .777 MI

**County:** JEFFERSON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	CIGP	0	249,190	0	0	0	249,190
<b>Total</b>		<b>0</b>	<b>249,190</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>249,190</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

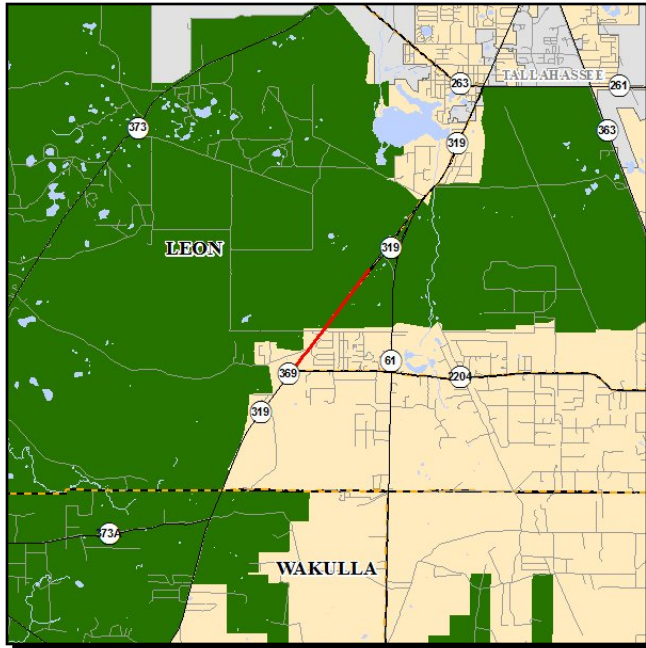
**Total Project Cost:** 249,190

**Project Description:**

4246161

SR 369 (US 319)

Non-SIS



**Work Summary:** RESURFACING  
**From:** s. of Oak Ridge Road  
**To:** s. of SR 61  
**Lead Agency:** FDOT  
**Length:** 1.684 mi  
**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DIH	0	11,611	0	0	0	11,611
CST	SA	0	203,852	0	0	0	203,852
CST	NHRE	0	885,934	0	0	0	885,934
<b>Total</b>		<b>0</b>	<b>1,101,397</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,101,397</b>

**Prior Cost < 2013/14:** 20,557

**Future Cost > 2017/18:** 0

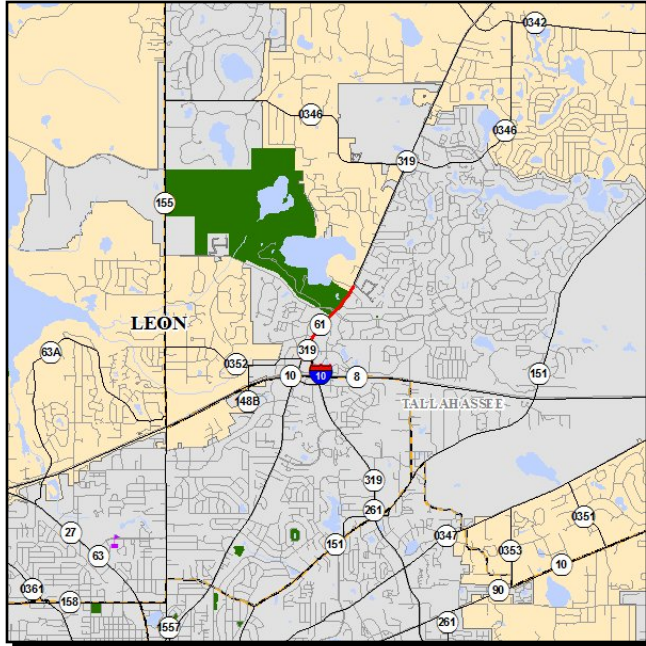
**Total Project Cost:** 1,121,954

**Project Description:** Provides funds to resurface Crawfordville Highway from south of Oak Ridge Road to south of SR 61.

4269311

SR 61 (US 319)

Non-SIS



Work Summary: RESURFACING

From: FROM LIVE OAK PLANTATION

To: TO WOODBINE DRIVE

Lead Agency: FDOT

Length: 2.405 mi

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	LF	31,543	0	0	0	0	31,543
CST	DS	1,577,672	0	0	0	0	1,577,672
CST	DIH	130,680	0	0	0	0	130,680
CST	NHRE	1,021,009	0	0	0	0	1,021,009
<b>Total</b>		<b>2,760,904</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,760,904</b>

Prior Cost &lt; 2013/14: 745,649

Future Cost &gt; 2017/18: 0

Total Project Cost: 3,506,553

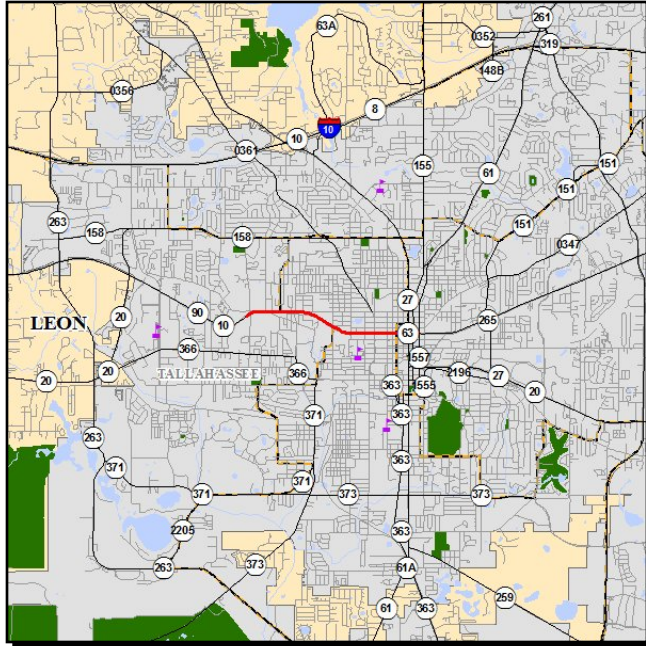
Project Description: Provides funding for resurfacing Thomasville Road from Live Oak Plantation Road to Woodbine Drive.



4269371

SR 10 (US 90)

SIS


**Work Summary:** RESURFACING

**From:** FROM OCALA ROAD

**To:** TO SR 61 (US 27) MONROE

**Lead Agency:** FDOT

**Length:** 2.297 mi

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DS	3,405,109	0	0	0	0	3,405,109
CST	DIH	35,112	0	0	0	0	35,112
<b>Total</b>		<b>3,440,221</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,440,221</b>

**Prior Cost < 2013/14:** 1,258,462

**Future Cost > 2017/18:** 0

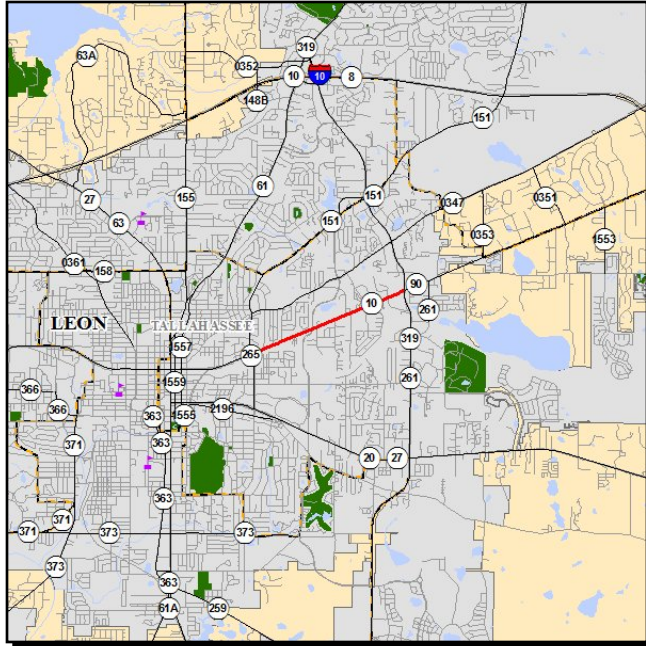
**Total Project Cost:** 4,698,683

**Project Description:** Provides funding for the resurfacing of West Tennessee Street from Ocala Road to N. Monroe Street.

4269611

SR 10 (US 90)

Non-SIS


**Work Summary:** RESURFACING

**From:** FROM SR 265 MAGNOLIA DR

**To:** TO SR 261 (US 319)CAP CIR

**Lead Agency:** FDOT

**Length:** 2.209 mi

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DIH	0	28,349	0	0	0	28,349
CST	SA	0	2,585,121	0	0	0	2,585,121
<b>Total</b>		<b>0</b>	<b>2,613,470</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,613,470</b>

**Prior Cost < 2013/14:** 362,475

**Future Cost > 2017/18:** 0

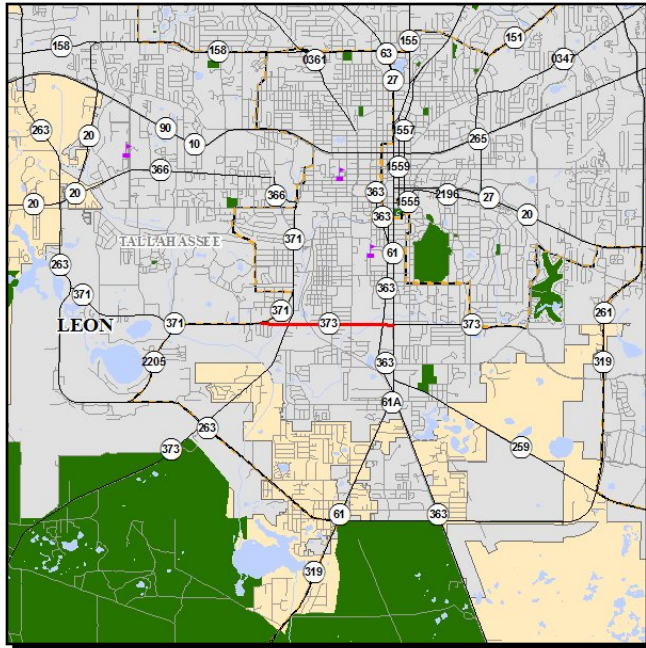
**Total Project Cost:** 2,975,945

**Project Description:** Project involves resurfacing US 90 from Magnolia Drive to US 319 (Capital Circle, Northeast).

4269651

SR 373 ORANGE AVE

Non-SIS



Work Summary: RESURFACING

From: SR 371 (LAKE BRADFORD RD)

To: SR 61 SOUTH MONROE ST

Lead Agency: FDOT

Length: 1.736 mi

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DIH	121,325	0	0	0	0	121,325
CST	SA	1,748,485	0	0	0	0	1,748,485
<b>Total</b>		<b>1,869,810</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,869,810</b>

Prior Cost &lt; 2013/14: 648,223

Future Cost &gt; 2017/18: 0

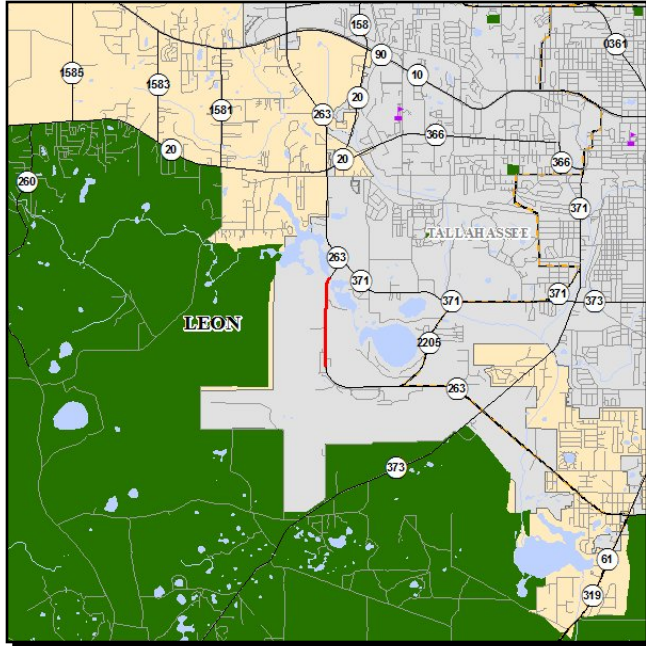
Total Project Cost: 2,518,033

Project Description: Involves resurfacing Orange Avenue from Lake Bradford Road to South Monroe Street.

4287361

SR 263 CAPITAL CIR

SIS



**Work Summary:** RESURFACING  
**From:** FROM S OF OLD AIRPORT ENT  
**To:** TO S OF SR 371 ORANGE AVE  
**Lead Agency:** FDOT  
**Length:** 1.285 mi  
**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DIH	0	0	21,272	0	0	21,272
CST	DDR	0	0	603,433	0	0	603,433
CST	NHRE	0	0	766,751	0	0	766,751
<b>Total</b>		<b>0</b>	<b>0</b>	<b>1,391,456</b>	<b>0</b>	<b>0</b>	<b>1,391,456</b>

**Prior Cost < 2013/14:** 356,219

**Future Cost > 2017/18:** 0

**Total Project Cost:** 1,747,675

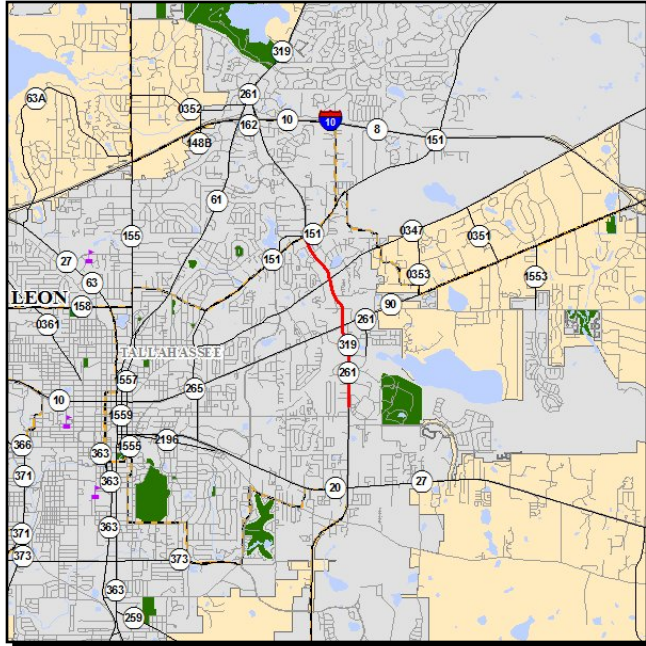
**Project Description:** Involves the resurfacing of Capital Circle, Southwest from south of the old airport entrance to south of Orange Avenue.



4287391

SR 261 (US 319)

Non-SIS



Work Summary: RESURFACING

From: FROM N OF PARK AVENUE

To: TO CR 151 CENTERVILLE RD

Lead Agency: FDOT

Length: 2.739 mi

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
ROW	DIH	23,870	0	0	0	0	23,870
ROW	DDR	1,095,821	0	0	0	0	1,095,821
CST	LF	0	37,266	0	0	0	37,266
CST	DS	0	1,025,088	0	0	0	1,025,088
CST	DIH	0	41,968	0	0	0	41,968
CST	NHRE	0	3,060,691	0	0	0	3,060,691
<b>Total</b>		<b>1,119,691</b>	<b>4,165,013</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,284,704</b>

Prior Cost &lt; 2013/14: 444,037

Future Cost &gt; 2017/18: 0

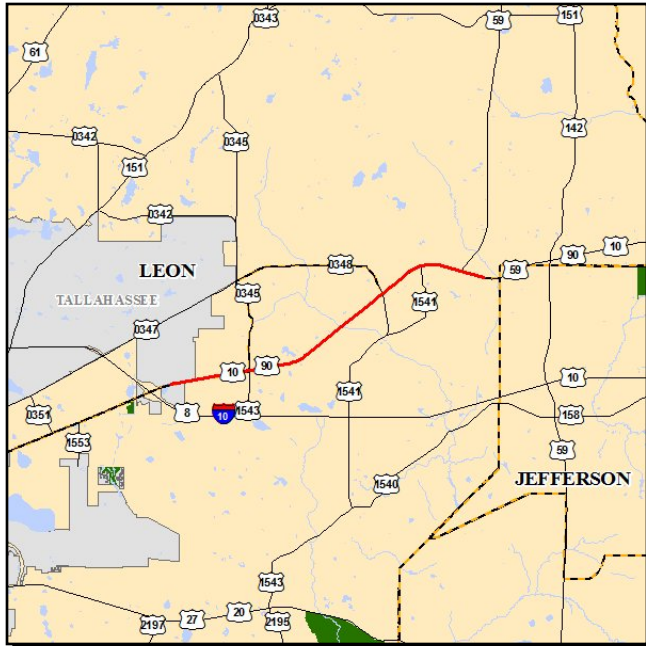
Total Project Cost: 5,728,741

Project Description: Involves resurfacing Capital Circle, Northeast from north of Park Avenue to Centerville Road.

4287401

SR 10 (US 90)

Non-SIS



**Work Summary:** RESURFACING  
**From:** FROM APEX DRIVE  
**To:** TO EAST OF CR 59  
**Lead Agency:** FDOT  
**Length:** 7.008 mi  
**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DS	0	0	3,451,746	0	0	3,451,746
CST	DIH	0	0	34,094	0	0	34,094
CST	DDR	0	0	603,876	0	0	603,876
<b>Total</b>		<b>0</b>	<b>0</b>	<b>4,089,716</b>	<b>0</b>	<b>0</b>	<b>4,089,716</b>

**Prior Cost < 2013/14:** 677,685

**Future Cost > 2017/18:** 0

**Total Project Cost:** 4,767,401

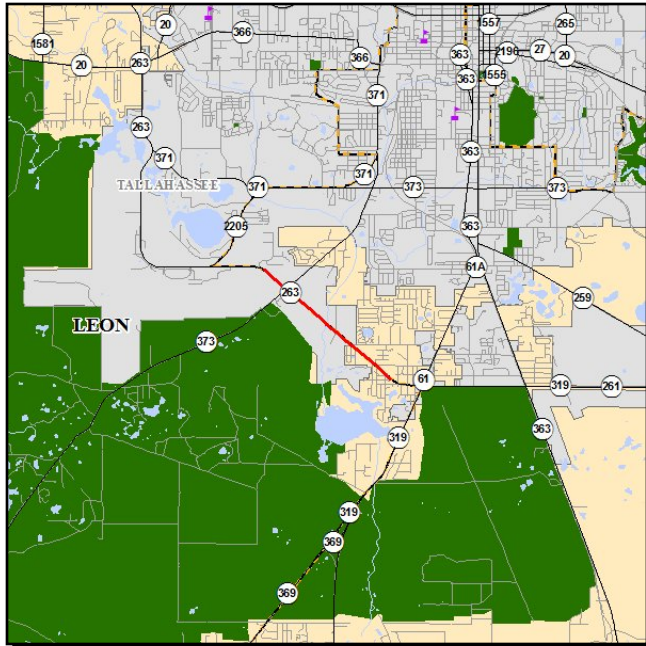
**Project Description:** Involves the resurfacing of US 90 from Apex Drive to Still Creek Road in eastern Leon County.



4287471

SR 263 CAPITAL CIR

Non-SIS



Work Summary: RESURFACING

From: FROM W OF SR 61 (US 319)

To: TO NORTH OF SPRINGHILL ROAD  
(CR 2203)

Lead Agency: FDOT

Length: 2.160 mi

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DIH	0	0	15,179	0	0	15,179
CST	SA	0	0	222,768	0	0	222,768
CST	NHRE	0	0	1,268,529	0	0	1,268,529
<b>Total</b>		<b>0</b>	<b>0</b>	<b>1,506,476</b>	<b>0</b>	<b>0</b>	<b>1,506,476</b>

Prior Cost &lt; 2013/14: 458,292

Future Cost &gt; 2017/18: 0

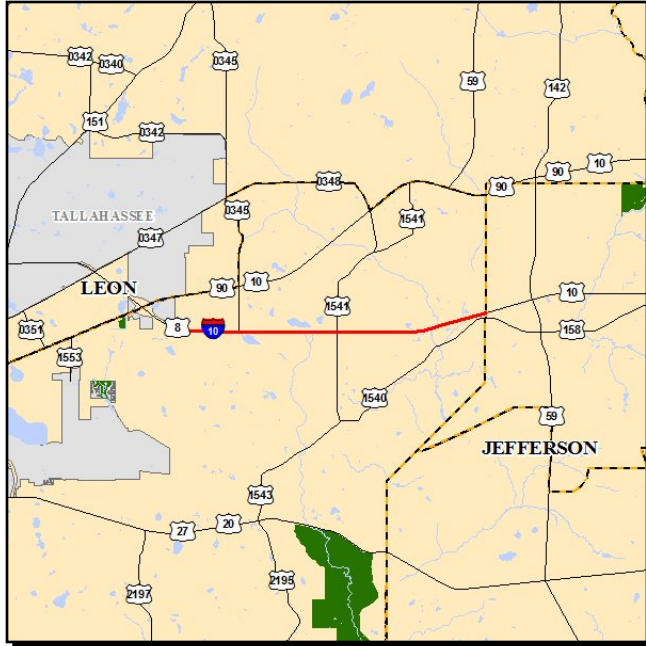
Total Project Cost: 1,964,768

Project Description: Involves resurfacing Capital Circle, Southwest from west of US 319 (Crawfordville Road) to north of Springhill Road.

4289391

SR 8 (I-10)

Non-SIS



Work Summary: RESURFACING

From: FROM E OF SR 10 (US 90)

To: TO JEFFERSON COUNTY LINE

Lead Agency: FDOT

Length: 6.557 mi

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	ACNP	9,557,379	0	0	0	0	9,557,379
<b>Total</b>		<b>9,557,379</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,557,379</b>

Prior Cost &lt; 2013/14: 733,378

Future Cost &gt; 2017/18: 0

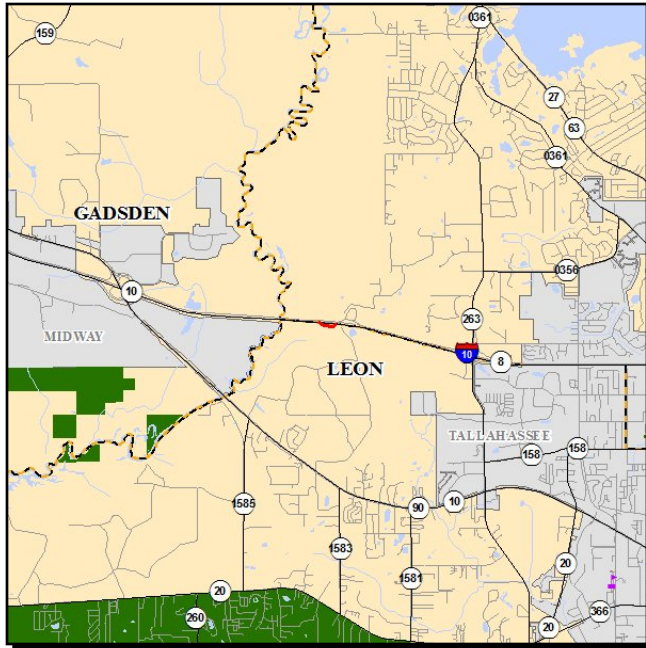
Total Project Cost: 10,290,757

Project Description: Involves resurfacing Interstate 10 from east of US 90 to the Jefferson County line.

4290243

SR 8 (I-10)

SIS



**Work Summary:** RESURFACING      **From:** EASTBOUND REST AREA

**To:** RESURFACING

**Lead Agency:** FDOT

**Length:** 0.212 mi

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DRA	0	945,035	0	0	0	945,035
CST	DIH	0	11,765	0	0	0	11,765
<b>Total</b>		<b>0</b>	<b>956,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>956,800</b>

**Prior Cost < 2013/14:** 232,272

**Future Cost > 2017/18:** 0

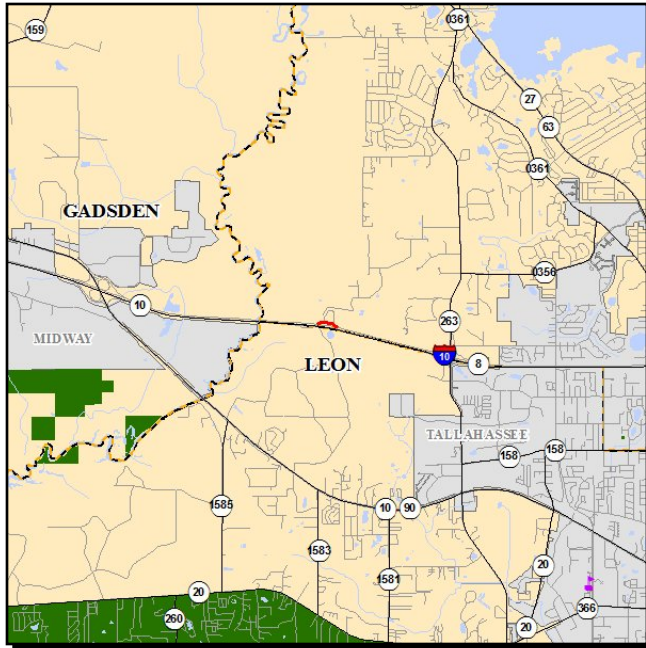
**Total Project Cost:** 1,189,072

**Project Description:** Involves the resurfacing of the Interstate 10 Eastbound Rest Area.

4290244

SR 8 (I-10)

SIS



**Work Summary:** RESURFACING  
**From:** WESTBOUND REST AREA  
**To:** RESURFACING  
**Lead Agency:** FDOT  
**Length:** 0.225 mi  
**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DRA	0	962,577	0	0	0	962,577
CST	DIH	0	11,765	0	0	0	11,765
<b>Total</b>		<b>0</b>	<b>974,342</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>974,342</b>

**Prior Cost < 2013/14:** 232,092

**Future Cost > 2017/18:** 0

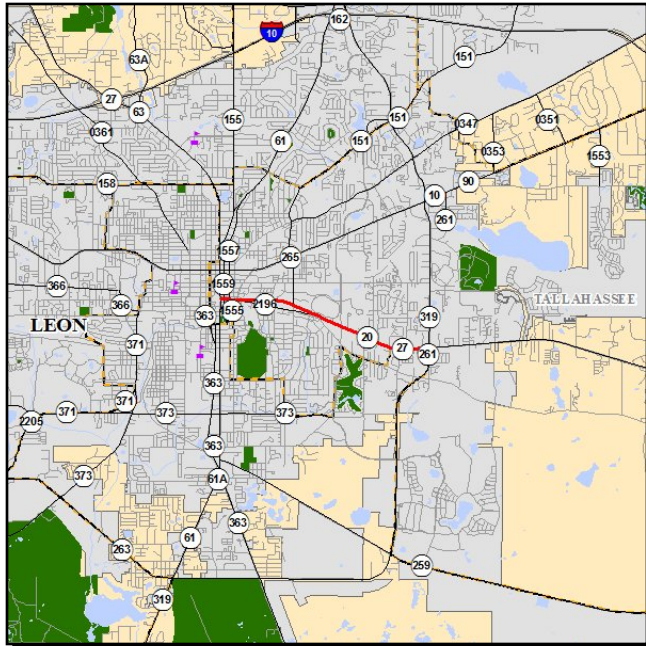
**Total Project Cost:** 1,206,434

**Project Description:** Involves the resurfacing of the Interstate 10 Westbound Rest Area.

**4307841**

**SR 20 (US 27)**

## Non-SIS



**Work Summary:** RESURFACING

**From:** FROM SR 61 (US 27)

**To:** TO E OF SR 261 (US 319)

**Lead Agency:** FDOT

**Length:** 5.279 mi

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DS	0	0	2,338,558	0	0	2,338,558
CST	DIH	0	0	74,232	0	0	74,232
CST	SA	0	0	3,334,816	0	0	3,334,816
CST	DDR	0	0	1,770,725	0	0	1,770,725
CST	NHRE	0	0	2,887,630	0	0	2,887,630
<b>Total</b>		<b>0</b>	<b>0</b>	<b>10,405,961</b>	<b>0</b>	<b>0</b>	<b>10,405,961</b>

**Prior Cost < 2013/14:** 1,525,301

**Future Cost > 2017/18:** 0

**Total Project Cost:** 11,931,262

**Project Description:** Provides funds for the resurfacing of Apalachee Parkway from US 27 (Monroe Street) to US 319 (Capital Circle).

4327412

## SR 8 (I-10) FROM GADSDEN COUNTY LINE TO BEGIN OF 6 LANE

Non-SIS

No Map  
Available

**Work Summary:** RESURFACING **From:** Gadsden Count Line

**To:** Begin of 6-Lane

**Lead Agency:** Managed by FDOT

**Length:** .855 MI

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PE	DIH	31,801	0	0	0	0	31,801
PE	ACNP	318,011	0	0	0	0	318,011
CST	DIH	0	0	23,958	0	0	23,958
CST	ACNP	0	0	1,648,980	0	0	1,648,980
<b>Total</b>		<b>349,812</b>	<b>0</b>	<b>1,672,938</b>	<b>0</b>	<b>0</b>	<b>2,022,750</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 2,022,750

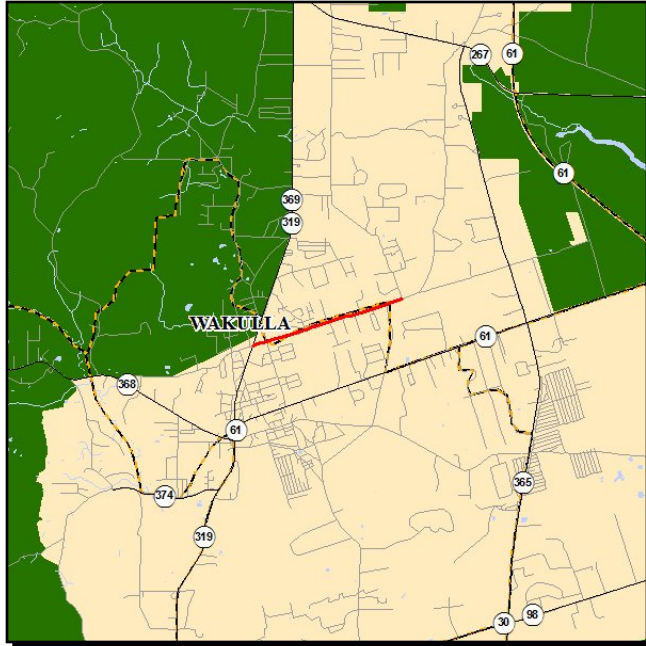
**Project Description:**



4310761

## WAKULLA-ARRAN ROAD

Non-SIS



**Work Summary:** WIDEN/RESURFACE  
EXIST LANES

**From:** FROM SR 369 (US 319)

**To:** TO EAST IVAN ROAD

**Lead Agency:** FDOT

**Length:** 3.601 mi

**County:** WAKULLA

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	SCED	381,050	0	0	0	0	381,050
CST	GRSC	169,943	0	0	0	0	169,943
<b>Total</b>		<b>550,993</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>550,993</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

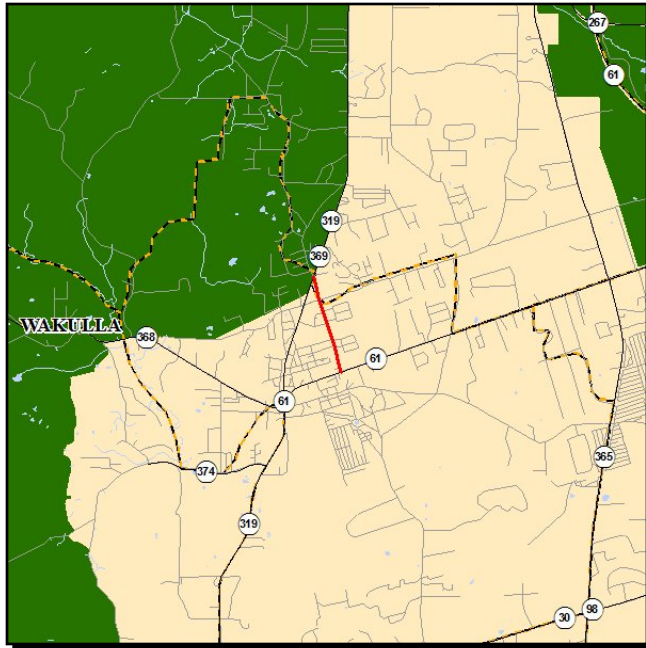
**Total Project Cost:** 550,993

**Project Description:** Provides funds for resurfacing Wakulla-Arran Road from US 319 to East Ivan Road.

4312261

TRICE LANE

Non-SIS



**Work Summary:** RESURFACING  
**From:** CR 61 SHADEVILLE HWY  
**To:** TO SR 369 (US 319)  
**Lead Agency:** FDOT  
**Length:** 1.167 mi  
**County:** WAKULLA

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	SCRA	396,791	0	0	0	0	396,791
<b>Total</b>		<b>396,791</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>396,791</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

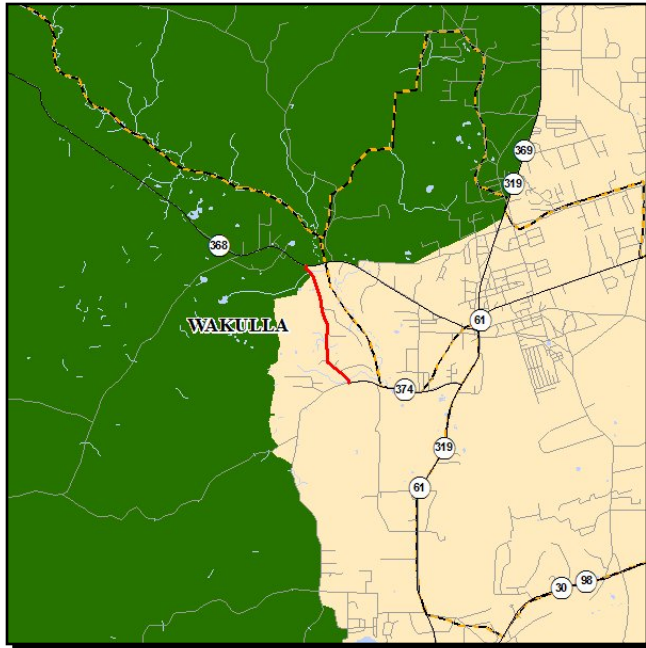
**Total Project Cost:** 396,791

**Project Description:** Provides funds to resurface Trice Lane from Shadeville Highway (CR 61) to US 319.

4313951

**BOSTICK PELT ROAD**

**Non-SIS**



**Work Summary:** WIDEN/RESURFACE EXIST LANES  
**From:** FROM HARVEY MILL ROAD  
**To:** TO ARRAN ROAD  
**Lead Agency:** FDOT  
**Length:** 1.657 mi  
**County:** WAKULLA

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	SCOP	461,441	0	0	0	0	461,441
<b>Total</b>		<b>461,441</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>461,441</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 461,441

**Project Description:** Provides funds to resurface Bostick Pelt Road from Harvey Mill Road to Arran Road.

4325381

## SR 363 WOODVILLE HWY FROM SR 30 (US 98) TO LEON COUNTY Non-SIS

No Map  
Available

**Work Summary:** RESURFACING      **From:** SR 30 (US 98)  
**To:** Leon County Line  
**Lead Agency:** Managed by FDOT      **Length:** 5.907 MI  
**County:** WAKULLA

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PE	DIH	42,525	0	0	0	0	42,525
CST	DS	0	0	3,018,439	0	0	3,018,439
CST	DIH	0	0	29,281	0	0	29,281
<b>Total</b>		<b>42,525</b>	<b>0</b>	<b>3,047,720</b>	<b>0</b>	<b>0</b>	<b>3,090,245</b>

**Prior Cost < 2013/14:** 0  
**Future Cost > 2017/18:** 0  
**Total Project Cost:** 3,090,245  
**Project Description:**

4332501

CR 61 SHADEVILLE HWY FROM SR 61 (US 319) TO WAKULLA

Non-SIS



<b>Work Summary:</b>		RESURFACING		<b>From:</b>	SR 61 (US 319)		
				<b>To:</b>	Wakulla Springs Road		
<b>Lead Agency:</b>		Wakulla County		<b>Length:</b>	6.305 MI		
<b>County:</b>		WAKULLA					
Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	SCRA	0	0	2,000,165	0	0	2,000,165
<b>Total</b>		<b>0</b>	<b>0</b>	<b>2,000,165</b>	<b>0</b>	<b>0</b>	<b>2,000,165</b>

Prior Cost < 2013/14: 0

Future Cost > 2017/18: 0

Total Project Cost: 2,000,165

Project Description:

4333511

## CR 373 SPRINGHILL RD FROM SR 267 TO LEON COUNTY LINE

Non-SIS

No Map  
Available

**Work Summary:** WIDEN/RESURFACE  
EXIST LANES

**From:** SR 267

**To:** Leon County Line

**Lead Agency:** Wakulla County

**Length:** 1.250 MI

**County:** WAKULLA

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	SCED	0	723,347	0	0	0	723,347
<b>Total</b>		<b>0</b>	<b>723,347</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>723,347</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 723,347

**Project Description:**



**Section G - Transportation Systems Management (State/Federally Funded)**

4254924

## MIDWAY OPS RENOVATIONS

Non-SIS

No Map  
Available

Work Summary: FIXED CAPITAL OUTLAY From:

To:

Lead Agency: Managed by FDOT

Length: .000

County: GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	FCO	87,500	0	0	0	0	87,500
<b>Total</b>		<b>87,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87,500</b>

Prior Cost &lt; 2013/14: 0

Future Cost &gt; 2017/18: 0

Total Project Cost: 87,500

Project Description:

4280982

## TOWN OF HAVANA LANDSCAPING &amp; SCENIC BEAUTIFICATION

Non-SIS

No Map  
Available

Work Summary: LANDSCAPING

From:

To:

Lead Agency: Managed by Town of Havana

Length: 1.640 MI

County: GADSDEN

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DIH	0	500	0	0	0	500
CST	DDR	0	93,174	0	0	0	93,174
<b>Total</b>		<b>0</b>	<b>93,674</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93,674</b>

Prior Cost &lt; 2013/14: 0

Future Cost &gt; 2017/18: 0

Total Project Cost: 93,674

Project Description:

4334301

## SR 57 (US 19) @ INDUSTRIAL PARK ROAD INTERSECTION

Non-SIS

No Map  
Available

**Work Summary:** ADD RIGHT TURN  
LANE(S)

**From:****To:**

**Lead Agency:** Managed by FDOT

**Length:** .095 MI

**County:** JEFFERSON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	ACNP	258,369	0	0	0	0	258,369
<b>Total</b>		<b>258,369</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>258,369</b>

**Prior Cost < 2013/14:** 62,501

**Future Cost > 2017/18:** 0

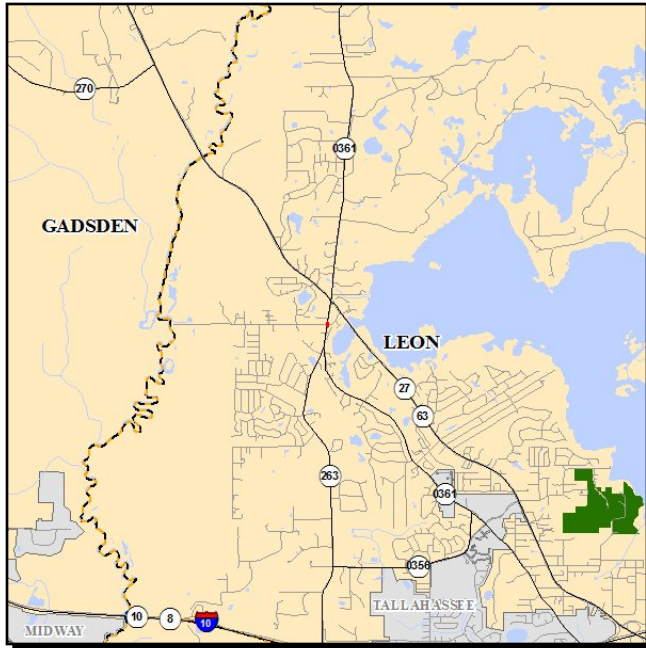
**Total Project Cost:** 320,870

**Project Description:**

2198802

SR 263 (US 319)

Non-SIS



**Work Summary:** ADD RIGHT TURN LANE(S)

**From:** @ TOWER ROAD

**To:** INTERSECTION

**Lead Agency:** FDOT

**Length:** 0.083 mi

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DIH	0	6,339	0	0	0	6,339
CST	SA	0	489,190	0	0	0	489,190
<b>Total</b>		<b>0</b>	<b>495,529</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>495,529</b>

**Prior Cost < 2013/14:** 302,584

**Future Cost > 2017/18:** 0

**Total Project Cost:** 798,113

**Project Description:** This project involves the construction of a southbound right turn lane on Capital Circle, Northwest at Tower Road.

4334501

**SR 265 MAGNOLIA DR. @ GOVERNOR'S SQUARE BLVD**

**Non-SIS**

No Map  
Available

**Work Summary:** ADD TURN LANE(S) **From:**  
**To:**  
**Lead Agency:** Managed by FDOT **Length:** .004 MI  
**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
PE	DIH	20,843	0	0	0	0	20,843
PE	DS	208,430	0	0	0	0	208,430
ROW	CM	0	0	518,643	0	0	518,643
ROW	DIH	0	0	40,977	0	0	40,977
CST	DIH	0	0	0	13,652	0	13,652
CST	CM	0	0	0	196,545	0	196,545
CST	SA	0	0	0	1,085,292	0	1,085,292
<b>Total</b>		<b>229,273</b>	<b>0</b>	<b>559,620</b>	<b>1,295,489</b>	<b>0</b>	<b>2,084,382</b>

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 2,084,382

**Project Description:** Provides funding for the construction of an additional southbound left turn lane on Magnolia Drive at Governor's Square Boulevard.

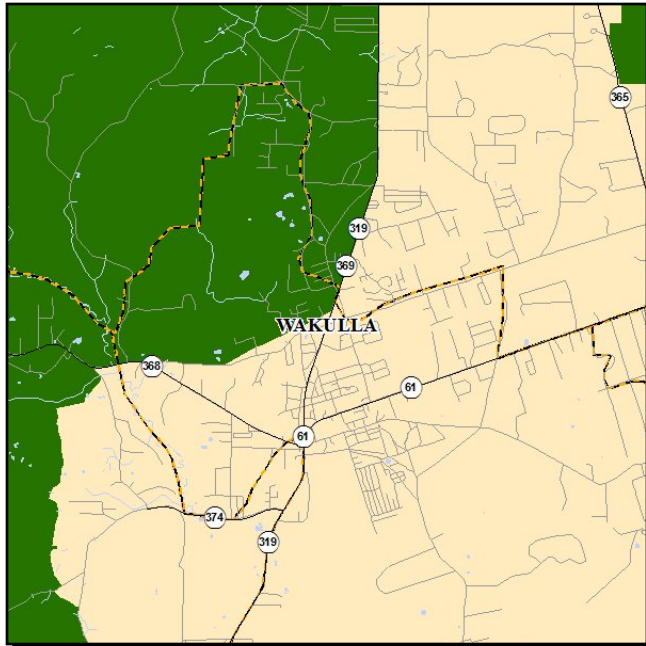
NOTE: At the March 25, 2013 CRTPA Board Meeting, members voted to NOT transmit this project in the TIP to the FDOT.



4319481

SR 61/369 (US 319)

Non-SIS



**Work Summary:** INTERSECTION (MODIFY) **From:** @ WAKULLA/ARRAN ROAD  
**To:** INTERSECTION  
**Lead Agency:** FDOT **Length:** 0.100 mi  
**County:** WAKULLA

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	DIH	0	0	10,000	0	0	10,000
CST	SU	0	0	622,077	0	0	622,077
<b>Total</b>		<b>0</b>	<b>0</b>	<b>632,077</b>	<b>0</b>	<b>0</b>	<b>632,077</b>

Prior Cost < 2013/14: 0

Future Cost > 2017/18: 0

Total Project Cost: 632,077

Project Description: Provides funds to modify the intersection of US 319 at Wakulla/Arran Road.

**Section H - Locally Funded**

**COT 4**                      **Nurse's Drive**                      **Non-SIS**

No Map  
Available

**Work Summary:****From:** Centerville Road**To:** Surgeon's Drive**Lead Agency:** City of Tallahassee

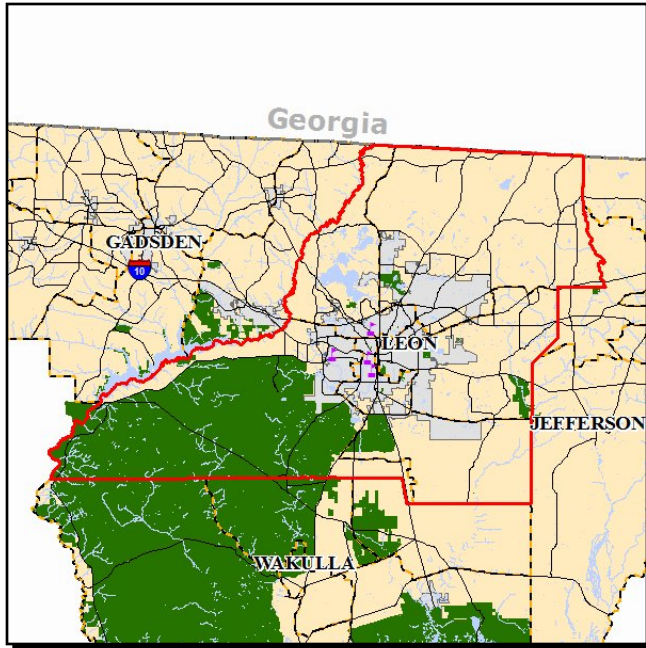
Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	LF	0	0	0	142,000	0	142,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>142,000</b>	<b>0</b>	<b>142,000</b>

**Prior Cost < 2013/14:** 0**Future Cost > 2017/18:** 0**Total Project Cost:** 142,000**Project Description:** Project involves construction of a new 2-lane street from Centerville Road to TMRMC's extension of Surgeon's Drive.

057001

Intersection and Safety Improvements

Non-SIS



## Work Summary:

From:

To:

Lead Agency: Leon County

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	STE	750,000	750,000	575,972	0	0	2,075,972
<b>Total</b>		<b>750,000</b>	<b>750,000</b>	<b>575,972</b>	<b>0</b>	<b>0</b>	<b>2,075,972</b>

Prior Cost < 2013/14: 1,500,000

Future Cost > 2017/18: 0

Total Project Cost: 3,575,972

**Project Description:** This Leon County project is for the improvement of intersections throughout the County in order to maintain safe and efficient operations. Intersection improvements can also have significant impacts on the capacity of road sections as it relates to concurrency management. This project funds intersection improvements according to a prioritized list.

COT 1

FAMU Way

Non-SIS



**Work Summary:**

**From:** Wahnish Way

**To:** Lake Bradford Road

**Lead Agency:** City of Tallahassee

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	LF	7,500,000	0	0	0	0	7,500,000
Total		7,500,000	0	0	0	0	7,500,000

**Prior Cost < 2013/14:** 0

**Future Cost > 2017/18:** 0

**Total Project Cost:** 7,500,000

**Project Description:** Project involves the construction of a new 1.3 extension of FAMU Way from Wahnish Way to Lake Bradford Road.

**COT 2** **Flipper Street Sidewalk** **Non-SIS**

No Map  
Available

**Work Summary:****From:** Okaloosa Street**To:** Campbell Street**Lead Agency:** City of Tallahassee**County:** LEON

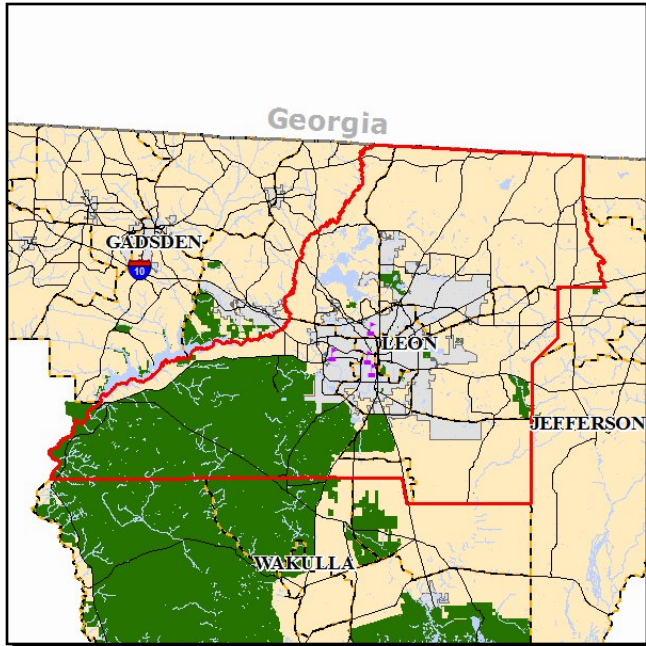
Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	LF	250,000	400,000	0	0	0	650,000
<b>Total</b>		<b>250,000</b>	<b>400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>650,000</b>

**Prior Cost < 2013/14:** 0**Future Cost > 2017/18:** 0**Total Project Cost:** 650,000**Project Description:** Project involves construction of sidewalk on one side of Flipper Street from Okaloosa Street to Campbell Street.

COT19

Minor Intersection/Safety Modifications

Non-SIS



## Work Summary:

From:

To:

Lead Agency: City of Tallahassee

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	LF	225,000	225,000	225,000	0	0	675,000
<b>Total</b>		<b>225,000</b>	<b>225,000</b>	<b>225,000</b>	<b>0</b>	<b>0</b>	<b>675,000</b>

Prior Cost &lt; 2013/14: 450,000

Future Cost &gt; 2017/18: 0

Total Project Cost: 1,125,000

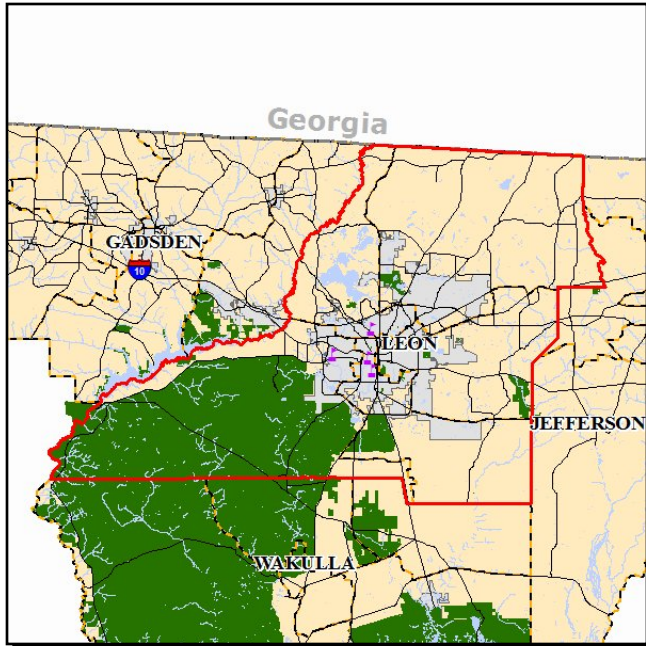
**Project Description:** This COT continuing program includes relatively minor roadway or intersection improvements to provide additional safety or reduce delays in vehicular and pedestrian movements. The work plan includes construction of additional items such as: turn lanes, radius modifications, traffic control modifications including roundabouts, installation of guard rails, and resurfacing with friction course as needed along city roadways. This program also provides for minor enhancements at intersections and mid-blocks by constructing medians, bulb-outs and raised intersections to increase safety for pedestrians.



COT25

Sidewalk Program - New Developments

Non-SIS



## Work Summary:

From:

To:

Lead Agency: City of Tallahassee

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	LF	70,000	70,000	0	0	0	140,000
		0	0	70,000	0	0	70,000
Total		70,000	70,000	70,000	0	0	210,000

Prior Cost &lt; 2013/14: 140,000

Future Cost &gt; 2017/18: 0

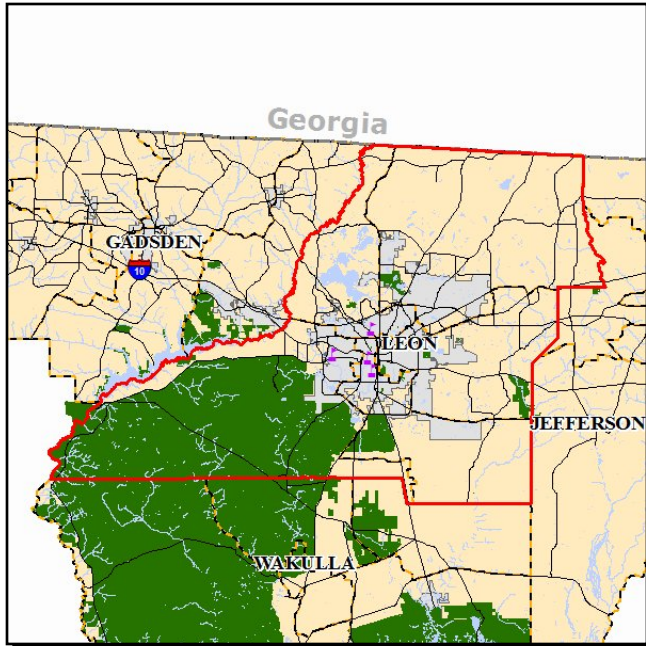
Total Project Cost: 350,000

**Project Description:** COT program to refund developers' material costs for construction of sidewalks along every new city roadway was abolished by the City Commission on July 17, 1991. The present policy requires developers to pay for sidewalks on new public streets. However, the city has several development agreements outstanding, which require reimbursement of sidewalk construction costs in subdivisions approved prior to July 17, 1991, and in annexed areas with an urban services agreement.

COT29

Residential Sidewalks and Bike Ped

Non-SIS



## Work Summary:

From: Implementation Program

To:

Lead Agency: City of Tallahassee

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	LF	1,200,000	1,200,000	1,200,000	0	0	3,600,000
<b>Total</b>		<b>1,200,000</b>	<b>1,200,000</b>	<b>1,200,000</b>	<b>0</b>	<b>0</b>	<b>3,600,000</b>

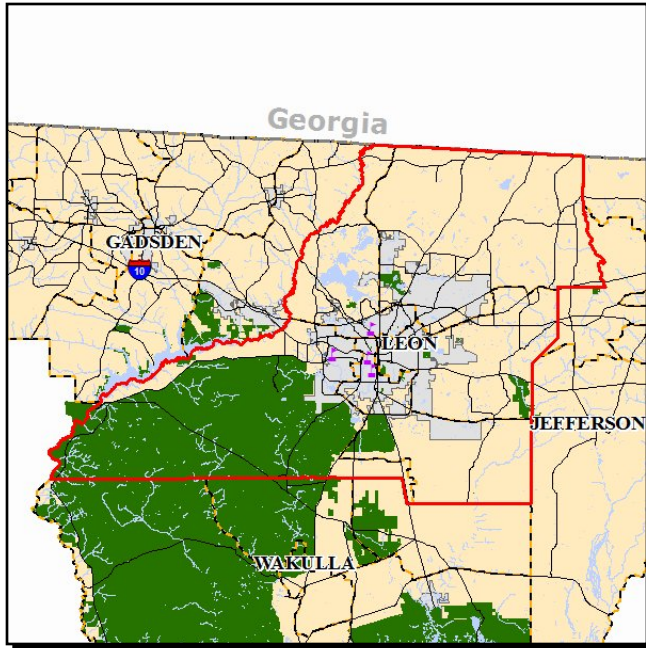
Prior Cost &lt; 2013/14: 2,400,000

Future Cost &gt; 2017/18: 0

Total Project Cost: 6,000,000

**Project Description:** This COT project combined funding authorized by City Commission Policy 600CP for the Sidewalk Program. Currently, there is one project being design and it is possible that sereral more will be designed and constructed during FY11. Revisions to the traffic calming program approved by the City Commission have significantly reduced the number of proejcts that qualify for funding. Emphasis has shifted from traffic calming to sidewalk improvements including in-fill sidewalks.

# COT30 Downtown Pedestrian and Vehicular Enhancements Non-SIS

**Work Summary:**

From:

To:

**Lead Agency:**

City of Tallahassee

**County:**

LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	LF	100,000	100,000	0	0	0	200,000
<b>Total</b>		<b>100,000</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200,000</b>

**Prior Cost < 2013/14:** 200,000

**Future Cost > 2017/18:** 0

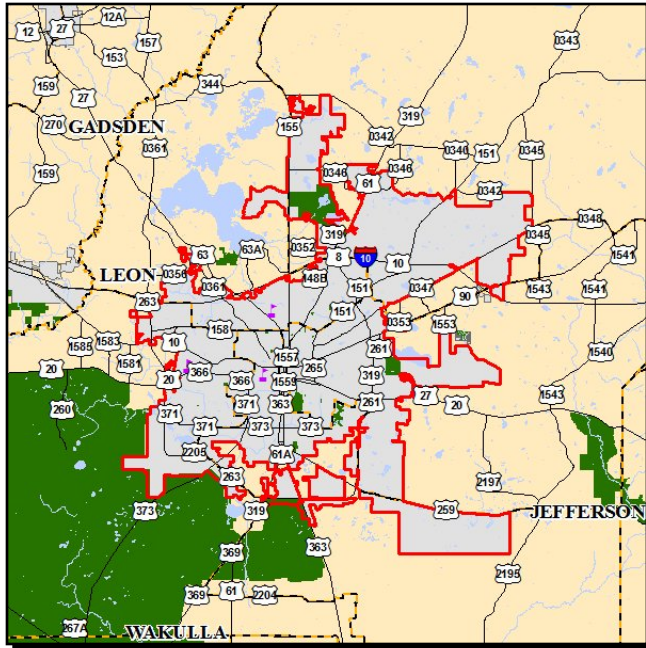
**Total Project Cost:** 400,000

**Project Description:** This project provides funding for improvements to streets, sidewalks, and other public places in an area bounded by Tennessee, Gadsden, Gaines, and Macomb Streets. The All Saints and greater Gaines Street areas will be included as redevelopment progresses in those districts.

COT34

Greenway Trail Connectors- CITY

Non-SIS



## Work Summary:

From:

To:

Lead Agency: City of Tallahassee

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
		150,000	150,000	0	0	0	300,000
<b>Total</b>		<b>150,000</b>	<b>150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>

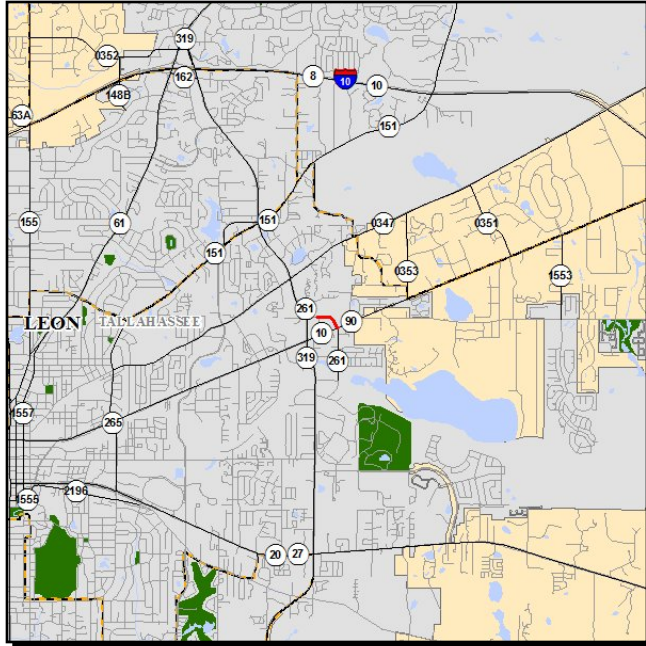
Prior Cost &lt; 2013/14: 0

Future Cost &gt; 2017/18: 0

Total Project Cost: 300,000

**Project Description:** Greenway Trail Connectors-: This COT project involves the acquisition of land through easements or fee simple ownership to connect neighborhoods with state and local parks. The project will provide an enhanced system of greenways at a minimal cost. The linkages will provide an improved bicycle and pedestrian network for the citizens of Tallahassee. Specific projects for acquisition will be identified in both the bicycle and pedestrian master plan and the greenways master plan, currently under development. This is a sales tax extension project approved in November 2000.

**COT37** **Weems Road Extension** **Non-SIS**



**Work Summary:**

**From:**

**To:**

**Lead Agency:** City of Tallahassee

**County:** LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
		5,000,000	0	0	0	0	5,000,000
<b>Total</b>		<b>5,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,000,000</b>

**Prior Cost < 2013/14:** 2,500,000

**Future Cost > 2017/18:** 0

**Total Project Cost:** 7,500,000

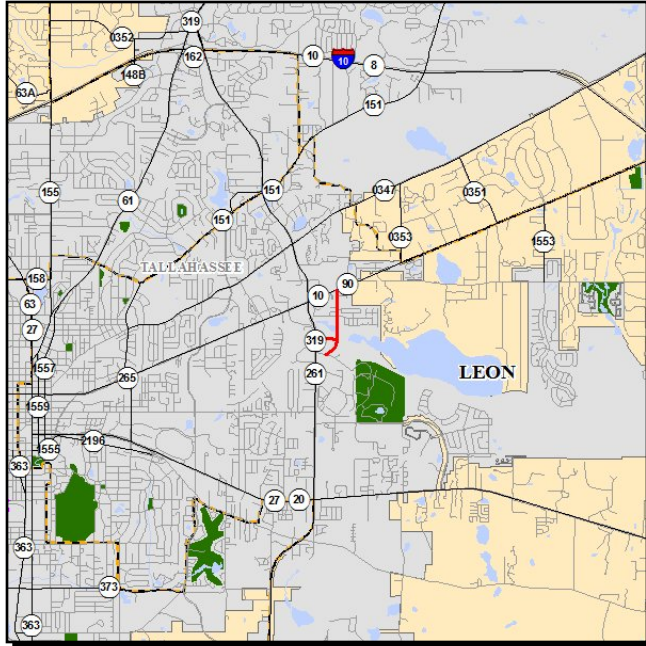
**Project Description:** This COT project provides for the extension of Weems Road from Mahan Drive, Northerly and Westerly to tie to a new section of Weems Road being built as part of the Mahan Villages Shopping Center.



COT38

Weems Road Improvements

Non-SIS



## Work Summary:

From: Mahan Drive

To: Easterwood

Lead Agency: City of Tallahassee

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
CST	LF	2,300,000	0	0	0	0	2,300,000
<b>Total</b>		<b>2,300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,300,000</b>

Prior Cost &lt; 2013/14: 0

Future Cost &gt; 2017/18: 0

Total Project Cost: 2,300,000

**Project Description:** This COT projects provides for the reconstruction of 0.80 mile of Weems Road from Mahan Drive to Easterwood and a 0.10 extension of Weems Road to Capital Circle, N.E., as an urban street with curb and gutter, sidewalks and bikelanes.

LC1

Intersection & Safety Improvements

Non-SIS

No Map  
Available

Work Summary:

From:

To:

Lead Agency: Leon County

County: LEON

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
		750,000	750,000	575,972	0	0	2,075,972
CST	LF	0	0	0	750,000	0	750,000
<b>Total</b>		<b>750,000</b>	<b>750,000</b>	<b>575,972</b>	<b>750,000</b>	<b>0</b>	<b>2,825,972</b>

Prior Cost < 2013/14: 750,000

Future Cost > 2017/18: 0

Total Project Cost: 3,575,972

**Project Description:** This project is for the improvement of intersections throughout the County in order to maintain safe and efficient operations. The following intersection improvements are currently in design or under construction: Blair Stone/Old St. Augustine; Bannerman/Bull Headley; Rhoden Cove/Meridian.



**WC6**

**Syfrett Creek Bridge Study**

**Non-SIS**



**Work Summary:**

**From:**

**To:**

**Lead Agency:** FDOT

**County:** WAKULLA

Phase	Fund Source	2013/14	2014/15	2015/16	2016/17	2017/18	Total
		562,500	562,500	0	0	0	1,125,000
<b>Total</b>		<b>562,500</b>	<b>562,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,125,000</b>

**Prior Cost < 2013/14:** 562,500

**Future Cost > 2017/18:** 0

**Total Project Cost:** 1,687,500

**Project Description:** This project is for a study of the Syfrett Creek Bridge to determine the repairs that need to be made for safety reasons. The Florida Dept. of Transportation has reduced the load limits on this bridge due to deteriorating conditions.

# **APPENDIX A**

## **TIP Abbreviations, Definitions and Codes**

## **TIP Abbreviations & Definitions**

### **General Abbreviations**

<b>BP 2000</b>	Blueprint 2000 Intergovernmental Agency – the local agency that implements a portion of the Leon County penny sales tax funding for use on infrastructure and natural resource management.
<b>CMAC</b>	Citizens Multimodal Advisory Committee – one of the two committees that advises the CRTPA Board and is comprised of individuals in the community including representatives of various agencies and transportation interests.
<b>CRTPA</b>	Capital Region Transportation Planning Agency – the regional transportation planning agency (or Metropolitan Planning Organization) for Florida’s capital region (Gadsden, Jefferson, Leon and Wakulla counties) responsible for coordinating regional transportation planning.
<b>FAA</b>	Federal Aviation Administration – the federal agency within the United States Department of Transportation with authority to regulate and oversee all civil aviation in the United States.
<b>FDOT</b>	Florida Department of Transportation – the state transportation agency responsible for transportation planning in Florida.
<b>FHWA</b>	Federal Highway Administration – the federal agency within the United States Department of Transportation that provides stewardship over the construction, maintenance and preservation of the Nation’s highways, bridges and tunnels.

<b>FTA</b>	Federal Transit Administration – the federal agency within the United States Department of Transportation that provides technical assistance to local public transit systems.
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century Act – the federal transportation funding bill signed in to law by President Obama on July 6, 2012.
<b>RMP</b>	Regional Mobility Plan – The C RTPA’s long range transportation plan that identifies needed transportation projects in the C RTPA region over a 20-year time period to address the region’s mobility.
<b>SIS</b>	Strategic Intermodal System – a transportation system in Florida that is comprised of facilities and services of statewide and interregional significance.
<b>TAC</b>	Technical Advisory Committee – one of the two committees that advises the C RTPA Board and comprised of local and state planners and engineers with expertise in the area of transportation planning, engineering or management
<b>TD</b>	Transportation Disadvantaged - Transportation disadvantaged are those who cannot obtain their own transportation due to a disability, age, or income.
<b>TIP</b>	Transportation Improvement Program – C RTPA document adopted annually that provides a prioritized listing of transportation projects within the C RTPA region over a five year period that have received identified funding and is consistent with the agency’s long range transportation plan.

## Transportation Project Phases Abbreviations

**CAP** Capital

**CEI** Construction Support

**CST** Construction

**OPS** Operations Grant

**PD&E** Project Development and Environment Study

**PE** Preliminary Engineering

**PLN** Planning

**ROW** Right-of-Way

## **TIP Codes**

### **Phase Codes**

The following provides information detailing both phase group and phase type information related to the projects within the TIP.

<b>Ph. Group</b>	<b>Description</b>	<b>Ph. Type</b>	<b>Description</b>
1	Planning (PLN)	1	In-House
2	Project Development & Environment Study (PD&E)	2	Consultant/Contractor
3	Preliminary Engineering (PE)	3	Purchase
4	Right-of-Way (ROW)	4	Grant
5	Construction (CST)	5	Relocate
6	Construction Support (CEI)	6	Utility
7	Maintenance (MAINT)	7	Railroad
8	Operations (OPS)	8	Other Agency
9	Capital (CAP)	9	Indirect Support
A	Administration (ADMIN)	A	Contract Incentive
B	Research (RES)	B	Service Contract
C	Environmental (ENVIR)		

## Environmental Surveillance Codes

The following provides information related to environmental surveillance codes of projects contained within the TIP with known environmental impacts.

<b>Environmental Code</b>	<b>Description</b>
1020	Recreation Areas
1021	Historical/Archaeological Sites
1034	Stormwater Runoff
1051	Floodplain and Floor Prone Areas
1053	Wetlands
1055	Surface Waters
1057	Groundwater
1059	Lands and Waters with State/Federal Designation
1061	Critical Habitats/Threatened or Endangered Species
1063	Barrier Islands
1065	Evaluated
1067	Projects Beyond the "Advanced Notification Stage"



## **Fund Codes**

The following pages contain information related to the source of funding for the state and federally funded projects contained within this document.

SOURCE: Florida Department of Transportation, September 28, 2012.

## APPENDIX D3

### FLORIDA DEPARTMENT OF TRANSPORTATION

### ACTIVE FUND GROUPS AND CODES IN FM

<b>FUND</b>	<b>DESCRIPTION</b>	<b>GROUP</b>	<b>DESCRIPTION</b>
ACAN	Advanced Construction Any Area	F32	O.F.A. – AC Funding
ACBR	Advance Construction (BRT)	F32	O.F.A. – AC Funding
ACCM	Advance Construction (CM)	F32	O.F.A. - AC Funding
ACEM	Earmarks AC	F43	100% Federal Demo/Earmark
ACEN	Advance Construction (EBNH)	F32	O.F.A. - AC Funding
ACEP	Advance Construction (EBBP)	F32	O.F.A. - AC Funding
ACER	Advance Construction (ER)	F32	O.F.A. - AC Funding
ACIM	Advance Construction (IM)	F12	I, IM – AC Funding
ACNH	Advance Construction (NH)	F22	NH – AC Funding
ACNR	Ac Nat Hwy Perform Resurfacing	F22	NH – AC Funding
ACSA	Advance Construction (SA)	F32	O.F.A. - AC Funding
ACSB	AC for SABR - STP Bridges	F32	O.F.A. - AC Funding
ACSE	Advance Construction (SE)	F32	O.F.A. - AC Funding
ACSL	Advance Construction (SL)	F32	O.F.A. - AC Funding
ACSN	Advance Construction (SN)	F32	O.F.A. - AC Funding
ACSU	Advance Construction (SU)	F32	O.F.A. - AC Funding
ACTA	AC-Trans Alternatives Any Area	F32	O.F.A. - AC Funding
ACTL	Trans Alternatives <200K	F32	O.F.A. - AC Funding
ACTN	AC-Trans Alternatives <5K	F32	O.F.A. - AC Funding
ACTU	AC-Trans Alternatives >200K	F32	O.F.A. - AC Funding
BNBR	Amendment 4 Bonds (Bridges)	N31	Bonds
BNCA	Bond - Controlled Access	N31	Bonds
BNDS	Bond - State	N31	Bonds
BNIR	R/W & Bridge Bonds for Intrastate	N31	Bonds
BNPK	Amendment 4 Bonds (TPK)	N32	Bonds – Turnpike
BRAC	BRT (AC/Regular)	F34	O.F.A. – AC/Regular
BRP	State Bridge Replacement	N11	100% State
BRRP	State Bridge Repair and Rehab	N11	100% State
BRT	Federal Bridge Replacement – On System	F31	O.F.A. – Regular Funds
BRTD	Federal Bridge Replacement – Discretionary	F33	O.F.A. – Demo/Earmark Funds
BRTZ	BRT (AC/Regular)	F31	O.F.A. - Regular Funds
CFA	Contractor Funds Advance	N49	Other Non-Federal Funds
CIGP	County Incentive Grant Program	N11	100% State
CIGR	CIGP for Growth Management	N11	100% State
CM	Congestion Mitigation - AQ	F31	O.F.A. - Regular Funds
COE	Corp of Engineers (Non-Budget)	F49	100% Federal Non-FHWA

**Work Program Instructions**  
**Tentative Work Program – FY 13/14 – 17/18**

**September 28, 2012**

<b>FUND</b>	<b>DESCRIPTION</b>	<b>GROUP</b>	<b>DESCRIPTION</b>
D	Unrestricted State Primary	N11	100% State
DC	State Primary PE Consultants	N11	100% State
DCA	Department of Community Affairs	N49	Other Non-Federal Funds
DDR	District Dedicated Revenue	N11	100% State
DDRF	District Dedicated Revenue Matching Fnds	N11	100% State
DEM	Environmental Mitigation	N11	100% State
DEMW	Environmental Mitigation-Wetlands	N11	100% State
DEP	Department of Environmental Protection	N11	100% State
DER	Emergency Relief – State Funds	N11	100% State
DFTA	Federal Pass-Through \$ from FTA	F49	100% Federal Non-FHWA
DI	State-Statewide Inter/Intrastate Highway	N11	100% State
DIH	State In-house Product Support	N11	100% State
DIOH	State 100% - Overhead	N11	100% State
DIRS	Advance Acquisition - Intrastate Corridor	N11	100% State
DIRT	State Funds (DIRS) on TPK	N21	Turnpike Capital Improvement
DIS	Strategic Intermodal System	N11	100% State
DITS	Statewide ITS	N11	100% State
DL	Local Funds - PTO - Budgeted	N44	Local
DPTO	State PTO	N11	100% State
DRA	Rest Areas	N11	100% State
DS	State Primary Highways and PTO	N11	100% State
DSB	Primary Consultant/Reimburse by Bond	N41	Toll Capital Improvements
DSBB	Orlando-Orange County Expressway System	N41	Toll Capital Improvements
DSBC	Garcon Point Bridge	N41	Toll Capital Improvements
DSBD	I – 95 Express Lanes	N41	Toll Capital Improvements
DSBE	Emerald Coast Bridge Authority	N41	Toll Capital Improvements
DSBF	I-595	N41	Toll Capital Improvements
DSBG	I-75 ML Toll Cap Improvement	N41	Toll Capital Improvements
DSBH	I-4 ML Toll Cap Improvement	N41	Toll Capital Improvements
DSBI	Palmetto Toll Cap Improvement	N41	Toll Capital Improvements
DSBP	Pensacola Bay Bridge	N41	Toll Capital Improvements
DSBT	Turnpike/Reimbursed by Tolls	N41	Toll Capital Improvements
DSB0	Unallocated to Facility	N41	Toll Capital Improvements
DSB1	Skyway	N41	Toll Capital Improvements
DSB2	Everglades Parkway/Alligator Alley	N41	Toll Capital Improvements
DSB3	Pinellas Bayway	N41	Toll Capital Improvements
DSB4	Miami - Dade Expressway Authority	N41	Toll Capital Improvements
DSB5	Beachline Expressway	N41	Toll Capital Improvements
DSB6	Tampa-Hillsborough Expressway Authority	N41	Toll Capital Improvements
DSB7	Mid-Bay Bridge Authority	N41	Toll Capital Improvements
DSB9	Navarre Bridge	N41	Toll Capital Improvements
DSF	State Primary Matching Funds	N11	100% State

**Work Program Instructions**  
**Tentative Work Program – FY 13/14 – 17/18**

**September 28, 2012**

DU	State Primary/Federal Reimbursement	F49	100% Federal - Non-FHWA
DWS	Weigh Stations	N11	100% State
<b>FUND</b>	<b>DESCRIPTION</b>	<b>GROUP</b>	<b>DESCRIPTION</b>
EB	Equity Bonus	F31	O.F.A. - Regular Funds
EBBP	Equity Bonus - Bridge	F34	O.F.A. – AC/Regular
EBNH	Equity Bonus – NH	F34	O.F.A. – AC/Regular
EBOH	Equity Bonus - Overhead	F31	O.F.A. – Regular Funds
EM09	GAA Earmarks FY 2009	N11	100% State
EM10	GAA Earmarks FY 2010	N11	100% State
EM11	GAA Earmarks FY 2011	N11	100% State
ER05	Hurricanes 2005	F42	100% Federal – Emergency
ER06	Hurricanes 2006	F42	100% Federal – Emergency
ER08	Hurricanes 2008	F42	100% Federal - Emergency
ER09	2009 Emergency Relief Events	F42	100% Federal - Emergency
ER10	2010 Emergency Relief Events	F42	100% Federal - Emergency
ER13	2013 Emergency Relief Events	F42	100% Federal - Emergency
FAA	Federal Aviation Administration	F49	100% Federal - Non-FHWA
FBD	Ferryboat Discretionary	F33	O.F.A. – Demo/Earmark Funds
FCO	Primary/Fixed Capital Outlay	N11	100% State
FD21	FDM – Dodge Island Tunnel	F33	O.F.A. – Demo/Earmark Funds
FD22	FDM – Biscayne Blvd. - Miami	F33	O.F.A. – Demo/Earmark Funds
FD34	FED -Airport Access Road - Jacksonville	F33	O.F.A. – Demo/Earmark Funds
FEDR	Federal Research Activities	F49	100% Federal – Non-FHWA
FEMA	Federal Emergency Management Assistance	F49	100% Federal - Non-FHWA
FFTF	Federal Forfeiture Trust Fund	F49	100% Federal – Non-FHWA
FGWB	Fixed Guideway Bond Projects	N49	Other Non-Federal Funds
FHPP	Federal High Priority Projects	F33	O.F.A. – Demo/Earmark Funds
FLEM	FL Div of Emergency Management	N49	Other Non-Federal Funds
FMA	Federal Maritime Administration	F49	100% Federal – Non-FHWA
FRA	Federal Railroad Administration	F49	100% Federal Non-FHWA
FRAD	FRA Grant Payback	N11	100% State
FRM6	Highway Priority Projects	F43	100% Federal Demo/Earmark
FSDU	Fed Stimulus, FTA Reimb	F49	100% Federal – Non-FHWA
FSF1	Fed Stimulus, S/W Managed	F45	100% Federal Stimulus
FSFB	Fed Stimulus, Ferry Boat Disc	F45	100% Federal Stimulus
FSSE	Fed Stimulus, Enhancement	F45	100% Federal Stimulus
FSSL	Fed Stimulus, Areas <= 200K	F45	100% Federal Stimulus
FSSN	Fed Stimulus, Non-Urban	F45	100% Federal Stimulus
FSSU	Fed Stimulus, Urban Areas > 200K	F45	100% Federal Stimulus
FTA	Federal Transit Administration	F49	100% Federal Non-FHWA
FTAD	FTA Funds Comm. By TD Comm.	F49	100% Federal Non-FHWA
FTAT	FHWA Transfer to FTA (Non-Budgeted)	F43	100% Federal Demo/Earmark
F001	Fed. Discretionary – US 19	F33	O.F.A. – Demo/Earmark Funds

**Work Program Instructions**  
**Tentative Work Program – FY 13/14 – 17/18**

**September 28, 2012**

F002	Corridors/Borders – US 19	F33	O.F.A. – Demo/Earmark Funds
F003	I-75 Discretionary	F33	O.F.A. – Demo/Earmark Funds
<b>FUND</b>	<b>DESCRIPTION</b>	<b>GROUP</b>	<b>DESCRIPTION</b>
F004	Corridors/Borders – Boca Raton	F33	O.F.A. – Demo/Earmark Funds
F330	Sec 330 STP Earmarks 2003	F43	100% Federal Demo/Earmark
GMR	General Revenue for SIS	N11	100% State
GRSC	General Revenue for SCOP	N11	100% State
GR08	General Revenue Projects for 2008 GAA	N11	100% State
HP	Federal Highway Planning	F31	O.F.A. - Regular Funds
HPAC	HP (AC/Regular)	F34	O. F. A. – AC/Regular
HPP	High Priority Projects	F43	100% Federal Demo/Earmark
HR	Federal Highway Research	F31	O.F.A. - Regular Funds
HRRR	High Risk Rural Road	F31	O.F.A. - Regular Funds
HSP	Highway Safety Program	F31	O.F.A. - Regular Funds
HSRR	High Speed Rail (FRA Non-ARRA)	F49	100% Federal Non-FHWA
HSRS	High Speed Rail Stimulus (FRA)	F49	100% Federal Non-FHWA
IBRC	Innovative Bridge Res. & Const.	F43	100% Federal Demo/Earmark
IM	Interstate Maintenance	F11	I, IM – Regular Funding
IMAC	IM (AC/Regular)	F13	IM – AC/Regular
IMD	Interstate Maintenance Discretionary	F41	100% Federal Funds
IRR	Indian Reservation Roads	F31	O.F.A. - Regular Funds
IVH	Intelligent Vehicle Highway System	F33	O.F.A. – Demo/Earmark Funds
LF	Local Funds	N44	Local
LFD	“LF” for STTF Utility Work	N11	100% State
LFF	Local Fund - for Matching F/A	N44	Local
LFI	Local Funds Interest Earned	N44	Local
LFNE	Local Fund Not in Escrow	N44	Local
LFP	Local Fund for Participating	N44	Local
LFR	Local Funds/Reimbursable	N44	Local
LFRF	Local Fund Reimbursable-Future	N44	Local
LFU	Local Funds for Unforeseen Work	N44	Local
LHIP	Highway Infrastructure – 2010	F31	O.F.A. - Regular Funds
LRSC	Local Reimbursable-Small Cnty	N44	Local
MCSA	Motor Carrier Safety Assistance	F31	O.F.A. - Regular Funds
MCSG	Motor Carrier Safety Grant	F49	100 % Federal - Non-FHWA
MG	Minimum Guarantee	F31	O.F.A. - Regular Funds
NCPD	National Corridor Plan & Dev	F33	O.F.A. – Demo/Earmark Funds
NH	Principal Arterials	F21	NH – Regular Funding
NHAC	NH (AC/Regular)	F23	NH – AC/Regular
NHBR	National Highway Bridges	F21	NH - Regular Funding
NHRE	Nat. Hwy. Perform – Resurfacing	F21	NH - Regular Funding
NHTS	National Highway Traffic Safety	F49	100% Federal – Non-FHWA
NSTP	New Starts Transit Program	N11	100% State

**Work Program Instructions**  
**Tentative Work Program – FY 13/14 – 17/18**

**September 28, 2012**

OST	Office Of The Secretary Usdot	F49	100% Federal – Non-FHWA
PKBD	Turnpike Master Bond Fund	N21	Turnpike Capital Improvements
<b>FUND</b>	<b>DESCRIPTION</b>	<b>GROUP</b>	<b>DESCRIPTION</b>
PKER	Turnpike Maintenance Reserve-ER	N24	Turnpike Emergency
PKLF	Local Support for Turnpike	N45	Local – Turnpike
PKMT	Central Florida Beltway Trust Fund	N21	Turnpike Capital Improvements
PKM1	Turnpike Toll Maintenance	N23	Turnpike Maintenance
PKOH	Turnpike Indirect Costs	N21	Turnpike Capital Improvements
PKYI	Turnpike Improvement	N21	Turnpike Capital Improvements
PKYO	Turnpike Toll Collection/Operation	N22	Turnpike Operations
PKYR	Turnpike Renewal and Replacement	N21	Turnpike Capital Improvements
PL	Metro Plan (85% FA; 15% Other)	F41	100% Federal Funds
PLER	Planning – Emergency Relief	F42	100% Federal - Emergency
PLAC	Metro Plan – AC/Regular	F44	100% Federal – AC/Regular
PLH	Public Lands Highway	F41	100% Federal Funds
PLHD	Public Lands Highway Discretionary	F43	100% Federal Demo/Earmark
PORB	Port Funds Returned From Bonds	N11	100% State
PORT	Seaports	N11	100% State
RBRP	Reimbursable BRP Funds	N11	100% State
RECT	Recreational Trails	F31	O.F.A. - Regular Funds
RED	Redistr. Of FA (SEC 1102F)	F31	O.F.A. - Regular Funds
RHH	Rail-Highway Crossings – Hazard	F31	O.F.A. - Regular Funds
RHP	Rail-Highway Crossings – Prot. Devices	F31	O.F.A. - Regular Funds
SA	STP, any Area	F31	O.F.A. - Regular Funds
SAFE	Secure Airports for FL Economy	N11	100% State
SB	Scenic Byways	F33	O.F.A. – Demo/Earmark Funds
SBPF	Safety Belt Performance – FHWA	F41	100% Federal Funds
SBPG	Safety Belt Performance Grant	F49	100 % Federal - Non-FHWA
SCOP	Small County Outreach Program	N11	100% State
SCRA	Small County Resurfacing	N11	100% State
SE	STP, Enhancement	F31	O.F.A. - Regular Funds
SED	State Economic Development	N11	100% State
SIBG	SIB Funds – Growth Managment	N48	Other SIB Funds
SIB1	State Infrastructure Bank	N48	Other SIB Funds
SL	STP, Areas <= 200k	F31	O.F.A. - Regular Funds
SN	STP, Mandatory Non-Urban	F31	O.F.A. - Regular Funds
SR	STP, Railroad Hazard Elimination	F31	O.F.A. - Regular Funds
SR2E	Safe Routes – Either	F31	O.F.A. - Regular Funds
SR2N	Safe Routes to School - Non-Infrastructure	F31	O.F.A. - Regular Funds
SR2S	Safe Routes to School – Infrastructure	F31	O.F.A. - Regular Funds
SS	STP, Safety	F31	O.F.A. - Regular Funds
SSM	Federal Support Services/Minority	F41	100% Federal Funds
ST10	STP Earmarks – 2010	F43	100% Federal Demo/Earmark

**Work Program Instructions**  
**Tentative Work Program – FY 13/14 – 17/18**

**September 28, 2012**

SU	STP, Urban Areas > 200k	F31	O.F.A. - Regular Funds
S112	STP, Earmarks – 2006	F43	100% Federal Demo/Earmark
<b>FUND</b>	<b>DESCRIPTION</b>	<b>GROUP</b>	<b>DESCRIPTION</b>
S115	STP, Earmarks – 2004	F43	100% Federal Demo/Earmark
S117	STP, Earmarks – 2005	F43	100% Federal Demo/Earmark
S125	STP Earmarks - 2009	F43	100% Federal Demo/Earmark
S126	Belleair Cswy Bridge Replace	F43	100% Federal Demo/Earmark
S129	STP Earmarks - 2008	F43	100% Federal Demo/Earmark
TCP	Fuel Tax Compliance Project	F41	100% Federal Funds
TCSP	Trans, Community and System Preservation	F43	100% Federal Demo/Earmark
TDDR	Trans. Disadvantage DDR Use	N49	Other Non-Federal Funds
TDHC	Trans. Disadvantage Health Care	N49	Other Non-Federal Funds
TDTF	Trans. Disadvantage Trust Fund	N49	Other Non-Federal Funds
TFRT	Toll Facility Revolving Trust Fund	N44	Local
TIFI	Transp. Infrastructure Finance & Innov. Act	F49	100% Federal Non-FHWA
TIF2	TIFIA Loan – Rental Car Facility	F49	100% Federal Non-FHWA
TIGR	TIGER Highway Grant	F43	100% Federal Demo/Earmark
TIMP	Transportation Improvement	F33	O.F.A. – Demo/Earmark Funds
TMBC	Garcon Point Bridge	N43	Toll Maintenance
TMBD	I-95 Express Lanes	N43	Toll Maintenance
TMBG	I-75 ML Toll Maintenance	N43	Toll Maintenance
TMBH	I-4 ML Toll Maintenance	N43	Toll Maintenance
TMBI	Palmetto Toll Maintenance	N43	Toll Maintenance
TMBP	Toll Maint. Pensacola Bridge	N43	Toll Maintenance
TM01	Sunshine Skyway	N43	Toll Maintenance
TM02	Everglades Parkway	N43	Toll Maintenance
TM03	Pinellas Bayway	N43	Toll Maintenance
TM04	Miami - Dade Expressway Authority	N43	Toll Maintenance
TM05	Beachline Expressway East	N43	Toll Maintenance
TM06	Tampa-Hillsborough Expressway Authority	N43	Toll Maintenance
TM07	Mid-Bay Bridge Authority	N43	Toll Maintenance
TM08	Mayport Ferry Operation	N43	Toll Maintenance
TM09	Navarre Bridge	N43	Toll Maintenance
TM10	Sawgrass Expressway	N43	Toll Maintenance
TM11	Orlando – Orange County Expr. System	N43	Toll Maintenance
TOBC	Garcon Point Bridge	N42	Toll Operations
TOBD	I-95 Express Lanes	N42	Toll Operations
TOBF	I-595	N42	Toll Operations
TOBG	I-75 ML Toll Operations	N42	Toll Operations
TOBH	I-4 ML Toll Operations	N42	Toll Operations
TOBI	Palmetto ML Toll Operations	N42	Toll Operations
TOBP	Toll Ops Pensacola Bay Bridge	N42	Toll Operations
TPFP	Truck Parking Facilities Pgm.	F33	O.F.A. – Demo/Earmark Funds



TO01	Sunshine Skyway	N42	Toll Operations
<b>FUND</b>	<b>DESCRIPTION</b>	<b>GROUP</b>	<b>DESCRIPTION</b>
TO02	Everglades Parkway	N42	Toll Operations
TO03	Pinellas Bayway	N42	Toll Operations
TO04	Miami - Dade Expressway Authority	N42	Toll Operations
TO05	Beachline Expressway East	N42	Toll Operations
TO06	Tampa-Hillsborough Expressway Authority	N42	Toll Operations
TO07	Mid-Bay Bridge Authority	N42	Toll Operations
TO08	Mayport Ferry Operation	N42	Toll Operations
TO09	Navarre Bridge	N42	Toll Operations
TO10	Sawgrass Expressway	N42	Toll Operations
TO11	Orlando-Orange County Expressway System	N42	Toll Operations
TRIP	Transp Regional Incentive Program	N11	100% State
TSIN	Safety for Non-Construction	F41	100% Federal Funds
TSIR	Safety for Research Support	F41	100% Federal Funds
TSM	Transport Systems Management	F41	100% Federal Funds
USFW	US Fish and Wildlife Service	F49	100% Federal Non-FHWA
USGS	US Geological Survey	F49	100% Federal Non-FHWA
USHS	US Dept of Homeland Security	F49	100% Federal Non-FHWA
VPPP	Value Pricing Pilot Program	F33	O.F.A. – Demo/Earmark Funds

O.F.A. = Other Federal Aid

Live code information is available to FDOT employees through the infonet at  
<http://webapp02.dot.state.fl.us/fmsupportapps/itemsegmentsearch/QuickRef.aspx>

# **APPENDIX B**

## **Implemented Projects**

## IMPLEMENTED/STATUS OF PROJECTS

Project Name/Location	Project Description	Previous Status	Current Status
<b>Mahan Drive (US 90)</b> <i>Limits</i> : Dempsey Mayo Rd. to Walden Rd. (3.01 miles)	Widen to 4 lanes	Construction underway	Project under construction; construction anticipated to be complete in April 2013 (www.mahandrive.com)

Project Name/Location	Project Description	Previous Status	Current Status
<b>Crawfordville Road</b> <i>Limits</i> : South of SR 61 to L.L. Wallace Rd. (1.5 miles)	Widen to 4 lanes	Design complete	ROW underway; no further phases funded

Project Name/Location	Project Description	Previous Status	Current Status
<b>Pensacola Street (SR 366)</b> <i>Limits</i> : Rivoli Road to west of Appleyard Drive (1.9 miles)	Resurface roadway and add bicycle lanes	Design complete	Project Complete

Project Name/Location	Project Description	Previous Status	Current Status
<b>Sixth Avenue (Tallahassee) Sidewalks</b> <i>Limits</i> : Monroe Street to Gadsden Street	Construct sidewalks on both sides of Sixth Ave	Preliminary Study complete in November 2012	City of Tallahassee will manage next phases (design and construction) of project.

## IMPLEMENTED/STATUS OF PROJECTS

Project Name/Location	Project Description	Previous Status	Current Status
<b>Midtown Connector</b> <i>Limits</i> : Colonial Drive from E. Sixth Avenue to Thomasville Road	Construct sidewalks on north side of Colonial Drive	Design Complete	Anticipated completion early 2013

Project Name/Location	Project Description	Previous Status	Current Status
<b>Capital Circle, SE (US 319, SR 263)</b> <i>Limits</i> : Woodville Hwy to Crawfordville Rd (1.5 miles)	Widen to 7 lanes east of Crawfordville Road.A	Received \$8.7 million in ARRA (fed stimulus funding).	Construction complete in 2012

Project Name/Location	Project Description	Previous Status	Current Status
<b>Capital Circle, NW/SW (SR 263)</b> <i>Limits</i> : N. of SR 20 to Orange Ave (SR 263) (1.2 miles)	Widen to 6 lanes to south of Cascade Drive, then taper to 4 lanes and connect with existing 2 lanes north of Orange Avenue	Design complete; ROW acquired	Construction expected to begin in early 2012

Project Name/Location	Project Description	Previous Status	Current Status
<b>Capital Circle, SW (SR 263)</b> <i>Limits</i> : Orange Avenue to Springhill Road (3.4 miles)	Design 6 lane roadway	Project Development and Environment Study complete	FDOT District 3 to advertise project design in Spring of 2013

## IMPLEMENTED/STATUS OF PROJECTS

Project Name/Location	Project Description	Previous Status	Current Status
<b>Lafayette Street</b> <i>Limits</i> : Seminole Drive to Winchester Drive	Leon County managed project to address sidewalk and roadway improvements along corridor		Leon County design/build contract to begin in 2013; Note: enhancement project sponsored by City of Tallahassee along corridor (CSX Tunnel to Winchester Drive) funded in FY 2016 and not part of this project.

Project Name/Location	Project Description	Previous Status	Current Status
<b>Apalachee Parkway Sidewalks</b> <i>Limits</i> : Governors Square Mall eastwards to Capital Circle	Construct sidewalks on Parkway from Governors Square Mall Entrance (at traffic light) eastwards to Capital Circle.	Construction complete in 2011; remaining segment from Mall entrance westwards to Macaroni Grill (on northside of Parkway): design complete.	Remaining sidewalk segment complete in early 2013; Note: roadway scheduled to be resurfaced in FY 2017 and scheduled to include sidewalk construction from CSX Bridge to Monroe Street.

Project Name/Location	Project Description	Previous Status	Current Status
<b>Lake Ella Median Implementation Study</b> <i>Limits</i> : Tharpe Street to Seventh Avenue (Tallahassee)	Study the installation of medians along this segment of Monroe Street to improve pedestrian and vehicular safety.	Study was initiated in early 2012; design funding for median installation identified in FY 2013; construction funded in FY 2015.	Study complete and approved by CRTPA in March 2013; next phase (design) to be managed by FDOT District 3 and is scheduled to begin in mid 2013.

## IMPLEMENTED/STATUS OF PROJECTS

Project Name/Location	Project Description	Previous Status	Current Status
<b>Capital Cascades Connector Bridge</b> <i>Limits</i> : Capital Cascades Park	Construct a bridge to provide bicyclists and pedestrians a safe crossing over S. Monroe Street to/from Capital Cascades Park	Design complete	Construction contract to be advertised in late Spring of 2013.

Project Name/Location	Project Description	Previous Status	Current Status
<b>Quincy By-Pass</b> <i>Limits</i> : US 90 east to SR 12 (1.64 miles)	Construct new four-lane by-pass east of downtown Quincy.	Project design complete.	Construction completed in 2012; next phase (SR 12 to Solomon Dairy Road (4 miles in length)) funded for PD&E Study in 2014.

Project Name/Location	Project Description	Previous Status	Current Status
<b>Woodville Highway (SR 363)</b> <i>Limits</i> : Capital Circle to Paul Russell Road (2.1 miles)	Widen roadway to 4 lanes	Project Development and Environment (PD&E) Study complete.	Next project phase (design) funded in FY 2014.

# **APPENDIX C**

## **TRANSPORTATION DISADVANTAGED SUMMARY (Listed by County)**

SOURCE: State of Florida Commission for the Transportation Disadvantaged



County: Gadsden  
 CTC: Big Bend Transit, Inc.  
 Contact: Sandi Mazza  
 Post Office Box 1721  
 Tallahassee, FL 32302  
 850-574-6266  
 Email: [sm-bbt@comcast.net](mailto:sm-bbt@comcast.net)

Demographics	Number	Percentage
Total County Population / Percent of State Total	48,200	0.25%
Potential TD Population / Percent of CountyTotal	22,245	46.15%
UDPHC / Percent of TD Passengers Served	9,638	43.33%



Trips By Type of Service	2010	2011	2012
Fixed Route (FR)	-	-	-
Deviated FR	14,428	38,918	44,108
Ambulatory	40,220	49,918	55,609
Non-Ambulatory	2,735	3,100	3,678
Stretcher	19	74	38
School Board	-	-	-
<b>TOTAL TRIPS</b>	<b>57,402</b>	<b>92,010</b>	<b>103,433</b>

#### Passenger Trips By Trip Purpose

Medical	16,549	21,696	23,383
Employment	30,960	50,608	56,361
Ed/Train/DayCare	7,854	15,647	18,808
Nutritional	-	-	-
Life-Sustaining/Other	2,039	4,059	4,881
<b>TOTAL TRIPS</b>	<b>57,402</b>	<b>92,010</b>	<b>103,433</b>

#### Passenger Trips By Funding Source

CTD	12,750	15,190	20,973
AHCA	12,608	14,000	14,938
APD	-	10	-
DOEA	-	-	-
DOE	-	-	-
Other	32,044	62,810	67,522
<b>TOTAL TRIPS</b>	<b>57,402</b>	<b>92,010</b>	<b>103,433</b>

Vehicle Data	2010	2011	2012
Vehicle Miles	576,220	657,911	672,246
Revenue Miles	490,440	562,003	570,947
Roadcalls	2	1	1
Accidents	3	1	-
Vehicles	21	21	21
Driver Hours	31,337	32,245	31,738

#### Financial and General Data

Expenses	\$1,473,348	\$1,669,515	\$1,839,043
Revenues	\$1,473,347	\$1,338,804	\$1,358,647
Commendations	-	-	-
Complaints	13	5	1
Passenger No-Shows	862	912	1,247
Unmet Trip Requests	-	-	-

#### Performance Measures

Accidents per 100,000 Miles	0.52	0.15	0.00
Miles between Roadcalls	288,110.00	657,911.00	672,246.00
Avg. Trips per Driver Hour	1.83	2.85	3.26
Avg. Trips per Para Pass.	7.81	9.02	10.73
Cost per Trip	25.67	18.14	17.78
Cost per Paratransit Trip	25.67	18.14	17.78
Cost per Driver Hour	47.02	51.78	57.94
Cost per Total Mile	2.56	2.54	2.74

County: Jefferson  
 CTC: Big Bend Transit, Inc.  
 Contact: Sandi Mazza  
 Post Office Box 1721  
 Tallahassee, FL 32302  
 850-574-6266  
 Email: [sm-bbt@comcast.net](mailto:sm-bbt@comcast.net)

Demographics	Number	Percentage
Total County Population / Percent of State Total	14,700	0.08%
Potential TD Population / Percent of CountyTotal	7,239	49.24%
UDPHC / Percent of TD Passengers Served	3,958	54.68%



Trips By Type of Service	2010	2011	2012
Fixed Route (FR)	-	-	-
Deviated FR	-	-	-
Ambulatory	13,240	13,508	12,464
Non-Ambulatory	1,571	1,637	1,525
Stretcher	291	231	130
School Board	-	-	-
<b>TOTAL TRIPS</b>	15,102	15,376	14,119

#### Passenger Trips By Trip Purpose

Medical	7,026	9,756	10,426
Employment	1,337	1,633	1,482
Ed/Train/DayCare	6,252	3,393	1,666
Nutritional	153	186	174
Life-Sustaining/Other	334	408	371
<b>TOTAL TRIPS</b>	15,102	15,376	14,119

#### Passenger Trips By Funding Source

CTD	3,436	4,173	3,934
AHCA	6,406	6,217	6,024
APD	-	2,769	3,538
DOEA	-	-	-
DOE	8	54	241
Other	5,252	2,163	382
<b>TOTAL TRIPS</b>	15,102	15,376	14,119

Vehicle Data	2010	2011	2012
Vehicle Miles	221,324	237,230	221,386
Revenue Miles	187,312	203,321	185,996
Roadcalls	-	-	-
Accidents	-	-	-
Vehicles	10	9	9
Driver Hours	9,906	9,650	9,735

#### Financial and General Data

Expenses	\$811,997	\$555,436	\$549,848
Revenues	\$812,003	\$783,430	\$756,667
Commendations	-	-	-
Complaints	2	2	-
Passenger No-Shows	150	152	153
Unmet Trip Requests	-	-	-

#### Performance Measures

Accidents per 100,000 Miles	0.00	0.00	0.00
Miles between Roadcalls	0.00	0.00	0.00
Avg. Trips per Driver Hour	1.52	1.59	1.45
Avg. Trips per Para Pass.	5.44	4.20	3.57
Cost per Trip	53.77	36.12	38.94
Cost per Paratransit Trip	53.77	36.12	38.94
Cost per Driver Hour	81.97	57.56	56.48
Cost per Total Mile	3.67	2.34	2.48

County: Leon  
 CTC: StarMetro-City of Tallahassee  
 Contact: Ivan Maldonado  
 555 Appleyard Dr.  
 Tallahassee, FL 32304  
 850-891-5200  
 Email: [ivan.maldonado@talgov.com](mailto:ivan.maldonado@talgov.com)

Demographics	Number	Percentage
Total County Population / Percent of State Total	276,300	1.46%
Potential TD Population / Percent of CountyTotal	97,657	35.34%
UDPHC / Percent of TD Passengers Served	8,409	8.61%



Trips By Type of Service	2010	2011	2012
Fixed Route (FR)	174,813	175,035	176,872
Deviated FR	-	-	-
Ambulatory	59,290	66,953	65,554
Non-Ambulatory	12,758	13,490	11,171
Stretcher	74	49	46
School Board	-	-	-
<b>TOTAL TRIPS</b>	246,935	255,527	253,643

#### Passenger Trips By Trip Purpose

Medical	70,504	73,573	75,429
Employment	27,370	30,075	39,240
Ed/Train/DayCare	138,062	131,053	133,050
Nutritional	9,417	12,713	3,046
Life-Sustaining/Other	1,582	8,113	2,878
<b>TOTAL TRIPS</b>	246,935	255,527	253,643

#### Passenger Trips By Funding Source

CTD	182,600	176,896	164,538
AHCA	21,268	35,671	46,824
APD	33,287	32,016	27,967
DOEA	-	-	-
DOE	-	-	-
Other	9,780	10,944	14,314
<b>TOTAL TRIPS</b>	246,935	255,527	253,643

Vehicle Data	2010	2011	2012
Vehicle Miles	444,242	318,859	480,886
Revenue Miles	383,017	308,072	470,767
Roadcalls	5	-	2
Accidents	7	-	-
Vehicles	19	19	20
Driver Hours	43,399	45,093	46,220

#### Financial and General Data

Expenses	\$2,125,341	\$1,844,256	\$1,896,688
Revenues	\$1,803,239	\$1,844,256	\$1,896,688
Commendations	5	12	13
Complaints	54	82	68
Passenger No-Shows	1,167	935	773
Unmet Trip Requests	90	104	59

#### Performance Measures

Accidents per 100,000 Miles	1.58	0.00	0.00
Miles between Roadcalls	88,848.00	0.00	240,443.00
Avg. Trips per Driver Hour	1.66	1.79	1.66
Avg. Trips per Para Pass.	21.19	23.53	21.79
Cost per Trip	8.61	7.22	7.48
Cost per Paratransit Trip	27.12	20.40	22.08
Cost per Driver Hour	45.07	36.41	36.68
Cost per Total Mile	4.40	5.15	3.53

County: Wakulla  
 CTC: Wakulla County Senior Citizens  
 Contact: Nell Rozar  
 33 Michael Drive  
 Crawfordville, FL 32327  
 850-926-7145  
 Email: [nellrozar2002@yahoo.com](mailto:nellrozar2002@yahoo.com)

Demographics	Number	Percentage
Total County Population / Percent of State Total	30,900	0.16%
Potential TD Population / Percent of CountyTotal	7,963	25.77%
UDPHC / Percent of TD Passengers Served	549	6.89%



Trips By Type of Service	2010	2011	2012
Fixed Route (FR)	-	-	-
Deviated FR	-	-	-
Ambulatory	27,652	24,978	19,001
Non-Ambulatory	257	603	823
Stretcher	23	479	199
School Board	-	-	-
<b>TOTAL TRIPS</b>	27,932	26,060	20,023

#### Passenger Trips By Trip Purpose

Medical	17,434	14,593	9,129
Employment	2,000	613	1,775
Ed/Train/DayCare	572	1,000	3,167
Nutritional	6,228	6,349	5,887
Life-Sustaining/Other	1,698	3,505	65
<b>TOTAL TRIPS</b>	27,932	26,060	20,023

#### Passenger Trips By Funding Source

CTD	17,754	15,813	8,981
AHCA	2,022	2,230	641
APD	158	362	648
DOEA	-	-	880
DOE	-	-	-
Other	7,998	7,655	8,873
<b>TOTAL TRIPS</b>	27,932	26,060	20,023

Vehicle Data	2010	2011	2012
Vehicle Miles	299,769	282,077	267,341
Revenue Miles	284,769	267,084	247,141
Roadcalls	-	-	-
Accidents	-	-	-
Vehicles	8	8	8
Driver Hours	14,560	14,560	12,220

#### Financial and General Data

Expenses	\$501,933	\$442,625	\$367,955
Revenues	\$501,933	\$442,625	\$412,107
Commendations	2	2	-
Complaints	-	-	-
Passenger No-Shows	-	-	-
Unmet Trip Requests	10	-	9

#### Performance Measures

Accidents per 100,000 Miles	0.00	0.00	0.00
Miles between Roadcalls	0.00	0.00	0.00
Avg. Trips per Driver Hour	1.92	1.79	1.64
Avg. Trips per Para Pass.	41.38	51.20	36.47
Cost per Trip	17.97	16.98	18.38
Cost per Paratransit Trip	17.97	16.98	18.38
Cost per Driver Hour	34.47	30.40	30.11
Cost per Total Mile	1.67	1.57	1.38

## **APPENDIX D**

### **Federally Obligated Projects for FY 2012**

ITEM NUMBER:218949 1

DISTRICT:03

ROADWAY ID:50080000

PROJECT DESCRIPTION:SR 267 FROM LIBERTY COUNTY LINE TO SOUTH OF SR 8 (I-10)

COUNTY:GADSDEN

PROJECT LENGTH: 11.450MI

\*NON-SIS\*

TYPE OF WORK:WIDEN/RESURFACE EXIST LANES

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND	2012
CODE	

FEDERAL PROJECT NUMBER: 1751 009 P

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

SN	169,104
TOTAL 1751 009 P	169,104
TOTAL 218949 1	169,104

ITEM NUMBER:413485 1

DISTRICT:03

ROADWAY ID:50520000

PROJECT DESCRIPTION:CR 12A OVER UNNAMED CREEK BRIDGE NO.500035

COUNTY:GADSDEN

PROJECT LENGTH: .265MI

\*NON-SIS\*

TYPE OF WORK:BRIDGE REPLACEMENT

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND	2012
CODE	

FEDERAL PROJECT NUMBER: 00B3 055 B

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

BRTZ	17,941
TOTAL 00B3 055 B	17,941

FEDERAL PROJECT NUMBER: 00B3 094 B

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

BRTZ	1,503,398
TOTAL 00B3 094 B	1,503,398
TOTAL 413485 1	1,521,339

ITEM NUMBER:424619 1

DISTRICT:03

ROADWAY ID:50001000

PROJECT DESCRIPTION:SR 8 (I-10) FROM APALACHICOLA RIVER TO WEST OF SR 12

COUNTY:GADSDEN

PROJECT LENGTH: 11.724MI

\*SIS\*

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND	2012
CODE	

FEDERAL PROJECT NUMBER: 0103 186 I

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

IMAC	20,000
TOTAL 0103 186 I	20,000

FEDERAL PROJECT NUMBER: 0103 192 I

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

ACNH	18,775,672
TOTAL 0103 192 I	18,775,672
TOTAL 424619 1	18,795,672

HIGHWAYS	
=====	
ITEM NUMBER:428098 1	PROJECT DESCRIPTION:TOWN OF HAVANA LANDSCAPING & SCENIC BEAUTIFICATION
DISTRICT:03	COUNTY:GADSDEN
ROADWAY ID:50040000	PROJECT LENGTH: .001MI
FUND	
CODE	2012
FEDERAL PROJECT NUMBER: 8887 866 A	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SE	124,209
TOTAL 8887 866 A	124,209
TOTAL 428098 1	124,209

\*NON-SIS\*

TYPE OF WORK:LANDSCAPING

LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

ITEM NUMBER:429671 1	PROJECT DESCRIPTION:CR 159 SALEM ROAD FROM SR 12 TO GEORGIA STATE LINE
DISTRICT:03	COUNTY:GADSDEN
ROADWAY ID:50540000	PROJECT LENGTH: 8.016MI
FUND	
CODE	2012
FEDERAL PROJECT NUMBER: 3899 001 S	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	39,072
TOTAL 3899 001 S	39,072
TOTAL 429671 1	39,072

\*NON-SIS\*

TYPE OF WORK:PAVE SHOULDERS

LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0



ITEM NUMBER:424608 1  
DISTRICT:03  
ROADWAY ID:54060000

PROJECT DESCRIPTION:SR 59 GAMBLE ROAD FROM NORTH SR 20 (US 27) TO N OF SR 8 (I-10)  
COUNTY:JEFFERSON  
PROJECT LENGTH: 6.065MI

TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

\*NON-SIS\*

FUND  
CODE

2012

FEDERAL PROJECT NUMBER: 3959 012 S

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT  
SL

2,226,410

TOTAL 3959 012 S

2,226,410

TOTAL 424608 1

2,226,410

ITEM NUMBER:431743 1  
DISTRICT:03  
ROADWAY ID:54000000

PROJECT DESCRIPTION:MAMIE SCOTT DRIVE FROM MISSISSIPPI STREET TO CR 29 TEXAS HILL RD  
COUNTY:JEFFERSON  
PROJECT LENGTH: .340MI

TYPE OF WORK:SIDEWALK  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

\*NON-SIS\*

FUND  
CODE

2012

FEDERAL PROJECT NUMBER: SRTS 228 A

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT  
SR2S

567

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY JEFFERSON COUNTY BOCC  
SR2S

30,000

TOTAL SRTS 228 A

30,567

TOTAL 431743 1

30,567

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

HIGHWAYS  
=====

ITEM NUMBER:219843 1  
DISTRICT:03  
ROADWAY ID:55020000

PROJECT DESCRIPTION:SR 10 (US 90) MAHAN FROM CR 0353 DEMPSEY MAYO TO WALDEN ROAD  
COUNTY:LEON  
PROJECT LENGTH: 3.100MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND  
CODE

2012

FEDERAL PROJECT NUMBER: 4804 057 P

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

EBNH

120,913

**TOTAL 4804 057 P**

**120,913**

**TOTAL 219843 1**

**120,913**

ITEM NUMBER:219881 2  
DISTRICT:03  
ROADWAY ID:55170000

PROJECT DESCRIPTION:SR 369 (US 319) FROM WAKULLA COUNTY LINE TO L.L. WALLACE ROAD  
COUNTY:LEON  
PROJECT LENGTH: 1.643MI

\*NON-SIS\*  
TYPE OF WORK:PRELIM ENG FOR FUTURE CAPACITY  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND  
CODE

2012

FEDERAL PROJECT NUMBER: 1991 058 P

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

EB

66,828

**TOTAL 1991 058 P**

**66,828**

**TOTAL 219881 2**

**66,828**

ITEM NUMBER:413491 1  
DISTRICT:03  
ROADWAY ID:55030000

PROJECT DESCRIPTION:NATURAL BRIDGE ROAD OVER BRANCH OF ST MARKS R BRIDGE NO.554001  
COUNTY:LEON  
PROJECT LENGTH: .085MI

\*NON-SIS\*  
TYPE OF WORK:BRIDGE REPLACEMENT  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND  
CODE

2012

FEDERAL PROJECT NUMBER: 00B3 059 B

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

BRTZ

18,930

**TOTAL 00B3 059 B**

**18,930**

**TOTAL 413491 1**

**18,930**

ITEM NUMBER:415782 6  
DISTRICT:03  
ROADWAY ID:55002000

PROJECT DESCRIPTION:SR 263 (US 319) FROM SR 363 WOODVILLE HWY TO SR 61 CRAWFORDVILLE  
COUNTY:LEON  
PROJECT LENGTH: 1.130MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 5

FUND  
CODE

2012

FEDERAL PROJECT NUMBER: ARRA 003 B

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

EB

21,000

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE

EB

330,857

**TOTAL ARRA 003 B**

**351,857**

**TOTAL 415782 6**

**351,857**

PAGE	5	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/03/2012
		OFFICE OF WORK PROGRAM	TIME RUN: 07.06.34
CAPITAL REGION TPA		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		HIGHWAYS	
		=====	
ITEM NUMBER:415782 7	PROJECT DESCRIPTION:SR 263 CAPITAL CIR. FROM N OF SR 20 TO SOUTH OF SR 10 (US 90)		*NON-SIS*
DISTRICT:03	COUNTY:LEON		TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:55002000	PROJECT LENGTH: 1.455MI		LANES EXIST/IMPROVED/ADDED: 5/ 5/ 4
FUND			
CODE	2012		
FEDERAL PROJECT NUMBER: SFTL 250 R			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU	0		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE			
HPP	8,189,091		
NH	0		
TOTAL SFTL 250 R	8,189,091		
TOTAL 415782 7	8,189,091		
ITEM NUMBER:415782 8	PROJECT DESCRIPTION:SR 263 CAPITAL CIR. FROM N SR 371 ORANGE AVE TO N OF SR 20 B-TOWN HWY		*NON-SIS*
DISTRICT:03	COUNTY:LEON		TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:55002100	PROJECT LENGTH: 1.237MI		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 4
FUND			
CODE	2012		
FEDERAL PROJECT NUMBER: 4461 047 P			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SU	0		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE			
ACSU	8,958,720		
NH	0		
SU	241,280		
TOTAL 4461 047 P	9,200,000		
TOTAL 415782 8	9,200,000		
ITEM NUMBER:423067 1	PROJECT DESCRIPTION:SR 20 BLOUNTSTOWN HW FROM OCHLOCKNEE RIVER BR. TO SR 263 CAPITAL CIRCLE		*NON-SIS*
DISTRICT:03	COUNTY:LEON		TYPE OF WORK:RESURFACING
ROADWAY ID:55070000	PROJECT LENGTH: 18.719MI		LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0
FUND			
CODE	2012		
FEDERAL PROJECT NUMBER: 4603 037 P			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
EB	0		
SA	0		
TOTAL 4603 037 P	0		
TOTAL 423067 1	0		
ITEM NUMBER:424509 1	PROJECT DESCRIPTION:SR 20 OVER GUM CREEK BRIDGE NO. 550028		*NON-SIS*
DISTRICT:03	COUNTY:LEON		TYPE OF WORK:BRIDGE REPLACEMENT
ROADWAY ID:55070000	PROJECT LENGTH: .170MI		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0
FUND			
CODE	2012		
FEDERAL PROJECT NUMBER: 1855 035 P			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
BRAC	12,000		
TOTAL 1855 035 P	12,000		
TOTAL 424509 1	12,000		

PAGE	6	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/03/2012
		OFFICE OF WORK PROGRAM	TIME RUN: 07.06.34
CAPITAL REGION TPA		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		HIGHWAYS	
		=====	
ITEM NUMBER:428623 1	PROJECT DESCRIPTION:MIDTOWN CONNECTOR IMPROVEMENTS		*NON-SIS*
DISTRICT:03	COUNTY:LEON		
ROADWAY ID:55000000	PROJECT LENGTH: .400MI	TYPE OF WORK:BIKE LANE/SIDEWALK	
		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND			
CODE	2012		
FEDERAL PROJECT NUMBER: 4046 051 C			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SE	500		
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE			
SE	360,000		
TOTAL 4046 051 C	360,500		
TOTAL 428623 1	360,500		
ITEM NUMBER:428939 1	PROJECT DESCRIPTION:SR 8 (I-10) FROM E OF SR 10 (US 90) TO JEFFERSON COUNTY LINE		*SIS*
DISTRICT:03	COUNTY:LEON		
ROADWAY ID:55320000	PROJECT LENGTH: 6.535MI	TYPE OF WORK:RESURFACING	
		LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0	
FUND			
CODE	2012		
FEDERAL PROJECT NUMBER: 0103 193 I			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
ACIM	44,311		
IM	0		
TOTAL 0103 193 I	44,311		
TOTAL 428939 1	44,311		
ITEM NUMBER:430147 1	PROJECT DESCRIPTION:6TH AVENUE FROM SR 63 MONROE STREET TO SR 61 THOMASVILLE HWY		*NON-SIS*
DISTRICT:03	COUNTY:LEON		
ROADWAY ID:55005501	PROJECT LENGTH: .190MI	TYPE OF WORK:BIKE LANE/SIDEWALK	
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND			
CODE	2012		
FEDERAL PROJECT NUMBER: 7777 204 A			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF TALLAHASSEE			
ACSU	0		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
EB	0		
TOTAL 7777 204 A	0		
TOTAL 430147 1	0		
ITEM NUMBER:430154 1	PROJECT DESCRIPTION:CR 2196 LAFAYETTE ST FROM SEMINOLE DRIVE TO WINCHESTER LANE		*NON-SIS*
DISTRICT:03	COUNTY:LEON		
ROADWAY ID:55210000	PROJECT LENGTH: .726MI	TYPE OF WORK:SIDEWALK	
		LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0	
FUND			
CODE	2012		
FEDERAL PROJECT NUMBER: 4046 052 C			
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE			
SU	850,000		
TOTAL 4046 052 C	850,000		
TOTAL 430154 1	850,000		

ITEM NUMBER:220495 2

DISTRICT:03

ROADWAY ID:59020000

PROJECT DESCRIPTION:SR 369 (US 319) FROM EAST IVAN ROAD TO LEON COUNTY LINE

COUNTY:WAKULLA

PROJECT LENGTH: 5.644MI

\*NON-SIS\*

TYPE OF WORK:PRELIM ENG FOR FUTURE CAPACITY

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2012
<hr/>	
FEDERAL PROJECT NUMBER: 1991 999 H	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
EB	0
TOTAL 1991 999 H	0
TOTAL 220495 2	0

ITEM NUMBER:220499 1

DISTRICT:03

ROADWAY ID:59110000

PROJECT DESCRIPTION:SR 30 (US 98) WAKULLA RIVER BRIDGE BRIDGE NO. 590022

COUNTY:WAKULLA

PROJECT LENGTH: 1.541MI

\*NON-SIS\*

TYPE OF WORK:BRIDGE REPLACEMENT

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2012
<hr/>	
FEDERAL PROJECT NUMBER: 4224 058 C	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
EBBP	500
TOTAL 4224 058 C	500
TOTAL 220499 1	500

ITEM NUMBER:413478 1

DISTRICT:03

ROADWAY ID:59050000

PROJECT DESCRIPTION:CR 375 OVER SYFRETT CREEK BRIDGE BRIDGE NO. 590018

COUNTY:WAKULLA

PROJECT LENGTH: .311MI

\*NON-SIS\*

TYPE OF WORK:BRIDGE REPLACEMENT

LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2012
<hr/>	
FEDERAL PROJECT NUMBER: 00B3 093 B	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT	
ACBR	104,701
TOTAL 00B3 093 B	104,701
TOTAL 413478 1	104,701

ITEM NUMBER:419315 1

DISTRICT:03

ROADWAY ID:59020000

PROJECT DESCRIPTION:SR 369 (US 319) FROM WAKULLA/ARRAN ROADS TO LEON COUNTY LINE

COUNTY:WAKULLA

PROJECT LENGTH: 7.869MI

\*NON-SIS\*

TYPE OF WORK:RESURFACING

LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	2012
<hr/>	
FEDERAL PROJECT NUMBER: 1991 061 P	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
EB	-201,896
HSP	-107,510
TOTAL 1991 061 P	-309,406
TOTAL 419315 1	-309,406

PAGE	8	FLORIDA DEPARTMENT OF TRANSPORTATION	DATE RUN: 10/03/2012
CAPITAL REGION TPA		OFFICE OF WORK PROGRAM	TIME RUN: 07.06.34
		ANNUAL OBLIGATIONS REPORT	MBROBLTP
		=====	
		HIGHWAYS	
		=====	
ITEM NUMBER:431744 1	PROJECT DESCRIPTION:CR 368 ARRAN ROAD FROM EAST SCHOOL ENTRANCE TO WEST OF TOWLES ROAD		*NON-SIS*
DISTRICT:03	COUNTY:WAKULLA	TYPE OF WORK:SIDEWALK	
ROADWAY ID:59060000	PROJECT LENGTH: .800MI	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND			
CODE	2012		
FEDERAL PROJECT NUMBER: SRTS 220 A			
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT			
SR2S	500		
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY WAKULLA COUNTY BOARD OF COUNTY			
SR2S	40,000		
TOTAL SRTS 220 A	40,500		
TOTAL 431744 1	40,500		
TOTAL DIST: 03	41,957,098		
TOTAL HIGHWAYS	41,957,098		

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

**PLANNING**  
=====

DATE RUN: 10/03/2012  
TIME RUN: 07.06.34  
MBROBLTP

ITEM NUMBER:420780 1  
DISTRICT:03  
ROADWAY ID:

PROJECT DESCRIPTION:CAPTIAL REGION TPA FY10/11 UPWP (TALLAHASSEE )  
COUNTY:LEON  
PROJECT LENGTH: .000

```

*NON-SIS*
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

```

FUND  
CODE

2012

FEDERAL PROJECT NUMBER: 0220 048 M

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE

PL

292,768

TOTAL 0220 048 M

292,768

TOTAL	420780	1
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292,768

ITEM NUMBER:423839 1  
DISTRICT:03  
ROADWAY ID:

PROJECT DESCRIPTION:CAPITAL REGION TPA FY12-13 UPWP  
COUNTY:LEON  
PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:TRANSPORTATION PLANNING

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND  
CODE

2012

FEDERAL PROJECT NUMBER: 0220 049 M

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE

PL

120,999

TOTAL 0220 049 M

120,999

TOTAL 423839 1

120,999

ITEM NUMBER:430152 1  
DISTRICT:03  
ROADWAY ID:

PROJECT DESCRIPTION:SAFE ROUTES TO SCHOOLS STUDY CRTPA REGION  
COUNTY:LEON  
PROJECT LENGTH: .000

```

*NON-SIS*
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

```

FUND  
CODE

2012

FEDERAL PROJECT NUMBER: 4046 053 C

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SU

0

TOTAL 4046 053 C

0

TOTAL 430152 1

0

TOTAL DIST: 03

413,767

TOTAL PLANNING

413,767



ITEM NUMBER:426071 1	PROJECT DESCRIPTION:	COUNTY:LEON	TYPE OF WORK:RESEARCH	*NON-SIS*
DISTRICT:03		PROJECT LENGTH: .000	LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
ROADWAY ID:				
FUND				
CODE		2012		
FEDERAL PROJECT NUMBER: HR01 999 H				
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT				
HR				324
TOTAL HR01 999 H				324
TOTAL 426071 1				324

ITEM NUMBER:430151 1	PROJECT DESCRIPTION:TRAILS & GREENWAYS CONNECTION DEVELOPMENT LEON COUNTY			*NON-SIS*
DISTRICT:03	COUNTY:LEON		TYPE OF WORK:BIKE PATH/TRAIL	
ROADWAY ID:	PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND				
CODE		2012		
FEDERAL PROJECT NUMBER: 7777 205 A				
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT				
EB				0
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY LEON COUNTY, FLORIDA				
ACSU				0
TOTAL 7777 205 A				0
TOTAL 430151 1				0

ITEM NUMBER:430153 1	PROJECT DESCRIPTION:CAPITAL CITY TO THE SEA TRAIL LEON COUNTY			*NON-SIS*
DISTRICT:03	COUNTY:LEON		TYPE OF WORK:PD&E/EMO STUDY	
ROADWAY ID:	PROJECT LENGTH: .000		LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0	
FUND				
CODE		2012		
FEDERAL PROJECT NUMBER: 8887 997 A				
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT				
SU				0
TOTAL 8887 997 A				0
TOTAL 430153 1				0

PAGE11

CAPITAL REGION TPA

FLORIDA DEPARTMENT OF TRANSPORTATION

OFFICE OF WORK PROGRAM

ANNUAL OBLIGATIONS REPORT

=====

MISCELLANEOUS

=====

DATE RUN: 10/03/2012

TIME RUN: 07.06.34

MBROBLTP

ITEM NUMBER:430146 1

DISTRICT:03

ROADWAY ID:

PROJECT DESCRIPTION:CAPITAL CITY TO THE SEA TRAIL WAKULLA COUNTY

COUNTY:WAKULLA

PROJECT LENGTH: .000

TYPE OF WORK:PD&E/EMO STUDY

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

\*NON-SIS\*

FUND

CODE

2012

FEDERAL PROJECT NUMBER: 8887 996 A

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SU

TOTAL 8887 996 A

TOTAL 430146 1

TOTAL DIST: 03

TOTAL MISCELLANEOUS

0

0

0

324

324

GRAND TOTAL

42,371,189

## **APPENDIX E**

### **CRTPA FY 2014 – FY 2018 Priority Project Lists (Adopted on September 24, 2012)**

Capital Region Transportation Planning Agency  
**Regional Mobility Plan (RMP) Priority Project List**  
ADOPTED Fiscal Year 2014 - Fiscal Year 2018

ROADWAY/OPERATIONS PROJECT	TRANSIT PROJECT	BICYCLE/PEDESTRIAN PROJECT
-------------------------------	-----------------	----------------------------

PRIORITY #						
	PROJECT NAME	TERMINI		PROPOSED IMPROVEMENT	Funded Project Phase	Project Cost
		FROM	TO			
1*	Crawfordville Road Express Bus**	Tallahassee	Crawfordville	Express Bus	Implement	\$ 2,136,872
2	Satellite Transfer Center	Southwood		Transfer Center	Implement	\$ 1,873,300
3	Bannerman Road	Thomasville Road	Tekesta Drive	Sidewalks	Design/Const	\$ 901,935
4	Havana Express Bus Service**	Havana	Tallahassee	Express Bus	Implement	\$ 2,136,872
5	Monticello Express Bus Service**	Monticello	Tallahassee	Express Bus	Implement	\$ 2,136,872
6	Park and Ride - Midway	Near City Hall		Park and Ride	Implement	\$ 406,100
7	10th Avenue	Duval Street	Monroe at Legion Street	Shared-use path	Design/Const	\$ 725,244
8	7th Avenue	TMH	Bronough Street	Bike Lanes/Sidewalks	Design/Const	\$ 1,173,223
9	Barbourville Drive	Adams Street	MLK Boulevard	Sidewalks	Design/Const	\$ 116,721
10	Brevard Street	Woodward Street	Miccosukee Road/Wilson	Bike Lanes	Design/Const	\$ 848,880
11	Clay Street	Alabama Street	Preston Street	Sidewalks	Design/Const	\$ 132,638
12	Coleman Street	Walcott Street	Lake Bradford Road	Sidewalks	Design/Const	\$ 74,277
13	Crawfordville Road	In Crawfordville		Sidewalks	Design/Const	\$ 1,878,147
14	Duval Street	Gaines Street	Tharpe Street	Bike Lanes	Design/Const	\$ 1,143,158
15	Eisenhower Road	McElroy Road	Orange Avenue	Sidewalks	Design/Const	\$ 307,719
16	Gibbs Drive	Tharpe Street	Monticello Drive	Sidewalks	Design/Const	\$ 307,719
17	Madison Street	Woodward Street	Macomb Street	Bike/Ped Improvements	Design/Const	\$ 548,235
18	Meridian Street	Van Buren Street	Paul Russell Road	Bicycle Route	Design/Const	\$ 4,096
19	Orange Avenue	Lake Bradford Road	Monroe Street	Bike Lanes/Sidewalks	Design/Const	\$ 1,559,830
20	Palmer Avenue	MLK Jr. Boulevard	Gadsden Street	Sidewalks	Design/Const	\$ 111,416
21	Palmetto Street	MLK Jr. Boulevard	S Adams Street	Bike Lanes/Sidewalks	Design/Const	\$ 230,259
22	Pasco Street	Wies Street	Orange Avenue	Sidewalks	Design/Const	\$ 148,554
23	Pottsdamer Street	Orange Avenue	Paul Dirac Road	Sidewalks	Design/Const	\$ 493,412
24	Quincy Loop	US 90 South	SR 12	Capacity/Safety	PDE/Design	\$ 2,970,032
25	South Woodward Avenue	Jefferson Street	Gaines Street	Bike/Ped Improvements	Design/Const	\$ 307,012
26	Volusia Street	Old Bainbridge Road	Joe Louis Street	Sidewalks	Design/Const	\$ 265,275
27	Wies Street	Holton Street	Pasco Street	Sidewalks	Design/Const	\$ 68,972
T-1	Capital Circle	Apalachee Pkwy	End of exist. Sidepath/Hill Lane	Trail Adjacent to Road	Design/Const	\$ 433,872

PRIORITY #						
	PROJECT NAME	TERMINI		PROPOSED IMPROVEMENT	Funded Project Phase	Project Cost
		FROM	TO			
T-2	Sharrow Projects				Implement	\$ 10,000
	SR 61/Thomasville Road	E 9th Street	Meridian Road	Sharrow		
	US 90/W Washington Drive	Mahan Drive	MLK Jr Avenue	Sharrow		
	S Water Street	Williams Street	US 90/W Washington Street	Sharrow		
	Crawford Street	US 90/W Jefferson Street	Eames Street	Sharrow		
	Main Street	Holly Street	N Main St/Azalea Drive	Sharrow		
	Holly Drive	US 90/W Washington Street	Main Street	Sharrow		
	N Main Street	Main Street/Azalea Drive	US 90/W Washington Street	Sharrow		
	Meridian Road	SR61/Thomasville Road	Henderson Road	Sharrow		
28	Tram Road	Local Bus Service		Bus Service Expansion	Implement	\$ 1,207,165
29	Belle Vue Way	Mabry Street	Hayden Road	Shared-use path	Design	\$ 116,918
30	Innovation Park Trail	along Roberts Road, Iamonia		Shared-use path	Design	\$ 140,498
31	Magnolia Drive	Lafayette Street	North of Apalachee Parkway	Intersection Improvements	Design/Const	\$ 1,102,758
32	St. Augustine Street/Madison Street	Stadium Drive	Meridian Street	Bike Lanes	Design/Const	\$ 814,925
33	Tram Road	Gaile Avenue	Zilah Street	Bike Lanes	Design/Const	\$ 50,933
34	Woodville Highway	Page Road	Larchmont Lane	Sidewalks	Design/Const	\$ 530,550
T-3	Maclay Boulevard	Maclay Commerce Drive	Maclay Road	Trail Adjacent to Road	Design/Const	\$ 2,507,238
T-4	MLK Jr Boulevard/Brickyard Road	Knight Road	Easement east of Midway/S of RR	Bike Lanes	Design/Const	\$ 1,658,146
T-5	MLK Jr Boulevard	Pat Thomas Parkway	Camilla Avenue	Trail Adjacent to Road	Design/Const	\$ 879,567
T-6	MLK Jr Boulevard	Camilla Avenue	S Atlanta Street	Bike Lanes	Design/Const	\$ 424,440
T-7	On easement/Market Square area (E-W	E-W from easement	Maclay Boulevard	Trail on Easement	Design/Const	\$ 477,495
T-8	Pepper Drive	N Lake Bradford	Lipona Road	Bike Lanes	Design/Const	\$ 447,077
T-9	Lipona Road	Pepper Drive	W Pensacola Street	Bike Lanes	Design/Const	\$ 362,189
T-10	Dover Road	MLK Jr Blvd/Brickyard Road	US 90	Bike Lanes	Design/Const	\$ 305,597
T-11	W Tennessee Street	Easment West of SR 263	Exist. Bike lanes on W Tennessee	Bike Lanes	Design/Const	\$ 186,754
35	5th Avenue	Thomasville Road	Monroe Street	Sidewalks	Design/Const	\$ 79,583
36	Adams Street	Gaines Street	Magnolia Drive	Bike Lanes	Design/Const	\$ 605,534
37	Basin Street	Tennessee Street	Alabama Street	Sidewalks	Design/Const	\$ 265,275
38	Belmont Road	Park Avenue	Nugent Drive	Sidewalks	Design/Const	\$ 217,526
39	Bloxham Street	Railroad Avenue	Myers Park Drive	Bicycle Route	Design/Const	\$ 1,740
40	Bloxham Street	Monroe Street	Myers Park Drive	Sidewalks	Design/Const	\$ 111,416
41	Boone Boulevard	Tupelo Terrace/Alder Drive	Northwood Mall	Sidewalks	Design/Const	\$ 175,082
42	Bragg Drive	Wheatly Street	Rackley Road	Sidewalks	Design/Const	\$ 68,972
43	Bronough Street	10th Avenue	Gaines Street	Bike Lanes	Design/Const	\$ 1,018,656
44	Broward Street	Apalachee Parkway	Park Avenue	Sidewalks	Design/Const	\$ 112,988
45	Castlewood Drive	Meridian Street	Tartary Drive	Sidewalks	Design/Const	\$ 68,972
46	Chocksacka Nene	Indianhead Drive East	Jim Lee Road	Sidewalks	Design/Const	\$ 233,442
47	Chowkeebin Nene	Magnolia Drive	Apakin Nene	Sidewalks	Design/Const	\$ 254,664
48	Chowkeebin Nene	Apakin Nene	Hasosaw Nene	Sidewalks	Design/Const	\$ 482,801
49	College Avenue	Copeland Street	Bronough Street	Bike/Ped Improvements	Design/Const	\$ 427,623
50	Floral Street	Disston Street	Russell Street	Sidewalks	Design/Const	\$ 26,528
51	Gadsden Street	Palmer Street	Magnolia Drive	Sidewalks	Design/Const	\$ 266,651
52	Gaile Avenue	Crawfordville Road	Tram Road	Bike Lanes	Design/Const	\$ 322,994

PRIORITY #						
	PROJECT NAME	TERMINI		PROPOSED IMPROVEMENT	Funded Project Phase	Project Cost
		FROM	TO			
53	Holton Street	Campbell Street	Wies Street	Sidewalks	Design/Const	\$ 116,721
54	Iamonia Street	Levy Avenue	Roberts Avenue	Sidewalks	Design/Const	\$ 126,546
55	Indianhead Drive East	Lafayette Street	Apakin Nene	Sidewalks	Design	\$ 22,794
56	Ingleside Avenue	Gadsden Street	Marion Ave	Sidewalks	Design	\$ 55,020
57	Monticello Drive	Tharpe Street	John Knox Road	Sidewalks	Design/Const	\$ 228,137
58	Oakland Avenue	Monroe Street/Adams Street	Meridian Street	Sidewalks	Design/Const	\$ 334,247
59	Parkridge Drive	Bragg Drive	Ryco Drive	Sidewalks	Design/Const	\$ 79,583
60	Paul Russell Road	South Monroe Street	Jim Lee Road	Bike Lanes/Sidewalks	Design/Const	\$ 1,096,470
61	Perkins Street	Gadsden Street	Meridian Street	Sidewalks	Design/Const	\$ 74,277
62	Trail extension	Existing Trail	Jefferson County High School	Shared-use path	PDE/Design/RW	\$ 3,317,887
63	Call Street	Copeland Street	Satsuma Street	Bicycle Route	Design/Const	\$ 3,205
64	Southwood Plantation Drive	Apalachee Parkway	Southwood	Bicycle Route	Design/Const	\$ 2,769
65	Shumard Oak Boulevard			Bicycle Route	Design/Const	\$ 1,868
66	Capital City to the Sea Trail	Capital Region		Shared-use path	PDE/Design	\$ 3,438,750
67	Satellite Transfer Center	Southside Tallahassee		Super Stop/Transfer Center	Implement	\$ 1,873,300
68	Alabama Street	Arkansas Street	Old Bainbridge Road	Sidewalks	Design/Const	\$ 482,801
69	Eisenhower Road	McElroy Road	Roberts Avenue	Sidewalks	Design/Const	\$ 249,359
70	Gaines Street	Meridian Street	Bloxham Street	Sidewalks	Design/Const	\$ 37,139
71	Airport Express Bus Service**	Airport	Tallahassee	Express Bus	Implement	\$ 1,488,300
72	Satellite Transfer Center	NW Tallahassee		Transfer Center	Implement	\$ 4,986,375
73	Indian River Street	Levy Avenue	Stuckey Avenue	Sidewalks	Design/Const	\$ 106,110
74	Levy Street	Alumni Village	Lake Bradford Road	Bike/Ped Improvements	Design/Const	\$ 1,036,773
75	Joyner Drive	Voncile Avenue	Watt Avenue	Sidewalks	Design/Const	\$ 221,456
76	Indianhead Drive West	Apakin Nene	Mountbatten Road	Sidewalks	Design/Const	\$ 525,245
77	Tanner Drive	Rackley Drive	Wheatley Road	Sidewalks	Design/Const	\$ 159,165
T-12	Martin Road	US 19/S Jefferson Street	Ike Anderson Bike Trail	Trail Adjacent to Road	Design/Const	\$ 219,142
T-13	On easement NW of Tom Brown Park	Tom Brown Park	N and W to end of Goose Pond Trail	Trail on Easement	Design/Const	\$ 1,283,931
T-14	Weems Road	Dartmouth Drive	Mahan Drive	Bike Lanes	Design/Const	\$ 169,776

#### Studies/Programs/Coordination

78	Bicycle Map	CRTPA area		Bicycle system map		\$ 75,000
79	Duval/Bronough and Gadsden/Calhoun	One way pairs		Operational development		\$ 350,000
80	Gadsden County Sector Plans	Gretna, Greensboro, Chattahoochee		Sector Plans		\$ 105,000
T	Trail Coordination Efforts:	CRTPA Area				
	Coordination with Woodville Corridor Study Recommendations					
	Coordination among involved agencies & advocacy groups to complete connections through private land holdings					
	Tallahassee Leon County Planning Department Trails and Greenways Master Plan Transportation Opportunities					
	Additional Opportunities for Sharrows					

PRIORITY #						
	PROJECT NAME	TERMINI		PROPOSED IMPROVEMENT	Funded Project Phase	Project Cost
		FROM	TO			

**NOTE:**

- \* - Consistent with CRTPA Board direction, prior to funding any projects, the agency requests that at least \$1 million be set aside for bicycle and pedestrian projects.
- \*\* - Prior to funding these transit projects, local funds for transit operations must be identified.

**OTHER RMP IDENTIFIED PROJECTS:**

**Projects with Other Funding (Public)**

81	Capital Circle	Airport Entrance	US 90	SIS - Widen		
					PD&E/Design	\$ 9,550,381
					Design	\$ 43,500,000
					ROW/CST	\$ 66,583,754
					<b>Total</b>	\$ 119,634,135
82	I-10	West of US 90	East of Rest Area	SIS - Widen		
83	Capital Circle	Airport Entrance	Near Crawfordville Rd	Blueprint/Local - New		
					PD&E/Design	\$ 3,860,345
					Design	\$ 4,808,503
					ROW/CST	\$ 121,000,000
					<b>Total</b>	\$ 129,668,848
84	Tharpe Street	Ocala Road	Capital Circle	Local - Widen		
85	FAMU Way Extension	Lake Bradford Road	Railroad Avenue	Local - New		
T	Alford Arms/Lafayette - Heritage Trail			Local		
T	Dr. Billings Greenway Trailhead			Local		
T	City of Tallahassee Trail and Greenway Implementation\			Local		
T	Connector 1: Dr. Charles Billings Greenway			Local		
T	Connector 2: Goose Pond/Apalachee Parkway to St. Marks			Local		
T	Connector 3: Alford Arms Greenway to Miccosukee Canopy Road Greenway			Local		
T	Connector 4: Miccosukee Greenway Trailhead to Killlearn			Local		
T	Connector 5: Centerville Canopy Road to Mackly Gardens State Park			Local		

**Projects with Other Funding (Private)**

86	Thornton Road Extension	Centerville Road	Miccosukee Road	Private - New		
87	Shamrock Extension	Centerville Road	Mahan Drive	Private - New		
88	Betton Road Extension	Centerville Road	Miccosukee Road	Private - New		
89	Welaunee	Fleischmann Road	US 319	Private - New		
90	Welaunee	@ I-10		Private - New		
91	Woodville Highway	Capital Circle, Southeast	Gaile Avenue	Private - New		



Capital Region Transportation Planning Agency  
**ADOPTED Transportation Systems Management (TSM) Priority Project List**  
 Fiscal Year 2014 - Fiscal 2018

Rank	Major Street	Minor Street	Proposed Improvements	Study Date
<b>1*</b>	<b>Crawfordville Road</b> (SR 61)	Intersection Improvements	Provide relief to Crawfordville Road through intersection improvements at five (5) locations	Ongoing
<b>2</b>	<b>Adams St.</b> (SR 363)	Osceola Street	Construct SBRT* w/ 100' of storage (*South Bound Right Turn lane)	10/08/04
<b>3</b>	<b>Magnolia Dr.</b> (SR 265)	Governor's Square Blvd.	Construct add'l SBLT* w/200' of storage (*South Bound Left Turn lane)	02/15/05
<b>4</b>	<b>Capital Circle, NW</b> (SR 263)	Stoneler Road	Construct NBLT* w/100' of storage (*North Bound Left Turn lane)	08/22/05

\* - **Note:** Project 1 (above) proposes intersection improvements at the following five (5) locations on Crawfordville Road (Wakulla County): (1) US 98; (2) Arran Road/Dr. MLK Memorial; (3) Wakulla-Arran Rd.; (4) Ivan Church Rd.; (5) SR 267 (Bloxham Cutoff).

Capital Region Transportation Planning Agency  
**Enhancements Priority Project List**  
ADOPTED Fiscal Year 2014 - Fiscal Year 2018

Priority	Project
1	Lloyd Railroad Depot *
2	Rustling Pines Boulevard Sidewalk
3	Martin Luther King Boulevard/Peters Road Sidewalk
4	Brickyard Road Sidewalk
5	State Road 90 Welcome Sign

\* NOTE: Funding for this project is contingent upon prior applicant compliance with federal funding requirements associated with the use of enhancement funds on projects of this type.

Capital Region Transportation Planning Agency  
**Strategic Intermodal System (SIS) Priority Project List**  
ADOPTED Fiscal Year 2014 - Fiscal Year 2018

Rank	Segment	From To		Next Phase
1	Capital Circle, SW	Orange Avenue	Tallahassee Airport	ROW/CST
2	Interstate 10	West of US 90	East of Rest Area	PD&E/Design

**StarMetro**  
**Priority Project List**  
**ADOPTED Fiscal Year 2014 - Fiscal Year 2018**

Work Program Item	Description	Funding Source	%	Proposed FY 13 2012-2013	Proposed FY 14 2013-2014	Proposed FY 15 2014-2015	Proposed FY 16 2015-2016	Proposed FY 17 2016-2017	New 5th Year FY 18 2017-2018
423445-1	Capital for Fixed Route Purchase Vehicles/Equipment, Build/Expand/Repair/Renovate Facilities , Planning, Security, Transit Enhancements	FTA Section 5307 Toll Revenue Credits (TRC)	80% 20%	2,166,012 541,503					
423445-1	Operating for Fixed Route Operating costs for equipment and facilities, and JARC projects.	FTA Section 5307 Local Funds	50% 50%	929,000 929,000					
422251-2	Capital for Fixed Route Purchase Vehicles/Equipment, Build/Expand/Repair/Renovate Facilities , Planning, Security, Transit Enhancements	FTA Section 5307 TRC	80% 20%		2,230,992 557,748				
422251-2	Operating for Fixed Route Operating costs for equipment and facilities, and JARC projects.	FTA Section 5307 Local Funds	50% 50%		956,870 956,870				
422251-3	Capital for Fixed Route Purchase Vehicles/Equipment, Build/Expand/Repair/Renovate Facilities , Planning, Security, Transit Enhancements	FTA Section 5307 TRC	80% 20%			2,297,922 574,481			
422251-3	Operating for Fixed Route Operating costs for equipment and facilities, and JARC projects.	FTA Section 5307 Local Funds	50% 50%			985,576 985,576			
422251-4	Capital for Fixed Route Purchase Vehicles/Equipment, Build/Expand/Repair/Renovate Facilities , Planning, Security, Transit Enhancements	FTA Section 5307 TRC	80% 20%				2,366,860 591,715		
422251-4	Operating for Fixed Route Operating costs for equipment and facilities, and JARC projects.	FTA Section 5307 Local Funds	50% 50%				1,015,143 1,015,143		
422251-5	Capital for Fixed Route Purchase Vehicles/Equipment, Build/Expand/Repair/Renovate Facilities , Planning, Security, Transit Enhancements	FTA Section 5307 TRC	80% 20%					2,437,866 609,466	
422251-5	Operating for Fixed Route Operating costs for equipment and facilities, and JARC projects.	FTA Section 5307 Local Funds	50% 50%					1,045,598 1,045,598	
New	Capital for Fixed Route Purchase Vehicles/Equipment, Build/Expand/Repair/Renovate Facilities , Planning, Security, Transit Enhancements	FTA Section 5307 TRC	80% 20%						2,511,002 627,750
New	Operating for Fixed Route Operating costs for equipment and facilities, and JARC projects.	FTA Section 5307 Local Funds	50% 50%						1,076,966 1,076,966
425269-5	Capital for Fixed Route Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities	FTA Section 5339 TRC	80% 20%	332,217 83,054					
425269-6	Capital for Fixed Route Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities	FTA Section 5339 TRC	80% 20%		342,184 85,546				

**StarMetro**  
**Priority Project List**  
**ADOPTED Fiscal Year 2014 - Fiscal Year 2018**

Work Program Item	Description	Funding Source	%	Proposed FY 13 2012-2013	Proposed FY 14 2013-2014	Proposed FY 15 2014-2015	Proposed FY 16 2015-2016	Proposed FY 17 2016-2017	New 5th Year FY 18 2017-2018
425269-7	Capital for Fixed Route Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities	FTA Section 5339 TRC	80% 20%			352,449 88,112			
425269-8	Capital for Fixed Route Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities	FTA Section 5339 TRC	80% 20%				363,022 90,756		
425269-9	Capital for Fixed Route Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities	FTA Section 5339 TRC	80% 20%					373,913 93,478	
New	Capital for Fixed Route Replace, rehabilitate and purchase buses and related equipment and construct bus-related facilities	FTA Section 5339 TRC	80% 20%						385,131 96,283
	Formula Grants for Rural Areas	FTA 5311 Local Funds	50% 50%	143,564 143,564					
	Formula Grants for Rural Areas	FTA 5311 Local Funds	50% 50%		147,871 147,871				
	Formula Grants for Rural Areas	FTA 5311 Local Funds	50% 50%			152,307 152,307			
	Formula Grants for Rural Areas	FTA 5311 Local Funds	50% 50%				156,876 156,876		
	Formula Grants for Rural Areas	FTA 5311 Local Funds	50% 50%					161,583 161,583	
	Formula Grants for Rural Areas	FTA 5311 Local Funds	50% 50%						166,430 166,430
	Formula Grants for the Enhanced Mobility of Seniors & Individual w/Disabilities Purchase ADA Compliant Vehicles and Bus Stop Amenities	FTA 5310 Local Funds	80% 20%		147,976 36,994				
	Formula Grants for the Enhanced Mobility of Seniors & Individual w/Disabilities Purchase ADA Compliant Vehicles and Bus Stop Amenities	FTA 5310 Local Funds	80% 20%			152,415 38,104			
	Formula Grants for the Enhanced Mobility of Seniors & Individual w/Disabilities Purchase ADA Compliant Vehicles and Bus Stop Amenities	FTA 5310 Local Funds	80% 20%				156,988 39,247		
	Formula Grants for the Enhanced Mobility of Seniors & Individual w/Disabilities Purchase ADA Compliant Vehicles and Bus Stop Amenities	FTA 5310 Local Funds	80% 20%					161,697 40,424	

**StarMetro**  
**Priority Project List**  
**ADOPTED Fiscal Year 2014 - Fiscal Year 2018**

Work Program Item	Description	Funding Source	%	Proposed FY 13 2012-2013	Proposed FY 14 2013-2014	Proposed FY 15 2014-2015	Proposed FY 16 2015-2016	Proposed FY 17 2016-2017	New 5th Year FY 18 2017-2018
	Formula Grants for the Enhanced Mobility of Seniors & Individual w/Disabilities	FTA 5310	80%						166,548
	Purchase ADA Compliant Vehicles and Bus Stop Amenities	Local Funds	20%						41,637
422250-1	State Block Grant - FDOT Operating Assistance	FDOT	50%	1,141,605	1,144,195	1,154,552	1,180,446	1,180,446	1,180,446
		Local Funds	50%	1,141,605	1,144,195	1,154,552	1,180,446	1,180,446	1,180,446
430288-1	Public Transit Service Development	FDOT	50%	46,000	40,000				
	Call Center Upgrades	Local Funds	50%	46,000	40,000				
423466-1	Public Transit Service Development	FDOT	50%	476,489					
	Extend Service Hours	Local Funds	50%	476,489					
	Public Transit Service Development	FDOT	50%		89,000	89,000	89,000		
	CTC Flexible Route	Local Funds	50%		89,000	89,000	89,000		
	Park and Ride Lot	FDOT	100%		200,000				
	Proposed lot at Midway								
	Urban Corridor Improvements	FDOT	100%			250,000			
	Service to Woodville								
	Urban Corridor Improvements	FDOT	100%						400,000
	Project to be determined								
	Intermodal Access	FDOT	100%				75,033		
	Project to be determined								

**TALLAHASSEE REGIONAL AIRPORT**  
Priority Project List  
ADOPTED Fiscal Year 2014- Fiscal Year 2018

FDOT Priority	Description	FDOT FIN Number	JACIP* Number	FUNDING	Prior Years	Current 2013	Future				
							2014	2015	2016	2017	2018
1	Runway 9/27 Reconstruction Phase II	Pending	PFL9813	FAA/Entitlement			4,900,000	2,500,000			
				FAA/Discretionary			14,500,000	9,400,000			
				Local/RR&I			1,078,467	661,533			
				State/FDOT			1,078,467	661,533			
2	In-Line Baggage Handling and Screening System	Pending	PFL5545	TSA	6,350,960						
				State/FDOT			167,130				
				Local/PFC	4,149,040						
				Local/RR&I			167,130				
3	Relamping Airfield with LED Lights	Pending	PFL9597	FAA/Entitlement			495,000				
				Local/PFC			27,500				
				State/FDOT			27,500				
3	Terminal Modernization	Pending	PFL9463	FAA/Entitlement				3,000,000			
				Local/RR&I			800,000	400,000	400,000	400,000	400,000
				State/FDOT			800,000	400,000	400,000	400,000	400,000
5	Enhancements & Upgrades ATCT	416010	PFL2711	State/FDOT			800,000				
				Local/RR&I			800,000				
6	Hangar Development II	Pending	PFL9812	State/FDOT			1,000,000				
				Local/RR&I			1,000,000				
6	Demolition and Development of the Criswell House Site	Pending	PFL9603	Local/RR&I			150,000				
				State/FDOT			150,000				
7	Terminal Rehabilitation/Improvements	409513	PFL4439	State/FDOT	407,105	400,000	400,000				
				Local/PFC	3,400,000	400,000	400,000				
7	Stormwater Management System Design and Construction	Pending	PFL9606	FAA/Entitlement				500,000			
				State/FDOT				250,000			
				Local/RR&I				250,000			
8	Airfield Preservation	422301	PFL 6672	State/FDOT	400,000	100,000					
				Local/RR&I	400,000	100,000					
8	Terminal PLB Acquisition and Installation Phase I	Pending	PFL9600	FAA/Entitlement			1,080,000	1,080,000			
				State/FDOT			60,000	60,000			
				Local/RR&I			60,000	60,000			
9	Aircraft Maintenance and Storage Hangar and Related Taxilanes	Pending	PFL9601	State/FDOT					2,500,000		
				Local/Other					2,500,000		
9	Aircraft Maintenance Hangar	Pending	PFL9602	State/FDOT				5,000,000			
				Local/Other				5,000,000			
9	Foreign Trade Zone Improvements	226783	3DOT42	FAA/Entitlement			1,200,000				
				Local/RR&I			700,000	700,000			
				State/FDOT			700,000	700,000			
10	Marketing and Promotional Study	226792	3DOT13	State/FDOT	400,000		100,000	50,000			
				Local/RR&I	435,000		100,000	50,000			
11	ARFF Vehicle Replacement FY15	Pending	PFL9605	FAA/Entitlement				945,000			
				Local/RR&I				52,500			
				State/FDOT				52,500			
11	Hangar Development FY15	Pending	PFL9816	State/FDOT				500,000			
				Local/Other				500,000			
14	Airfield Signage Improvements	2267812	PFL5543	State/FDOT			112,500				



**TALLAHASSEE REGIONAL AIRPORT**  
Priority Project List  
ADOPTED Fiscal Year 2014- Fiscal Year 2018

FDOT Priority	Description	FDOT FIN Number	JACIP* Number	FUNDING	Prior Years	Current 2013	Future				
						2013	2014	2015	2016	2017	2018
				Local/PFC	125,000		112,500				
16	South GA Apron Expansion	420365	PFL4650	FAA/Entitlement					1,800,000		
				Local/PFC	204,000						
				Local/RR&I					100,000		
				State/FDOT					100,000		
17	Rehab Taxiways	416010	PFL3339	State/FDOT			250,000	250,000			
				Local/RR&I			250,000	250,000			
18	Taxiway Improvements	2267814	PFL 4466	FAA/Entitlement				1,080,000			
				Local/RR&I				60,000			
				State/FDOT				60,000			
19	South Apron Rehab. Construction	226781	PFL7949	FAA/Entitlement					4,500,000		
				Local/RR&I					250,000		
				State/FDOT					250,000		
21	Expand Air Carrier Apron	226774	TLH31	FAA/Entitlement							1,187,500
				Local/RR&I							31,250
				State/FDOT							31,250
22	Airport Security Improvements	420363	PFL0009	FAA/Entitlement				675,000			
				Local/RR&I				37,500			
				State/FDOT				37,500			
23	ARFF Station Rehab	416010	PFL8832	FAA/Entitlement				900,000			
				Local/RR&I				50,000			
				State/FDOT				50,000			
24	Access Control System Upgrades	Pending	PFL3338	FAA/Entitlement					900,000		
				Local/RR&I					50,000		
				State/FDOT					50,000		
25	Fence and Gate Rehabilitation, Updates and Improvements	Pending	PFL9466	FAA/Entitlement							950,000
				State/FDOT							25,000
				Local/RR&I							25,000
27	Marketing and Promotional Study Phase II	Pending	PFL9465	State/FDOT					50,000	50,000	50,000
				Local/RR&I					50,000	50,000	50,000
28	Airfield Preservation Phase II	Pending	PFL9464	State/FDOT					100,000		
				Local/RR&I					100,000		
				<b>Total</b>	<b>16,271,105</b>	<b>3,300,000</b>	<b>36,223,064</b>	<b>14,100,006</b>	<b>900,000</b>	<b>3,150,000</b>	<b>0</b>
				FAA/Entitlement	-	-	7,675,000	10,680,000	7,200,000	-	2,137,500
				FAA/Discretionary	-	-	14,500,000	9,400,000	-	-	-
				State/FDOT	1,207,105	500,000	5,645,597	8,071,533	3,450,000	450,000	506,250
				State/FDOT/SIS	-	-	-	-	-	-	-
				TSA	6,350,960	-	-	-	-	-	-
				Local/PFC	7,878,040	400,000	540,000	-	-	-	-
				Local/RR&I	835,000	100,000	5,105,597	2,571,533	950,000	450,000	506,250
				Local/Other	-	-	-	5,500,000	2,500,000	-	-
				<b>Total</b>	<b>16,271,105</b>	<b>3,300,000</b>	<b>36,223,064</b>	<b>14,100,006</b>	<b>900,000</b>	<b>3,150,000</b>	<b>0</b>

# **APPENDIX F**

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## **CRTPA RESOLUTION 2013-06-4B**

### **A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) ENDORSING THE FY 2014 – FY 2018 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 2014 through Fiscal Year 2018 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 hereby requests that the Florida Department of Transportation complete an updated traffic study associated with the Magnolia Drive at Governor's Square Boulevard turn lane project (WPI #4334501) prior to proceeding with the design phase of the project;
3. The CRTPA authorizes the Chair to sign the State of Florida certification statement, which must be submitted annually with the TIP;
4. 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;
5. 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 14 of the Florida Department of Transportation's Metropolitan Planning Organization Program Management Handbook; and
6. 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 17<sup>th</sup> day of June 2013.

**Capital Region Transportation Planning Agency**

**Attest:**

By: \_\_\_\_\_  
Nancy S. Miller, Chair

\_\_\_\_\_  
Harry Reed, CRTPA Executive Director



**June 17, 2013**

## **AGENDA ITEM 4 C**

### **REGIONAL MOBILITY PLAN (RMP) ADMINISTRATIVE AMENDMENT WOODVILLE HIGHWAY**

**REQUESTED BY: CRTPA Staff**

**TYPE OF ITEM: Roll Call Vote**

#### **STATEMENT OF ISSUE**

Staff is seeking approval of an administrative amendment to the Regional Mobility Plan (RMP) that will refine the limits of the Woodville Highway project.

#### **RECOMMENDED ACTION**

Option 1: Approve an amendment to the Regional Mobility Plan to include:

- A. RMP project 141A – Woodville Highway from Paul Russell Road to Gaile Avenue, add the Design Phase in Tier 1 (2016-2020), Right-of-Way Phase in Tier 2 (2021-2025) and the Construction Phase in Tier 2 (2021-2025).
- B. RMP project 141B – Woodville Highway from Gaile Avenue to Capital Circle, Southeast, add the Design Phase in Tier 1 (2016-2020), Right-of-Way Phase in Tier 2 (2021-2025) and the Construction Phase in Tier 2 (2021-2025).

#### **HISTORY AND ANALYSIS**

During the development of the Regional Mobility Plan (RMP) the Woodville Highway Master Plan (Gaile Avenue to Capital Circle, Southeast) began. The Project Development and Environment Study (PD&E) began in March of 2010 with an estimated completion date beyond the adoption date of the RMP.

Since that time the PD&E Study continued to develop, the projects limits expanded to Paul Russell Road and the project was extensively reviewed by the Florida Department of Transportation. Additionally, the project is being considered to be included on the Leon County Sales Tax Extension list. Lastly, the Public Hearing for the project was held on May 9, 2013.

Based on the Final PD&E Study staff recommends that the RMP be amended to keep the project in the “funded by others category” with funding added for design, right-of-way and construction as shown in ***Attachment 1.***

## **OPTIONS**

Option 1: Approve an amendment to the Regional Mobility Plan to include:

1. RMP project 141A – Woodville Highway from Paul Russell Road to Gaile Avenue, add the Design Phase in Tier 1 (2016-2020), Right-of-Way Phase in Tier 2 (2021-2025) and the Construction Phase in Tier 2 (2021-2025).  
(RECOMMENDED)
2. RMP project 141B – Woodville Highway from Gaile Avenue to Capital Circle, Southeast, add the Design Phase in Tier 1 (2016-2020), Right-of-Way Phase in Tier 2 (2021-2025) and the Construction Phase in Tier 2 (2021-2025).  
(RECOMMENDED)

Option 2: Provide other direction.

## **ATTACHMENT**

Attachment 1: Updated Regional Mobility Plan (RMP) Cost Feasible Plan



# REGIONAL MOBILITY PLAN COST FEASIBLE PLAN

Amended June 17, 2013

Attachment 1

Amended June 17, 2013

Project #	Identified Projects				Tier 1: 2016 - 2020		Tier 2: 2021 - 2025		Tier 3: 2026 - 2030		Tier 4: 2031 - 2035	
	NAME	TERMINI		PROPOSED IMPROVEMENT	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost	Funded Project Phase	Project Cost
		FROM	TO									

## Potential Transit Funding

130	Transit Capital*	Available for Additional Service Development and Expansion				\$ 35,345,420		\$ 39,995,876		\$ 29,638,104		\$ 24,190,576
-----	------------------	--	--	--	--	---------------	--	---------------	--	---------------	--	---------------

\* - On the surface it would appear as though these funds are available for the introduction of new projects. However, there is no operational funds to balance

Note: Transit expenditures include the operation of the Nova2010 system as well as the continuing operating expenses for the new transit projects

## Projects with Other Funding (Public)

131	Capital Circle, Southwest	US 90	Orange Avenue	SIS - Widen								
				PD&E/Design								\$ 9,550,381
				ROW								\$ 43,500,000
				Construction								\$ 66,583,754
				Total								\$ 119,634,135
132	Interstate 10	West of US 90	East of Rest Area	SIS - Widen								
133A	Capital Circle, Southwest	Orange Avenue	Springhill Road	Right-of-Way								
				Construction								\$ 30,000,000
133B	Capital Circle, Southwest	Springhill Road	Crawfordville Road	Design		\$ 2,100,000						\$ 36,300,000
				Right-of-Way								\$ 31,000,000
				Construction								\$ 23,700,000
134	Tharpe Street	Ocala Road	Capital Circle, Northwest	Local - Widen								
135	FAMU Way Extension	Lake Bradford Road	Railroad Avenue	Local - New								
T	Alford Arms/Lafayette - Heritage Trail			Local								
T	Dr. Billings Greenway Trailhead			Local								
T	City of Tallahassee Trail and Greenway Implementation\			Local								
T	Connector 1: Dr. Charles Billings Greenway			Local								
T	Connector 2: Goose Pond/Apalachee Parkway to St. Marks			Local								
T	Connector 3: Alford Arms Greenway to Miccosukee Canopy Road Greenway			Local								
T	Connector 4: Miccosukee Greenway Trailhead to Killearn			Local								
T	Connector 5: Centerville Canopy Road to Maclay Gardens State Park			Local								

## Projects with Other Funding (Private)

136	Thornton Road Extension	Centerville Road	Miccosukee Road	Private - New								
137	Shamrock Extension	Centerville Road	Mahan Drive	Private - New								
138	Betton Road Extension	Centerville Road	Miccosukee Road	Private - New								
139	Welaunee	Fleischmann Road	US 319	Private - New								
140	Welaunee	@ Interstate 10		Private - New								
141A	Woodville Highway	Paul Russell Road	Gaile Avenue	Design								
				Right-of-Way (local)				\$ 2,400,000				
				Construction (local)				\$ 5,328,126				
141B	Woodville Highway	Gaile Avenue	Capital Circle, Southeast	Design		\$ 1,976,099*						
				Right-of-Way (local)				\$ 1,200,000				
				Construction (local)				\$ 15,295,775				

\* - Design Funding (\$1,976,099) is for both 141A and 141B.



June 17, 2013

## AGENDA ITEM 5 A

### REGIONAL MOBILITY PLAN 2040 UPDATE SCOPE-OF-SERVICES

REQUESTED BY: CRTPA Staff

TYPE OF ITEM: Discussion

#### STATEMENT OF ISSUE

The purpose of this item is to present the Regional Mobility Plan 2040 Update Scope-of-Services to the CRTPA Board as well as provide additional information regarding the release of the Request for Proposals (RFP).

#### RECOMMENDED ACTION

Option 1: Approve the Scope-of-Services for the Regional Mobility Plan 2040 Update and direct staff to issue a RFP for the Regional Mobility Plan 2040 Update.

#### HISTORY AND ANALYSIS

##### **Scope-of-Services**

The Scope-of-Services (Scope) for the Regional Mobility Plan 2040 Update, shown as *Attachment 1* with the Planning Process shown as *Attachment 2*, is intended to expand upon the original Regional Mobility Plan effort. The Scope for the RMP 2040 Update is not prescriptive to allow flexibility for consultants to demonstrate how they will complete the tasks that are being requested. However, there are requirements that have been set forth by the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT). Therefore, the Scope contains black, blue, and red text to reflect these requirements. The black text is language that the CRTPA has responsibility for and can edit based on Board direction. The red and blue text is from FHWA and FDOT respectively and cannot be edited or altered by the Board since these are items that Florida is addressing on a state-wide basis. With that in mind the Scope for the update is divided into seven (7) major tasks to address a variety of issues. The tasks are provided and described below.

##### Task I – Introduction

Provides information on the study area, focus, and lifespan of the RMP 2040 Update.

##### Task II – The Public

Describes (briefly) the expectations of the Public Participation Plan including outreach materials, benefits and burdens, the general planning requirements, and marketing of the of the RMP 2040 Update.



Additionally, this task includes the development of the guiding principles, policies, goals, objectives, and strategies development.

#### Task III – Special Efforts

As described, these are special efforts that will help define and refine the potential projects incorporated into the RMP Update. These special efforts include the Corridor Analysis, Environmental Justice, Geographic Information System, and Air Quality Analysis. These efforts will add to the base of knowledge for making better transportation decisions in the region.

#### Task IV – Base Year Data

This task relates to the collection of data to create a base year snapshot of the transportation system and land use data in the region including the collection of all reports such as environmental data, university plans, comprehensive plans, ordinances, bike and pedestrian plans, safe routes to school, etc....

#### Task V- The Plan

The heart of the RMP 2040 Update is this task which pulls together data, special efforts and public involvement to begin defining and refining future transportation systems. The beginning of Task V defines the existing plus committed network as well as the Quality Growth Plus scenario (used in the Regional Mobility Plan), future conditions, regionally significant projects with the ultimate product being the “Needs Plan”.

The second part of the Task V relates to the development of the transportation modes including a Roadway Network Plan, Safety Network Plan, Trail Network Plan, Transit Development Plan, Freight Network Plan, Bike and Pedestrian Network Plan, Emergency Network Plan, and Opportunity Network Plan. These individual modes will include the collection of existing data, the analysis of the data, and the projects to support that system.

The third part of Task V is the development of the financial data including revenues, costs, maintenance and operating costs.

The last component of this task is the development of the Cost Feasible Plan. This includes linking all of the following efforts to the RMP 2040 Update; the Transportation Improvement Program, environmental mitigation, short-range and long range strategies, the creation of the prioritization process, and individual project pages with the ultimate product being a prioritized Cost Feasible Plan.

#### Task VI – Study Reporting and Data

This effort involves the final reporting of the project as well as the final product requirements including maps and geographic information system data.

#### Task VII – LRTP Modification

The modification task is designed to address issues such as the movement of projects within the LRTP and what constitutes a modification versus an amendment.

## **CRTPA Board**

The initial request for items that the CRTPA Board would like to see in the Scope-of-Services (Scope) for the Regional Mobility Plan 2040 Update occurred at the May 20, 2013 meeting. The following are the requests from the CRTPA Board:

1. A procedure for moving projects within the Cost Feasible Plan.

This request falls in-line perfectly with Task VII of the proposed Scope. The CRTPA Board will have full control over what is approved for this effort.

2. An analysis of rail for economic development.

Contained in Task V of the Scope is the Freight Network Plan. This reflects the same process used by the FDOT to develop the statewide freight plan and will meet or exceed the CRTPA's expectations for freight and rail.

3. Coordination with the FAMU, FSU, and TCC.

These organizations have always been stakeholders in the development of the long range transportation plan and this effort will be no different. In addition to being a stakeholder, there is also a component to ensure that the consultant performing the work has the respective university master plan. If the respective organization is updating their master plan, those projects will be incorporated into the RMP 2040 Update.

4. Waiting for others processes to be completed before developing the RMP 2040 Update.

The development and acceptance of the RMP 2040 Update is a long process. The collection of the initial base year data, such as that in Task IV, takes approximately six (6) months to complete, alternatives another six (6) to nine (9) months and the Needs Plan and Cost Feasible Plan effort a year-long process. With a deadline of December 5, 2015 and a two year process, waiting is not a viable option or recommended action.

All of the processes that are in place or underway, such as the Leon County Sales Tax Extension, will be incorporated based on their status at the time of the RMP 2040 Update adoption.

Additionally, the Update is intended to have plenty of flexibility and can always be amended to account for the inclusion or removal of projects. Task VII of the Scope can address this issue.

## **NEXT STEPS**

### **Request for Proposals**

After approval of the Scope, CRTPA staff will release the project through the City of Tallahassee Procurement Office via a Request for Proposal (RFP). The RFP document also provides consultants information regarding the selection process in terms of how the consultant will be selected to perform the outlined tasks.

It is anticipated that the RFP will include a “Pre-Bid Meeting” that will allow for consultants to ask any questions of CRTPA staff regarding the tasks in the Scope or technical questions about the RFP. After the “Pre-Bid Meeting” questions regarding the Request for Proposals must go through the Procurement Office for clarification by CRTPA staff. The project is anticipated to be released in July 2013.

### **Consultant Selection**

Typically, a month is provided to allow for the development of proposals. With a release in July of the RFP, the selection of the consultant will occur in August with approval by the CRTPA in September.

The following is the tentative schedule for recommending a consultant to the CRTPA Board for the Regional Mobility Plan 2040 Update:

July 2013 – Release of the Request for Proposals  
Status – **Not Yet Completed**

July 2013 – Pre-Bid Meeting  
Status – **Not Yet Completed**

July 2013– Final date for the submission of questions regarding the Request for Proposals  
Status – **Not Yet Completed**

August 2013 – Deadline for proposal submittal  
Status – **Not Yet Completed**

August 2013 –Selection Committee meets to discuss, rank and shortlist proposals  
Status – **Not Yet Completed**

August/September 2013 – Consultant presentations  
Status – **Not Yet Completed**

August/September 2013 – Consultant selection (recommendation to the CRTPA Board)  
Status – **Not Yet Completed**

September 2013 – CRTPA approval of recommended consultant  
Status – **Not Yet Completed**

September 2013– Anticipated Contract Award  
Status – **Not Yet Completed**

January 2014 – Year 2040 RMP Update Notice-to-Proceed  
Status – **Not Yet Completed**

The progress that is being made regarding the steps above will be provided to the CRTPA throughout the process.



**ATTACHMENT**

- Attachment 1: Regional Mobility Plan Scope-of-Services
- Attachment 2: CRTPA Transportation Planning Process

**Capital Region Transportation Planning Agency**

**Regional Mobility Plan 2040 Update**

**Scope of Services**

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## INTRODUCTION

The Capital Region Transportation Planning Agency (CRTPA) is a multi-county Metropolitan Planning Organization that represents four (4) counties and ten (10) municipalities in North Florida. The CRTPA provides regional transportation planning services in coordination with the Federal Highway Administration, Federal Transit Administration, Florida Department of Transportation, and local governments in Gadsden, Jefferson, Leon, and Wakulla Counties.

The RMP was developed with the CRTPA Vision to:

"Create an integrated regional multimodal transportation network that provides the most options for moving people and goods economically, effectively and safely while protecting the environment, promoting economic development and maintaining a high quality of life with sustainable development patterns."

One of the primary functions of the CRTPA is to develop and implement a long range transportation plan (LRTP). This document provides guidance and direction to citizens and multiple agencies regarding the future transportation network. The Regional Mobility Plan (RMP), adopted in December of 2010, currently serves as this document. The RMP continued a path set forth from previous long range plans by furthering the integration of bike, pedestrian, and transit modes.

The updated long range transportation planning effort is no different. The project will continue the integration of numerous modes of transportation to ensure that the citizens of the region have multiple opportunities to access and utilize the transportation system.

In order for this update to result in an integrated and comprehensive transportation plan, all modes will need to be included and assessed. This coordinated effort will encompass transit, bicycle, pedestrian, trail, rail, freight, and vehicle and will integrate all modes into a "comprehensive transportation system plan", rather than each mode being examined in separate "silos".

### **Federal and State Requirements**

Federal and state statutes outline the general requirements for long range transportation plan updates and are incorporated in this Scope of Services. It will be a requirement of the selected consultant to adhere to and meet the following:

1. Federal Act - Moving Ahead for Progress in the 21st Century Act;
2. 23 Code of Federal Regulations 450.316 and 450.322;
3. Section 339.175, Florida Statutes; and
4. Florida Department of Transportation *Metropolitan Planning Organization Program Management Handbook*.

### **MAP-21 Planning Factors**

Moving Ahead for Progress in the 21<sup>st</sup> Century Act, requires the consideration of the following planning factors in developing the RMP 2040 Update:

- A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- B. Increase the safety of the transportation system for motorized and nonmotorized users;
- C. Increase the security of the transportation system for motorized and nonmotorized users;
- D. Increase the accessibility and mobility of people and for freight;
- E. Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- G. Promote efficient system management and operation; and
- H. Emphasize the preservation of the existing transportation system.

### **MAP-21 Long Range Transportation Plan**

The metropolitan transportation plan shall, at a minimum, include:

1. The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;
2. Existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan. In addition, the locally preferred alternative selected from an Alternatives Analysis under the FTA's Capital Investment Grant program (49 U.S.C. 5309 and 49 CFR part

611) needs to be adopted as part of the metropolitan transportation plan as a condition for funding under 49 U.S.C. 5309;

3. Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;
4. Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide;
5. Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system;
6. Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity rule (40 CFR part 93). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates;
7. A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;
8. Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g);
9. Transportation and transit enhancement activities, as appropriate; and
10. A financial plan that demonstrates how the adopted transportation plan can be implemented.



## **I. BACKGROUND**

### **A. Study Area, Focus, and Timespan**

#### *Study Area*

The development of the update to the RMP for the CRTPA will again have a regional focus. The study area will include Leon, Gadsden, Wakulla and Jefferson Counties and the municipalities within those counties. It is fully recognized that each of these counties and their communities have special characteristics that make them unique and a critical element of the planning effort will be the preservation and enhancement of the character of each of these unique communities. The consultant will work closely with the elected officials, staff, residents and other stakeholders in each of these counties and their communities to develop a mobility plan that addresses the transportation needs from both a regional and local perspective.

#### *Focus*

As mentioned above, the development of this update to the RMP does not follow a traditional process for updating a long range transportation plan. This effort will focus on the movement of all modes of transportation including transit, bicycle, pedestrian, trail, rail, freight, and vehicle as equal partners. The focus will encompass connectivity of all networks and the accessibility of all modes to residents and visitors within the region. The goal of this planning effort is to develop a plan for a sustainable transportation system, built on the integration of transportation and land use.

#### *LRTP Timespan<sup>(A1)</sup>*

The LRTP is a document that has a planning horizon of at least 20 years. The LRTP is based upon the region's visioning of the future within the bounds of the financial resources that are available to the region during that timeframe. The LRTP is not a programming document, but rather a planning document that describes how the implementation of projects will help achieve the vision. Therefore, the MPOs will need to show all the projects and project funding for the entire time period covered by the LRTP, from the base year to the horizon year. (23 CFR 450.322(a))

<sup>(A1)</sup> – The Federal Highway Administration (FHWA), in cooperation with the Federal Transit Administration (FTA), has developed a summary of issues to provide clarification to the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPOs) regarding some of the requirements to be addressed in the next cycle of Long Range Transportation Plan (LRTP) updates. Please check the FHWA's Strategies for Implementing Requirements for LRTP Update for the Florida MPOs for further information.

## II. THE PUBLIC

### A. Public Participation

#### *Public Participation Plan<sup>(A1)</sup>*

The Public Participation Plan for the RMP 2040 Update will be an organized, strategic, interactive, and demographically sensitive effort that adheres to the principles of Environmental Justice. The Public Participation Plan will engage, address the needs of, and incorporate input from a broad spectrum of populations within the region including residents, businesses, and transportation system users of all modes. In keeping with the principles of environmental justice, the Public Participation Plan must be designed to provide full and fair participation of all potentially affected communities and traditionally underrepresented populations. Therefore, the Public Participation Plan will include an analysis of the planning area to identify the location of different types of communities, populations, and traditionally underrepresented populations and that the outreach and participation plan will be tailored to meet the needs of engaging these populations within a broader context of a region-wide public participation plan.

#### *Outreach Materials<sup>(A2)</sup>*

In developing the community outreach materials and carrying out the activities of the public involvement plan, strategies will be employed that engage underrepresented communities in a convenient and meaningful manner in addition to those targeting the larger general populations. A variety of outreach and interactive involvement methods should be explored including the use of technology and social media in addition to face-to-face meetings.

#### *Mandatory Reporting<sup>(A3)</sup>*

Throughout the progression of the RMP 2040 Update, outreach materials will highlight community concerns that have been raised in the public participation process as well as details about the efforts underway to address them. The public involvement process will be designed to enable the public to analyze, provide comment on, and suggest solutions for community concerns that have been raised throughout the project development.

#### *Mandatory Benefits and Burdens Reporting<sup>(A4)</sup>*

Benefits and burdens on any affected communities or populations as a result of the proposed final RMP 2040 Update must be documented and evaluated. In addition, alternatives to mitigate impacts, if any, must be documented and evaluated.

#### *General Public Participation Requirements<sup>(A5)</sup>*

1. Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to, a reasonable opportunity to comment on the proposed long range transportation plan;

2. Providing timely notice and reasonable access to information about transportation issues and processes;
3. Employing visualization techniques to describe proposed long range transportation plans for use at public workshops and meetings;
4. Holding public meetings at convenient and Title VI-compliant locations and times;
5. Providing, as needed, planning documentation in Spanish to address Limited-English proficiency strategy of the Public Participation Plan;
6. Demonstrating explicit consideration and response to public input received during the development of the long range transportation plan;
7. Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
8. Consulting with Federal, State, Tribal, wildlife, land management and regulatory agencies and agencies responsible for natural resources, environmental protection, conservation and historic preservation; and
9. Providing an additional opportunity for public comment, if the final long range transportation plan differs significantly from the draft version.
10. The Public Participation Plan will be compliant with all federal and state regulations.

#### ***Marketing<sup>(A6)</sup>***

The marketing of the planning process and the project is an outgrowth of the public participation effort. Coordination with staff, their websites, and other agencies and local governments will be crucial in educating the public and building support for the project. Regional and local buy-in will be critical to the successful implementation of the vision for a sustainable transportation system. The consultant will work with staff, Stakeholders, and focus groups to identify project champions. These champions, hopefully prominent citizens and elected officials, will provide public support for the planning effort and will encourage and facilitate widespread public understanding and acceptance. Getting the word out about the project on a widespread basis is accomplished with more than one or two spokespersons.

#### ***Activities and Products:***

- Development of Public Participation Plan<sup>(A1)</sup>
- Outreach Materials<sup>(A2)</sup>
- Mandatory Reporting<sup>(A3)</sup>
- Mandatory Burdens and Benefits Reporting<sup>(A4)</sup>
- General Public Participation Requirements<sup>(A5)</sup>
- Marketing<sup>(A6)</sup>

- Coordination with C RTPA staff, and local staff and agencies throughout the region.
- Report: Public Participation Plan
- Report: Outreach Materials Report
- Report: Burdens and Benefits Report

## **B. Guiding Principles, Policies, Goals, Objectives and Strategies Development**

### *Guiding Principles and Policies<sup>(B1)</sup>*

The C RTPA Board will provide direction for the development of Guiding Principles and Policies to fully implement the future transportation network identified based on the Quality Growth Plus scenario. These Guiding Principles and Policies will provide the structure for the development of the goals, objectives and strategies which will function as the implementation framework. The consultant, in conjunction with staff, will develop draft guiding principles and policies focused on multimodal transportation infrastructure for Board consideration and adoption. Additionally, the guiding principles and policies will consider the cost/benefit of each and every project.

### *Goals, Objectives and Strategies<sup>(B2)</sup>*

The Citizens Multimodal Advisory Committee (CMAC) will take the lead in development of the Goals, Objectives and Strategies based on the Board's adopted Guiding Principles and Policies. The Goals, Objectives and Strategies will be consistent with federal, state, and local goals and objectives and will be incorporated into Public Participation Plan process.

The process will begin with a review of the Goals, Objectives and Strategies from the RMP and will ensure that are consistent with state, regional and local comprehensive plans including the Florida Transportation Plan.

### *Evaluation Criteria<sup>(B3)</sup>*

In order to ensure that the projects in the Needs Plan are evaluated with a common set of criteria, a series of evaluation criteria will be developed that reflect the Goals, Objectives and Strategies. The starting point for this process will be a review of the RMP evaluation criteria which may be utilized or modified based on the actions taken by the C RTPA Board through the RMP 2040 Update process. When the assessment is completed there will be a presentation to the C RTPA Board to ensure that they are aware of the results. In addition to the Evaluation Criteria, there may be criteria subsets for each mode to further refine and define each project.

The listing of assessed projects (high to low) does not necessarily mean that the list is in priority order, unless approved by the C RTPA Board. The priority ordering of projects is a function of applying the available financial resources to the project list to determine the level of funding available for a particular type of project.

The assessment of each project in the Needs Plan will be included in the Project Pages that are developed in the Cost Feasible Plan component.

***Activities and Products:***

- Identification of Guiding Principles and Policies <sup>(B1)</sup>
- RMP 2040 Update Goals, Objectives and Strategies <sup>(B2)</sup>
- Evaluation Criteria <sup>(B3)</sup>
- Coordination with CRTPA staff and local staff and agencies throughout the region
- Report: Final Guiding Principles and Policies that provide guidance for future development and infrastructure needs
- Report: Update Goals, Objectives and Strategies
- Report: RMP Update Evaluation Criteria



### III. SPECIAL EFFORTS

#### A. Corridor Analysis

##### *Corridor Identification<sup>(A1)</sup>*

Through this process, the critical transportation corridors, by mode, will be identified. These transportation corridors will be stratified into a tier structure, identifying corridors as inter-regional; intra-regional/commuter; and local. This tier structure will also feed into the transit system and provide information for the development of the future system and types of services needed. The focus of the analyses will be on the inter- and intra-regional/commuter corridors. The local tier will be assessed at a broader level in support of the inter- and intra-regional/commuter tiers.

##### *Critical Corridors<sup>(A2)</sup>*

The corridor analysis will be comprehensive and multimodal. The corridor will be assessed taking into account its functional tier and classification. All modes will be considered, including motorized vehicles, bicycles and pedestrian facilities, rail and transit. Mobility, safety, connectivity and accessibility will be the major elements within the transportation assessment. In addition, the adjacent land use, the aesthetics and the community character will also be considered.

The integration of transportation and land use is a major consideration within the corridor context and has a direct relationship with the transit assessment. Within these corridors, the existing transit service, potential for other types of service, necessary land use, accessibility to stops/stations, and travel patterns will be examined and analyzed. The result of this analysis will be the identification of critical corridors for the various transportation modes.

Lastly, a typical cross-section will be developed for the critical corridors to ensure that the CRTPA Board is aware of the type of amenities that will be included as these corridors are defined.

##### *Activities and Products:*

- Identification and Classification of Corridors<sup>(A1)</sup>
- Identification and Analysis of Critical Corridors<sup>(A2)</sup>
- Coordination with CRTPA and local staff and agencies throughout the region
- Report: Corridor Identification and Analysis (draft and final)
- Report: Critical Corridor Identification (draft and final)

#### B. Environmental Justice

To ensure that the efforts of the CRTPA are clear as it relates to Environmental Justice, a separate section will be included in the RMP 2040 Update documentation to outline the process. Below is the process that was identified by FHWA and the CRTPA for this task.

### *Community Characteristics Inventory<sup>(B1)</sup>*

This component includes describing the demographics of the plan area using census and other available tools, including field visits. Identify those areas that are low income and those that have high percentages of minorities. This includes noting possible LEP communities and clearly stating whether and to what extent language services are provided. While minority and low income may not specifically refer to age and disability, these communities will be identified as well.

### *Public Outreach<sup>(B2)</sup>*

Describe the outreach to the public and the public's opportunity to provide input to the plan. Specifically discuss how these opportunities were provided to low income and minority communities through special outreach, nontraditional partnerships or other activities.

### *Effects on Underserved Populations<sup>(B3)</sup>*

Using the DOT identified categories; the process will include discussing whether the plan will have a disproportionately high and adverse effects on underserved communities. Areas to consider include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise and water pollution and soil contamination; destruction or disruption of manmade or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration, adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction of, or significant delay in the receipt of, benefits of DOT programs, policies or activities.

Disproportionately high and adverse effect on minority and low-income populations means an adverse effect that is; predominantly borne by a minority population and/or a low-income population, or will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

### *Identified Disproportionately High Impacts<sup>(B4)</sup>*

Where Identified Disproportionately High Impacted populations are identified, discuss how they are minimized, mitigated, avoided, or offset. Offsetting benefits to the effected minority and low-income populations may be taken into account.

### ***Activities and Products:***

- Community and Characteristics Inventory<sup>(B1)</sup>
- Public Outreach<sup>(B2)</sup>
- Effects on Underserved Populations<sup>(B3)</sup>
- Identified Disproportionately High Impacts<sup>(B4)</sup>

- Coordination with CRTPA staff, and local staff and agencies throughout the region
- Report: Environmental Justice Report (draft and final)
- Map(s) and GIS: Environmental Justice Areas (draft and final)

### **C. Geographic Information System (GIS)**

GIS will be large component to the RMP 2040 Update. Its use will be required for the majority of the project to create separate layers for all activities that have GIS identified in the “Activities and Reporting” sections. Additional data suggestions are certainly welcome for this task. Since the CRTPA has an agreement with the Tallahassee-Leon County GIS or TLCGIS, the reporting and/or recording of materials will follow TLCGIS standards to ensure compatibility.

### **D. Air Quality Analysis**

Air pollution is a public health threat in almost every urbanized area of the United States with clear ties, for example, between ozone and childhood asthma, and some modes of transportation have a direct impact on select environmental issues such as ozone.

Increases in the number of vehicle miles of travel and in the number of vehicle trips are associated with higher levels of several air pollutants that have adverse respiratory health impacts. These harmful pollutants include fine particulates, toxins, carbon monoxide, NOx and VOCs. By reducing the amount of vehicle miles of travel and shifting to alternative fuels (such as electric vehicles) and alternative modes (carpooling, transit, walking, bicycling), our region can reduce pollution emissions and exposure.

The Clean Air Act (CAA) requires that, in areas experiencing air quality problems, transportation planning must be consistent with air quality goals. The CRTPA is in an air quality attainment and transportation projects are not subject to stringent review and modeling for air quality impacts.

However, the CRTPA wants to establish a baseline of data for air quality to ensure that our environment is not compromised by any of our transportation systems.

#### *Existing Conditions Assessment<sup>(D1)</sup>*

A review of existing conditions will include the identification of air quality baselines in the region.

#### *Assessment of Potential Air Quality Issues (Existing and Future)<sup>(D2)</sup>*

The assessment will report on potential air quality issues based on national standards.

#### *Recommendations<sup>(D3)</sup>*

Recommendations for improvements to locations will be developed to address air quality issues.

#### *Policies<sup>(D4)</sup>*

The Air Quality Network Plan will include policies that will be adopted to ensure that the region is prepared for potential air quality issues.



***Activities and Products:***

- Existing Conditions Assessment<sup>(D1)</sup>
- Assessment of Potential Air Quality Issues (Existing and Future)<sup>(D2)</sup>
- Recommendations<sup>(D3)</sup>
- Policies<sup>(D4)</sup>
- Coordination with CRTPA staff, and local staff and agencies throughout the region
- Report: Air Quality Plan (draft and final)
- Map(s) and GIS: Existing Conditions (draft and final)
- Map(s) and GIS: Air Quality Issue Locations (draft and final)
- Map(s) and GIS: Recommendations (draft and final)

## IV. BASE YEAR DATA

### A. Model Data Collection, Mapping and Model Data Development - Transportation

The purpose of this task is to develop the maps, model networks and data files needed to validate and run the transportation model. Data inputs to the model include socioeconomic data in the form of zonal data (ZDATA) files, traffic counts and transit ridership. The second Component to this effort will be a mapping of the data followed by the development of the base year model for RMP 2040 Update. This task is detailed in Appendix A.

### B. Data Collection – Land Use

#### *Existing Land Use Conditions<sup>(B1)</sup>*

Data collection will be undertaken to establish the existing conditions with regards to land use. This data collection effort will begin at the first stages of the planning process and will be conducted concurrently with data collection effort with the transportation system and in conjunction with the Public Participation Plan and the other public participation activities. Every attempt will be made to use data from existing sources and existing or ongoing plans, studies and initiatives will be utilized to obtain needed data. The data collection effort will include information shown in the following table.

Category	Data Description	Anticipated Source(s)
Land Use and Development	Comprehensive Plans	Cities and Counties
	Existing and Future Land Use Maps and Supporting Information	Cities and Counties
	Development of Regional Impact (DRI) Plans and Maps	City and County Growth Management Departments
	Land Development Regulations (Ordinances)	Cities and Counties
	Zoning Map and Ordinances	Cities and Counties
	School Board Master Plans and Capital Programs	County School Boards
	College and University Master Plans	Florida State University; Florida A & M University; Tallahassee Community College
	Water and Sewer System Master Plans	Cities and Counties
	Multimodal Facility Master Plans	Passenger and Freight Intermodal Centers; Freight Distribution Centers; Cities and Counties; FDOT
	Redevelopment/Economic Development Areas	Cities; Counties; and Development or Redevelopment Authorities

Category	Data Description	Anticipated Source(s)
	Environmentally-Sensitive Areas and Other Intrinsic Resources	CRTPA; Cities and Counties; DCA; DEP
	Historic, Cultural and Archeological Resources	CRTPA; Cities and Counties; DCA; DEP
	Planned Bicycle Project Locations and Information	CRTPA

This data list will be reviewed with staff and any additional data needs will be identified. Through the visioning process, other additional data needs may also be identified and will be included in the collection effort.

The existing conditions will then be used to develop other components of the RMP 2040 Update such as transportation systems modeling and future transportation systems. This process will also establish the baseline conditions for the remainder of the project.

***Activities and Products:***

- Existing Land Use Conditions<sup>(B1)</sup>
- Report: Existing Land Use Conditions (draft and final)



## V. THE PLAN

### A. Plan Development

The Plan Development task briefly outlines the process that will be followed to move from the Base Year Transportation Model to the Cost Feasible Plan. The effort will focus on system preservation, enhancement of economic competition, mobility options, air quality and environmental preservation.

The transportation system must be multi-modally integrated to accommodate a variety of choices for the citizens of the region.

#### *Existing Plus Committed Network<sup>(A1)</sup>*

Building of the existing conditions, the next step is to include all planned projects and developments that have been approved by an official Board, Council, or Commission. These do not need to be constructed, just committed to proceed. The details of the Existing Plus Committed Model process can be found in [Appendix B](#).

#### *Quality Growth Plus Scenario<sup>(A2)</sup>*

The update to the RMP will be based on the “Quality Growth Plus” scenario that was adopted by the CRTPA Board. This scenario focuses on the growth and activity areas in the region utilizing environmental overlays to specifically pinpoint areas for potential improvements.

The intent with this update is not to re-invent the Quality Growth Plus scenario process but build upon it and further refine and define the activity centers that are included in the scenario. However, the plan should consider the output of any other scenario effort that is completed during the data collection process.

#### *Future Conditions<sup>(A3)</sup>*

After refinements to the Quality Growth Plus scenario occurs, it will be assessed for impacts on all transportation systems; environmental resources; cultural and historical resources; other infrastructure needs; demographics; land use; quality of life, such as access to resources and services; community character; and fiscal impacts, such as cost to provide services and returns on investments.

#### *Projects that Need to be in the LRTP<sup>(A4)1</sup>*

As stated in 23 CFR 450.322(f), the LRTP is required to include the projected transportation demand in the planning area, the existing and proposed transportation facilities that function as an integrated system, operational and management strategies, consideration of the results of the Congestion Management Plan, strategies to preserve the existing and projected future transportation infrastructure, pedestrian and bicycle facilities, and transportation and transit enhancement activities. This is defined in the memo “FHWA’s Strategies for Implementing Requirements for LRTP Update for the Florida MPOs” with details below.

### *Regionally Significant Projects<sup>(A5)1</sup>*

There is a specific definition for “Regionally Significant Projects” by FHWA. As such, these roads need to be identified and a system developed for the CRTPA region. This is defined in the memo “*FHWA’s Strategies for Implementing Requirements for LRTP Update for the Florida MPOs*” with details below.

As noted in 23 CFR 450.104, a regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA’s transportation conformity regulation (40 CFR part 93.126, 127 and 128)) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area’s transportation network. At a minimum, this includes all principle arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

### *Needs Plan<sup>(A6)</sup>*

The output of the future conditions task will be the Needs Plan. The Needs Plan will also include projects from the public, elected officials and various staff members from the CRTPA partners. For Additional information on the Needs Plan, see [Appendix C](#).

### ***Activities and Products:***

- Existing Plus Committed Network<sup>(A1)</sup>
- Refinement of Quality Growth Plus Scenario<sup>(A2)</sup>
- Future Conditions<sup>(A3)</sup>
- Projects that Need to be in the LRTP<sup>(A4)1</sup>
- Regionally Significant Projects<sup>(A5)1</sup>
- Needs Plan<sup>(A6)</sup>
- Report: Existing Plus Committed Network (draft and final)
- Report: Vision Refinement (draft and final)
- Report: Future Conditions (draft and final)
- Report: Needs Plan (draft and final)

<sup>(A4)1</sup> and <sup>(A5)1</sup> – The Federal Highway Administration (FHWA), in cooperation with the Federal Transit Administration (FTA), has developed a summary of issues to provide clarification to the Florida Department of Transportation (FDOT) and Florida’s Metropolitan Planning Organizations (MPOs) regarding some of the requirements to be addressed in the next cycle of Long Range Transportation Plan (LRTP) updates. Please check the *FHWA’s Strategies for Implementing Requirements for LRTP Update for the Florida MPOs* for further information.

## **B. Transportation Network Plans**

The purpose of the Transportation Network Plans are to identify the networks that make-up the transportation system and how they interact on a daily basis. This task will



include an assessment of these networks and how they interact to ensure that missing gaps can be identified and system improvements can be coordinated. Although the automobile system is not mentioned in this section (since Appendices A, B, C are for that function) the coordinating of Transportation networks includes all systems.

#### **1. Safety Network Plan**<sup>(B1)MAP-21</sup>

The metropolitan transportation plan should include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects for the MPA contained in the Strategic Highway Safety Plan required under 23 U.S.C. 148, as well as (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security (as appropriate) and safeguard the personal security of all motorized and non-motorized users.

The CRTPA's Congestion Management Process Plan was adopted on January 28, 2013. Contained in this document is an analysis regarding crashes on varying modes including locations and potential solutions to address these issues. This information will be used to as a component for the Safety Network Plan. Additionally, there will be separate criteria developed to utilize as a function of analyzing each project in the Needs Plan for inclusion in the Safety Network Plan.

Additionally, the State of Florida Strategic Highway Safety Plan, adopted in 2006, will be used as a guide in the development of the RMP Safety Network Plan.

#### ***Activities and Products:***

- Report: Safety Network Plan
- Map and GIS: Safety Projects

#### **2. Trail Network Plan**

The Capital Region, which includes Leon, Jefferson, Gadsden and Wakulla Counties, has placed an emphasis on providing residents and visitors with viable opportunities to successfully use all modes of transportation. This approach provides mobility and recreational opportunities, as well as increasing the eco-tourism potential in the region.

There are a number of regional initiatives that have been identified or are already underway throughout the region, including the Capital City to the Sea Trails project. In addition to the regional initiatives, there are a number of entities, including state agencies and local governmental departments, and advocacy groups that also have focused on trail and greenway efforts.

As with any transportation system, the importance of this type of system-wide approach is critical to the development of an integrated network that is coordinated with the other elements of the transportation system and ensures connectivity and access to activity centers.

This scope of work identifies the specific work activities in the development of a comprehensive and coordinated system-wide trail.

#### Definition

The process for identifying the trail systems will include the development of definitions for local trails and regional trails to clearly identify these projects for potential funding through regional and local sources.

#### Data Collection and Plan Review

Data is currently available from a wide variety of sources will be researched and compiled, including data from state agencies and local planning and recreational departments. There have been a number of ongoing efforts that must be reviewed and compiled into a comprehensive regional database in order to assess the trails and on a regional, system-wide basis.

In addition to the existing plans, the data sources will also include a wide range of potentially useful transportation and land use data that can be employed to assess the current conditions. Examples of the existing data to be reviewed include safety and crash data; traffic data; parking facilities; recreational facilities; other bicycle and pedestrian facilities; current land use, including residential, commercial, activity centers and generators/attractions; local development plans; local comprehensive plans; environmental data; historical/cultural data; and any pertinent Geographic Information System (GIS) files.

The data effort will be coordinated with the base year effort to ensure that all of the data needed is collected at one time. However, it may be determined that additional or supplemental data are required to fill in gaps of missing information, or to provide a more accurate representation of the current conditions and this information, if needed, will also be collected.

#### ***Activities and Products:***

- Report: Existing Conditions Report
- Map and GIS: Existing Trails and Projects

#### Plan Development

To most effectively accomplish this task, “trail service areas” will be identified based on factors including recreational potential, transportation service, and potential for Safe Routes to Schools. Additional factors may be included based on the availability of supporting data.

Once the service areas have been identified, a desktop review, supplemented by field verification if necessary will be undertaken by to determine the most viable locations. This effort will be accomplished with input from the coordination committee. This information will be stored and displayed using Geographic Information Systems (GIS) methods, allowing efficient analysis and communication of a system-wide,



concept approach, including connectivity within the overall transportation system and access to developments, generators and attractions, and population centers.

In coordination with the coordination committee and building on the compiled plans, opportunities to expand and enhance the regional trail system that are appropriate given impacts to developed areas, available rights-of-way, connections to historic, scenic, and cultural features, safety and security, and other important regional and local issues will be identified. Access and service criteria will be developed to augment public input in the preliminary prioritization of the identified facilities. The Team will work with staff and seek input through the coordination committee to select the most appropriate measures, and ensure that these measures are in compliance with the goals and objectives developed within the Regional Mobility Plan. These measures will reflect a balance of considerations, including trail standards and guidelines, environmental impacts, and trail connectivity.

This regional, system wide trails and greenways plan will supplement the Regional Mobility Plan 2040 Update and ensure that the region is served by an integrated system of trails and greenways that are fully coordinated with other pedestrian and bicycle facilities. This trail and greenway network will provide multi-use recreation and alternative transportation opportunities for pedestrians, bicyclists, equestrians, and other non-motorized methods of travel. The work effort in this task will include the following elements:

- Locate existing facilities and delineate “Trail Service Areas”:
- Existing and planned trail and greenway corridors
- Regional destinations such as parks, schools, community amenities, and other locations that offer educational, historical, and natural history opportunities
- Opportunities for new greenway corridors that connect existing or planned facilities to form a regional network
- Assess access and connectivity to other bicycle and pedestrian facilities
- Identify a regional integrated system
- Develop access and service criteria within the framework of the Regional Mobility Plan 2040 Update
- Based on access and service criteria, develop a preliminary prioritization list for more in-depth, future assessments (i.e., specific projects, construction type, project costs) and project prioritization

### **3. Transit Development Plan**

A Transit Development Plan (TDP) will be completed in conjunction with the RMP 2040 Update. The details of the TDP efforts are outlined in [Appendix D](#).

### **4. Freight Network Plan**

While the capital region is not on the radar for freight operations according to the State of Florida, the CRTPA feels that there are great opportunities for freight components. The Freight Network Plan will provide an analysis of the region for these efforts.

#### *Existing Conditions Assessment<sup>(B4A)</sup>*

A review of existing conditions will include the identification of freight intensive land uses within the study area and in adjacent areas, truck volumes, rail lines, commodity flows, origins and destinations, inside and outside each county in the CRTPA region and the CRTPA region as a whole, and freight networks. Special attention will be directed to the Florida State Freight Mobility and Trade Plan. Future conditions of the above will be required. This assessment should include an analysis (using GIS and TAZ maps) to determine what areas are better served for freight improvements to guide future development of this transportation system.

#### *Deficiencies Identification and Needs Assessment (Existing and Future)<sup>(B4B)</sup>*

The deficiency identification and Needs assessment will report on the bottlenecks, network connectivity, and infrastructure specific deficiencies that are required for the freight system.

#### *Recommendations<sup>(B4C)</sup>*

The recommendations for the Freight Network Plan will include the development of specific projects with planning level costs, Short-term quick fix projects and Mid-to-long range projects.

#### *Prioritization<sup>(B4D)</sup>*

The Freight Network Plan will require the development of a prioritization process that will include a benefit/cost analysis.

#### *Policies<sup>(B4E)</sup>*

The Freight Network Plan will include policies that will be adopted to ensure that the region is prepared for the eventual expansion of the freight system in the CRTPA area.

#### ***Activities and Products:***

- Existing Conditions Assessment<sup>(B4A)</sup>
- Deficiencies Identification and Needs Assessment (Existing and Future)<sup>(B4B)</sup>
- Recommendations<sup>(B4C)</sup>
- Prioritization<sup>(B4D)</sup>
- Policies<sup>(B4E)</sup>
- Coordination with CRTPA staff, and local staff and agencies throughout the region
- Report: Freight Plan (draft and final)
- Map(s) and GIS: Existing Conditions (draft and final)
- Map(s) and GIS: Deficiencies (draft and final)
- Map(s) and GIS: Needs (draft and final)
- Map(s) and GIS: Recommendations (draft and final)
- Map(s) and GIS: Prioritization (draft and final)

## **5. Bike and Pedestrian Network Plan**

A separate Bike and Pedestrian Network Plan will be developed to further refine these networks in the region. Major emphasis will be placed on the development of the regional network using GIS to determine areas that are better suited for biking and walking in conjunction with intermodal connectivity.

### *Existing Conditions Assessment<sup>(B5A)</sup>*

A review of existing conditions will include the identification of sidewalks, bike lanes, sharrows, wide shoulders, and other bike and pedestrian features to create a base infrastructure network.

### *Deficiencies Identification and Needs Assessment (Existing and Future)<sup>(B5B)</sup>*

The deficiency identification and needs assessment will report on the missing gaps in the intra-regional and inter-regional networks. This assessment will include the projects as include in the Bike and Pedestrian Master Plans for Gadsden, Jefferson, and Wakulla Counties

### *Recommendations<sup>(B5C)</sup>*

The recommendations for the Bike and Pedestrian Network Plan will include the development of specific projects with planning level costs, Short-term quick fix projects and Mid-to-long range projects.

### *Prioritization<sup>(B5D)</sup>*

The Bike and Pedestrian Network Plan will require the development of a prioritization process that will include a benefit/cost analysis.

### ***Activities and Products:***

- Existing Conditions Assessment<sup>(B5A)</sup>
- Deficiencies Identification and Needs Assessment (Existing and Future)<sup>(B5B)</sup>
- Recommendations<sup>(B5C)</sup>
- Prioritization<sup>(B5D)</sup>
- Coordination with CRTPA staff, and local staff and agencies throughout the region
- Report: Bike and Pedestrian Master Plan (draft and final)
- Map(s) and GIS: Existing Conditions (draft and final)
- Map(s) and GIS: Deficiencies (draft and final)
- Map(s) and GIS: Needs (draft and final)
- Map(s) and GIS: Recommendations (draft and final)
- Map(s) and GIS: Prioritization (draft and final)

## **6. Emergency Network Plan**

The RMP will include an Emergency Network Plan to identify high priority corridors used for emergency situations that include medical, law enforcement and natural disasters. The intent is to determine if there are routes that lend themselves to special identification as emergency corridors.

#### *Existing Conditions Assessment<sup>(B6A)</sup>*

A review of existing conditions will include the identification of emergency corridors.

#### *Deficiencies Identification and Needs Assessment (Existing and Future)<sup>(B6B)</sup>*

The deficiency identification and Needs assessment will report on the missing gaps in the emergency network.

#### *Recommendations<sup>(B6C)</sup>*

The recommendations for the Emergency Network Plan will include the development of specific projects with planning level costs, Short-term quick fix projects and Mid-to-long range projects.

#### *Prioritization<sup>(B6D)</sup>*

The Emergency Network Plan will require the development of a prioritization process that will include a benefit/cost analysis.

#### ***Activities and Products:***

- Existing Conditions Assessment<sup>(B6A)</sup>
- Deficiencies Identification and Needs Assessment (Existing and Future)<sup>(B6B)</sup>
- Recommendations<sup>(B6C)</sup>
- Prioritization<sup>(B6D)</sup>
- Coordination with CRTPA staff, and local staff and agencies throughout the region
- Report: Emergency Network Plan (draft and final)
- Map(s) and GIS: Existing Conditions (draft and final)
- Map(s) and GIS: Deficiencies (draft and final)
- Map(s) and GIS: Needs (draft and final)
- Map(s) and GIS: Recommendations (draft and final)
- Map(s) and GIS: Prioritization (draft and final)

## **7. Opportunity Network Plan**

While the long range transportation plan (LRTP) is a twenty (20) year document for transportation system improvements, all efforts do not end at that point. Beyond the horizon of the document, there are opportunities that can be pursued to further shape the direction of the region and individual counties from a transportation perspective.

This is not an unfunded Needs Plan but a look at the future of transportation to address potential future populations and transportation systems.

The purpose of this plan is to provide the chance for all citizens to be involved with a plan that looks at the “opportunities” for systems connectivity throughout the region and how those connections can be protected or preserved without the restrictions of applying a revenue source to the effort.



These improvements can range from light rail to high speed rail to transit to roadway connections and roadway inter-connections to freight and beyond...

### **C. Financial Analysis and Cost Estimation**

#### **Guidelines for Financial Reporting for Cost Feasible Long Range Transportation Plans**

##### *Revenues<sup>(C1)1 and (C1)2</sup>*

Reasonably available revenue should be reported in year of expenditure dollars.

Revenues to support the costs associated with the work/phase must be demonstrated. For a project to be included in the cost feasible plan, an estimate of the cost and source of funding for each phase of the project being funded (including the Project Development and Environment (PD&E) phase) must be included. The phases to be shown in LRTPs include Preliminary Engineering, ROW and Construction (FHWA and FTA support the option of combining PD&E and Design phases into "Preliminary Engineering"). Boxed funds can be utilized as appropriate to finance projects. However, the individual projects utilizing the box need to be listed, or at a minimum, described in bulk in the LRTP (i.e. PD&E for projects in Years 2016-2020). (23 CFR 450.322(f)(10)).

##### *Project Phase and Cost by Mode<sup>(C2)2</sup>*

An estimate of the cost of all projects and all phases, regardless of mode, should be included in the cost feasible LRTP.

##### *Operating and Maintenance<sup>(C3)1 and (C3)2</sup>*

The costs of operating and maintaining the existing and future transportation system should be clearly stated in the cost feasible plan, in a manner agreed upon by the MPOAC, FDOT and FHWA/FTA.

Operations & Maintenance: FDOT provides information to the MPOs showing maintenance costs for state maintained facilities for inclusion in the LRTP. Local agencies, working with the MPO, need to provide cost estimates for locally maintained facilities covered in the Plan also. The LRTP cost estimates need to be provided for the Operations and Maintenance (O&M) activities for each of the first ten years in the plan. For example, beyond the first ten years, if using five-year cost bands in the outer years, costs may be shown for each of the five-year cost bands. The LRTP will also need to demonstrate the source of funding for the O&M activities. A clear separation of costs for operations and maintenance activities from other grouped and/or regionally significant projects will need to be shown in order to demonstrate fiscal constraint. (23 CFR 450.322(f)(10)(i)).

##### *Major Transit Capital Projects<sup>(C4)1</sup>*

For LRTP development purposes, federal funding sources for major transit capital projects must be proposed and may not currently be identifiable (or currently allocated)



for use in the urbanized area. The Federal Transit Administration funds projects such as New Start rail and BRT, as well as major capital facilities such as administrative buildings or maintenance facilities with discretionary program dollars allocated on an annual basis. We can only assume that funding model will continue in the future. Therefore in order to plan for a transit “New Start” in the LRTP, the MPO must assume they will be successful in competing for discretionary FTA New Starts program dollars. A reasonable funding mix might be to assume 50% FTA/25% Local/25% State funding, as is currently the norm in Florida.

With regard to the planning of a major capital transit facility other than a New Start, the assumption must be made that FTA discretionary program funds such as “State of Good Repair” or “Bus and Bus Facilities” will be awarded to the transit system based on competitive application and need. In this case, a likely funding mix might be 80% FTA/20% local, or up to 100% FTA matched with toll revenue credits.

#### *Financial Information<sup>(C5)2</sup>*

MPOs should include full financial information for all years covered by the LRTP, including information from their TIP.

#### *Cost Feasible Plan Financial Base Year<sup>(C6)2</sup>*

For their next adopted cost feasible LRTP, MPOs will use:

- FY 2013/2014 as the base year.
- FY 2039/2040 as the horizon year.

The recommended Base and Horizon Years are for financial reporting purposes only and do not impact individual MPO selection of alternative Base and Horizon Years for socioeconomic, modeling and other purposes.

### **Long Range Revenue Forecast for Long Range Transportation Plan Updates**

FDOT, in cooperation with the MPOAC and Florida’s MPOs, prepares long range revenue forecasts for state and federal funds that “flow through” the FDOT Work Program and other financial planning guidance. FDOT will, in cooperation with the MPOAC and Florida’s MPOs, develop an updated revenue forecast through 2040 and guidance for the next updates of metropolitan transportation plans and the Florida Transportation Plan (FTP). The following is guidance for developing and reporting financial estimates in those plans.

#### *Guidelines for Revenue Estimates<sup>(C7)2</sup>*

- The recommended Base Year is FY 2013/2014 (State Fiscal Year) and recommended Horizon Year is FY 2039/2040 for all metropolitan long range transportation plans.
- The recommended Time Period for estimates is 5 years between the Base Year and the year 2030 (2014-2015, 2016-2020, 2021-2025, and 2026-2030) and 10 years for the remaining years of the plan (2031-2040). This is essentially consistent with



previous forecasts and simplifies reporting. The use of 5- and 10-year periods increases flexibility and reduces the need to “fine tune” project priorities.

- For estimates of State and Federal Revenues:
  - FDOT will provide Year of Expenditure (YOE) estimates for state capacity programs for individual MPOs, similar to prior forecasts.
  - FDOT will provide system level estimates of the cost of operating and maintaining the State Highway System at the FDOT District level. MPOs should include the material in long range transportation plan documentation.
  - FDOT will work with the MPOAC to develop the detailed assumptions required for these estimates.
- For estimates of local revenues, FDOT will provide guidance for development of estimates of traditional sources.

*Guidelines for Developing Project Costs<sup>(C8)1 and (C8)2</sup>*

- Project Cost Estimates are typically expressed in Present Day Cost (PDC) dollars and will have to be adjusted with inflation factors for the time period during which they are planned to be implemented.
- To adjust costs from PDC to Year of Expenditure:
  - FDOT has developed estimates of inflation factors through 2040 that MPOs are encouraged to use. FDOT will provide documentation of the assumptions used to develop those factors.
  - MPOs should document alternative inflation factors, with explanation of assumptions.
- The recommended Time Period for costs are five (5) years between the Base Year and the year 2030 (2014-2015, 2016-2020, 2021-2025, and 2026-2030) and 10 years for the remaining years of the plan (2031-2040). Annual inflation factor estimates will be used to estimate “mid-point” factors for project costs during each respective 5- or 10-year period.
- FDOT will provide YOE cost estimates, phasing and project descriptions for projects included in the 2040 SIS Cost Feasible Plan to each MPO.

For total project costs, all phases of a project must be described in sufficient detail to estimate and provide an estimated total project cost and explain how the project is expected to be implemented. Any project which will go beyond the horizon year of the LRTP must include an explanation of the project elements beyond the horizon year and what phases/work will be performed beyond the horizon year of the plan. The costs of work and phases beyond the horizon year of the plan must be estimated using Year of



Expenditure (YOE) methodologies and may be described as a band (i.e. Construction expected 2035-2040). FHWA does not expect that this paragraph will apply to routine system preservation or maintenance activities. Total project costs will be shown for capacity expansion projects. System operations and management strategies such as ITS projects will be expected to show total project costs. This last category of projects may include a mixture of specific projects as well as grouped projects. (23 CFR 450.322(f)).

#### *Revenue Sources<sup>(C9)</sup>*

If the LRTP assumes a new revenue source as part of the cost feasible plan, the source must be clearly explained, why it is considered to be reasonably available, when it will be available, what actions would need to be taken for the revenue to be available, and what would happen with projects if the revenue source was not available. If, for example, the most recent action of a governing body or a referendum of the public defeated a similar revenue source, then the new revenue source may not be included in the Cost Feasible LRTP unless the MPO can justify the revenue source and explain the difference between the action that failed and the action being proposed (for further details, please see FHWA Guidance Financial Planning and Fiscal Constraint for Transportation Plans and Programs issued by Gloria Shepherd, Associate Administrator for Planning, Environment and Realty on April 17, 2009). This applies to all revenue sources in the LRTP (i.e. federal, state, local, private, etc.) Additionally, for projects within the first ten years of the Plan, the funding sources must be broken out to show federal, state, local, and private participation of each project. Beyond the first ten year period, federal and state participation on projects can be shown as a combined source. (23 CFR 450.322(10)(iii))

For FTA funded projects, formula awards (State of Good Repair, Operations, Preventive Maintenance, Rail Modernization, JARC and New Freedom) as well as discretionary awards (Bus Livability, Clean Fuels, Alternatives Analysis, New Starts/Small Starts, Transit in the Parks, Tribal Transit, etc.) may be described and/or pursued by the transit grantee within the LRTP. As such, the MPO and the transit grantee will need to consider how to account for the possibility of placing a discretionary transit project through a competitive award (as well as formula funds) as part of the cost feasible LRTP. At present, FTA receives almost \$ 15.00 in requests for every available \$ 1.00 of available discretionary program transit funding; hence the history of a particular grantee in receiving an award may not be readily discernible at the time the LRTP is updated. The purpose, need and perceived benefit of the transit project as well as geographic distribution of funds may play a role in project selection. As such, a transit needs plan with projects which may be unfunded when the LRTP is prepared may need to be considered, especially for major New Start/Small Start and other capital projects which must eventually be placed within the cost feasible LRTP to have funds awarded. Likewise, other discretionary awards must also be eventually listed within the cost feasible LRTP for FTA to obligate the awarded funds in a grant to a transit grantee.

#### *Cost Estimation Spreadsheet<sup>(C10)</sup>*

The consultant will provide a spreadsheet cost estimation tool that will incorporate the parameters and inputs in the CRTPA region. CRTPA staff will be able to use this spreadsheet tool throughout the planning period by updating cost look-up tables



incorporated into the spreadsheet in order to reflect accurate costs of materials, rights of way, and other conditions.

### ***Activities and Products:***

- Revenues<sup>(C1)1 and (C1)2</sup>
- Project Phase and Cost by Mode<sup>(C2)2</sup>
- Operating and Maintenance Costs<sup>(C3)1 and (C3)2</sup>
- Major Transit Capital Projects<sup>(C4)1</sup>
- Financial Information<sup>(C5)2</sup>
- Cost Feasible Plan Financial Base Year<sup>(C6)2</sup>
- Guidelines for Revenue Estimates<sup>(C7)2</sup>
- Guidelines for Developing Project Costs<sup>(C8)1 and (C8)2</sup>
- Revenue Sources<sup>(C9)1</sup>
- Cost Estimation Spreadsheet<sup>(C10)</sup>
- Coordination with CRTPA staff, and local staff and agencies throughout the region
- Report: Needs Plan Cost Estimate by Mode
- Report: Necessary Needs Plan Projects
- Report: Unfunded Project Cost Estimate
- Report: Revenues
- Report: Project Phase and Cost by Mode
- Report: Operating and Maintenance Costs
- Report: Financial Information
- Report: Revenue Estimates
- Report: Revenue Sources
- Report: Cost Estimation Spreadsheet

<sup>(C1)1</sup>, <sup>(C3)1</sup>, <sup>(C4)1</sup>, <sup>(C8)1</sup> and <sup>(C9)1</sup> – The Federal Highway Administration (FHWA), in cooperation with the Federal Transit Administration (FTA), has developed a summary of issues to provide clarification to the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPOs) regarding some of the requirements to be addressed in the next cycle of Long Range Transportation Plan (LRTP) updates. Please check the *FHWA's Strategies for Implementing Requirements for LRTP Update for the Florida MPOs* for further information.

<sup>(C1)2</sup>, <sup>(C2)2</sup>, <sup>(C3)2</sup>, <sup>(C5)2</sup> - <sup>(C8)2</sup> - The MPOAC adopted "Financial Guidelines for MPO 2035 Long Range Plans" in 2008 as a part of the "MPOAC 2025 Florida Transportation Plan Implementation Action Plan." The purpose of the guidelines was to improve uniformity in the reporting of financial data, including an estimate of transportation needs in MPO Long Range Transportation Plans, to facilitate a statewide estimate of both total and unfunded transportation needs. This document provides guidelines to continue improvements in uniformity for the next update of those long range plans.

### **D. Cost Feasible Plan**

#### ***Identification of Projects<sup>(D1)</sup>***

Based on the refined scenario, corridor assessments, Network Plans and within the framework of the guiding policies and strategies as identified in ***Section C Policy and Strategy Development***, specific projects will be identified that will move the region and



its communities towards implementation of the long-term vision. The identified projects will focus on the efficient movement of people and goods at all levels, from inter-regional to local travel; overall mobility and the completion of inter-connected and accessible multimodal networks. Projects will include roadway, bicycle and pedestrian, rail, freight, trails and greenways, and transit solutions. Identified projects will take into account the overall character of areas being served and will be structured to enhance and preserve environmental, cultural and historic resources.

#### *Transportation Improvement Program<sup>(D2)1</sup>*

Because projects in a Transportation Improvement Program (TIP) are required to demonstrate planning consistency with the LRTP, the requirements for project inclusion in a TIP must also be considered when developing the LRTP. As a reminder, projects that need to be included in the TIP are: all projects utilizing FHWA and/or FTA funds; all regionally significant projects requiring a FHWA or FTA action regardless of funding source; and regionally significant projects to be funded with other Federal funds than those administered by FHWA or FTA or regionally significant projects funded with non-federal funds (23 CFR 450.324(d)). The reference to regionally significant projects applies regardless of whether the project is a capacity or non-capacity project. Examples of regionally significant, non-capacity projects would include a ferry terminal, and intermodal centers.

#### *Group Projects in LRTP<sup>(D3)1</sup>*

Federal regulations allow a specifically defined type of project(s) to be grouped in the TIP. Similar groupings in the LRTP would be permissible. However, the ability to group project(s) depends on the regional significance of the project(s). Grouped projects in the TIP are typically ones that are not of an appropriate scale to be individually identified and can be combined with other projects which are similar in function, work type, and/or geographic area. Classifications of these grouped project types are listed under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. Examples are: activities which do not involve or lead directly to construction (such as planning and technical studies or grants for training and research programs); construction of non-regionally significant bicycle and pedestrian lanes, paths, and facilities; landscaping; installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur; rest areas and truck weigh stations; ridesharing activities; and highway safety or traffic operations improvement projects. Therefore, if grouping projects in the LRTP, the groups need to be specific enough to determine consistency between the LRTP and the TIP.

#### *Environmental Mitigation<sup>(D4)1</sup>*

For highway projects, the LRTP must include a discussion on environmental mitigation that is developed in consultation with Federal, State and Tribal wildlife, land management and regulatory agencies. This discussion should occur at more of a system-wide level to identify areas where mitigation may be undertaken (perhaps illustrated on a map) and what kinds of mitigation strategies, policies and/or programs may be used. This discussion in the LRTP would identify broader environmental mitigation needs and opportunities that individual transportation projects might later take advantage of. MPOs



should be aware that the use of ETDM alone is not environmental mitigation. That effort would be considered project screening and is not a system-wide review. Documentation of the consultation with the relevant agencies should be maintained by the MPO. (23 CFR 450.322(g))

For transit projects, which may develop as part of a discretionary grant process and award, the environmental class of action is usually considered by FTA regional offices in concert with transit grantees as the projects are analyzed and developed. Transit maintenance and transfer facilities and major capacity projects like light, heavy or commuter rail, BRT, etc. may require a separate NEPA document while acquisition of vehicles, provision of repairs, planning studies, engineering, etc, would not require a document. As such, environmental mitigation issues would tend to be developed as part of the NEPA document for specific projects with a NEPA decision made prior to the award of FTA funds. Likewise, transit environmental benefits like reduction in SOV trips and VMT, reduction in greenhouse gases, pedestrian and bicycle linkages, transit oriented/compact development (which is more walkable) may need to be stated within the broad parameters in the LRTP.

#### *Linking Planning and NEPA<sup>(D5)1</sup>*

For highway projects, we (FHWA) are continually looking for strategies that improve the linkage between planning and environmental processes. During the development of regionally significant projects in a LRTP, MPOs will need to include a purpose and need for the project in the LRTP. This purpose and need will be carried into the National Environmental Policy Act (NEPA) process and will be one way to enhance the linkage between planning and NEPA. For example, this purpose and need statement could briefly provide the rationale as to why the project warranted inclusion in the LRTP. Prior to FHWA approving an environmental document (Type-2 Categorical Exclusion, Finding of No Significant Impact, or Record of Decision) and thereby granting location design concept approval, the project must be consistent within the LRTP, the TIP and Statewide Transportation Improvement Program (STIP). The project consistency refers to the description (for example project name, termini and work activity) between the LRTP, the TIP and the STIP (23 CFR 450.216(k), 450.324(g) and 450.216(b)). The NEPA document must also describe how the project is going to be implemented and funded. The project implementation description in the NEPA document needs to be consistent with the implementation schedule in the LRTP and TIP/STIP as well. (450 Appendix A to Part 450, Section II Substantive Issues, 8)

For transit projects, which as mentioned may develop as part of a discretionary grant award, the environmental class of action is usually considered by FTA regional offices in concert with transit grantees as the projects are analyzed and developed. Transit maintenance and transfer facilities and major capacity projects like light, heavy or commuter rail, BRT, etc. will likely require a separate, detailed NEPA document while acquisition of vehicles, provision of repairs, planning studies, engineering, etc, would not require a document. As such, linking planning with NEPA for transit would tend to be developed as transit environmental benefits are described. For example, the reduction in SOV trips and VMT, reduction in greenhouse gases, pedestrian and bicycle linkages,



transit oriented/compact development (which is more walkable) and access for both captive and choice riders to the transit mode choice may be recognized benefits. These environmental benefits may need to be stated within the broad parameters in the LRTP as the perceived benefits of transit.

#### *Short-Range and Long-Range Strategies<sup>(D6) MAP-21</sup>*

The RMP 2040 Update Cost Feasible Plan will include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe efficient movement of people and goods in addressing current and future transportation demand.

#### *Transit Projects and Studies<sup>(D7)1</sup>*

##### **Transit Facility**

The transit grantee may propose a specific transit maintenance facility, transfer facility, multi-modal station, park n ride lot with transit service or other transit facility for rehabilitation, renovation or new construction. Generally, such facilities are eligible for 5307 or 5309 funds from FTA, or for FLEX funds from FHWA flexed to the transit grantee. At a minimum, such facilities should be contained within the TIP, STIP and be “consistent with” the LRTP. For example, consistent with the LRTP might mean a general statement, paragraph, line item or section on the specific facilities and their general location if known. Inclusion might also mention feasibility studies, preliminary engineering, appraisals, final design, property acquisition and relocation (if any) and NEPA documents and perhaps the intent to seek local, state or federal funding for same. The award of such funds may require an LRTP amendment to show such funds in the constrained LRTP.

##### **Transit Service including Fixed Route Bus, Deviated Route, Para-transit, Enhanced or Express Bus**

The transit grantee may propose a specific new transit service for a new area or corridor. Generally, such new service is eligible for 5307 or 5310 funds from FTA, or for L230 FLEX funds from FHWA to the transit grantee. At a minimum, such new service should be “consistent with” the LRTP. For example, consistent with the LRTP might mean a general statement, paragraph, line item or section on the specific service improvements to be undertaken (and the general location if known). Inclusion might also mention feasibility studies, operational plans, strategic plans and perhaps the intent to seek local, state or federal funding for same. The award of such funds may require an LRTP amendment to show such funds.

##### **Transit Service Including Bus Rapid Transit (BRT), Light Rail Transit (LRT) Heavy Rail Transit (HRT), Commuter Rail Transit (CRT), Streetcar through the New Starts/Small Starts Program**

The transit grantee may propose a specific new fixed guideway transit service (like BRT, LRT, HRT, CRT or Streetcar) to serve a new area or corridor as part of FTA’s New Starts Program. Generally, such new service is eligible for 5307 or 5309 funds from FTA, or for FLEX funds from FHWA to the transit grantee. At a minimum, such new



service should be “consistent with” the LRTP. As such service may be a large capital expenditure, the project, termini and cost would need to be specified in the constrained LRTP. Inclusion might also mention feasibility studies, NEPA studies, preliminary engineering and final design, right of way acquisition, operational plans, modeling improvements, strategic plans and perhaps the intent to seek local, state or federal funding for same. The award of such funds would require an LRTP amendment to show such funds in the constrained LRTP.

#### *Prioritization Process<sup>(D8)</sup>*

The consultant, in conjunction with staff, will develop a draft prioritization process based on the identified community values, the long term vision and the guiding principles designed to achieve the preferred scenario in conjunction with the availability of funding. The **Stakeholder Committee** and focus groups will provide input and guidance into the final prioritization process.

#### *Project Pages<sup>(D9)</sup>*

All of the identified projects will include maps and descriptions to ensure that the public and CRTPA members know exactly where and what the project is supposed to provide to the transportation system. Included on this project page will be a listing of the “Guiding Policies and Strategies” that the project met and didn’t meet to determine a draft priority as well as the cost/benefit of each and every project.

#### *Critical Corridor Pages<sup>(D10)</sup>*

In addition to the Project Pages, Critical Corridor pages will be developed to further detail the projects and enhancements proposed to the corridor.

#### *Prioritized Projects<sup>(D11)</sup>*

Once the prioritization process is finalized, the consultant will apply the process to the identified projects in order to develop a draft and final prioritized list of projects.

#### ***Activities and Products:***

- Identification of Projects<sup>(D1)</sup>
- Transportation Improvement Program<sup>(D2)1</sup>
- Group Projects in LRTP<sup>(D3)1</sup>
- Environmental Mitigation<sup>(D4)1</sup>
- Linking Planning and NEPA<sup>(D5)1</sup>
- Short-Range and Long-Range Strategies<sup>(D6)MAP-21</sup>
- Transit Projects and Studies<sup>(D7)1</sup>
- Prioritization Process<sup>(D8)</sup>
- Project Pages<sup>(D9)</sup>
- Corridor Pages<sup>(D10)</sup>
- Prioritized Projects<sup>(D11)</sup>
- Coordination with CRTPA and local staff and agencies throughout the region
- Report: Project Identification and Prioritization Process (draft and final)
- Report: Environmental Mitigation

- **Report: Purpose and Need for Regionally Significant Projects**

(D2)1 - (D5)1, (D7)1 - The Federal Highway Administration (FHWA), in cooperation with the Federal Transit Administration (FTA), has developed a summary of issues to provide clarification to the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPOs) regarding some of the requirements to be addressed in the next cycle of Long Range Transportation Plan (LRTP) updates. Please check the *FHWA's Strategies for Implementing Requirements for LRTP Update for the Florida MPOs* for further information.

(D6)MAP-21 – Additional language in 23 CFR 450.322 - Development and content of the metropolitan transportation plan requires this component.



## **VI. Study Reporting and Data**

### **A. LRTP Documentation/Final Board Approval<sup>(A1)1</sup>**

FHWA and FTA expect that at the time the MPO board adopts the LRTP, a substantial amount of LRTP analysis and documentation will have been completed, and all final documentation will be available for distribution no later than 90 days after the plan's adoption. The Board and its advisory committees, as well as the public should have periodically reviewed and commented on products from interim tasks and reports that culminate into the final Plan. Finalizing the LRTP and its supporting documentation should be the last activity in a lengthy process. All final documents should be posted online and available through the MPO office no later than 90 days after adoption.

<sup>(A1)1</sup> – The Federal Highway Administration (FHWA), in cooperation with the Federal Transit Administration (FTA), has developed a summary of issues to provide clarification to the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPOs) regarding some of the requirements to be addressed in the next cycle of Long Range Transportation Plan (LRTP) updates. Please check the *FHWA's Strategies for Implementing Requirements for LRTP Update for the Florida MPOs* for further information.

### **B. Map**

A full color Adopted Cost Feasible Plan map will be required and will have the following at a minimum:

Size: Minimum 24" x 36"

Data: Goals and objectives, a priority project listing including costs, regional map and project locations.

### **C. GIS**

A major focus of the RMP 2040 Update is the compilation of all transportation system data. Therefore, all GIS will utilize the standards set forth by the TLCGIS.

#### ***Activities and Products:***

- RMP 2040 Update Fold-out Map
- GIS database of transportation system projects

## VII. LRTP Modification

### A. Modification<sup>(A1)1</sup>

MPOs need established written and Board approved procedures that document how modifications to the LRTP are addressed after Board adoption. The procedures should specifically explain what qualifies as a modification as opposed to an amendment. These procedures can be included as part of the LRTP, the PPP, or provided elsewhere as appropriate. FHWA is currently beginning work with FDOT and the MPOs on an LRTP amendment process which will include statewide procedures and thresholds, similar to the STIP amendment process. This effort will assist the MPOs in determining when LRTP amendments are required.

<sup>(A1)1</sup> – The Federal Highway Administration (FHWA), in cooperation with the Federal Transit Administration (FTA), has developed a summary of issues to provide clarification to the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPOs) regarding some of the requirements to be addressed in the next cycle of Long Range Transportation Plan (LRTP) updates. Please check the *FHWA's Strategies for Implementing Requirements for LRTP Update for the Florida MPOs* for further information.

**Model Data Collection – Roadway<sup>(AA1)</sup>**

This effort will include the collection of datasets from the existing model and determine if they contain any usable information. Once the data sets have been collected the effort will focus on creating and/or compiling datasets necessary to validate and calibrate the RMP 2040 Update Model. The data collected, in conjunction with the FDOT Roadway Characteristics Inventory, will include, at a minimum:

- a. Traffic count data
- b. Roadway inventory
- c. Facility type
- d. Number of travel lanes
- e. Turn lanes
- f. Posted speed
- g. Functional classification

The roadway model will also require coding, reviewing, editing and debugging of the Base Year network (2010). This roadway network shall include double digit coding to allow for more accurate facility type representation. The revised model network shall incorporate changes to networks since the last plan update.

**Model Data Collection – Transit<sup>(AA2)</sup>**

In addition to roadway data transit, pedestrian, and bike facility data will have to be collected. The bike and pedestrian data will be incorporated into the model as a layer similar to the transit network

The structure of the transit model system will allow for different modes of transit, such as bus rapid transit, fixed rail, streetcar and trolley.

All appropriate data obtained from special transit studies shall be reviewed and incorporated into the model. Transit data, at a minimum, should include:

- a. AM Peak Ridership by route, mode and corridor;
- b. Midday (off-peak) Ridership by route, mode and corridor;
- c. Average Weekday Ridership by route, mode and corridor; and
- d. Average Weekday Transfer Data for AM Peak and Midday Ridership transferring between modes and between routes of the same mode.

**Mapping<sup>(AA3)</sup>**

Maps and digital copies of the data collected will be provided to facilitate the review and revision of the data prior to its use during model validation and calibration.

**Model Data Development<sup>(AA4)</sup>****Socioeconomic Data**

The socioeconomic data developed for the RMP 2040 Update will be developed consistent with standard practices utilizing, at a minimum, the 2010 Census and Info USA employment data.

**Miscellaneous Data**

Additional data requirements include travel demand for airports, intermodal facilities, recreation areas, significant commercial activity centers and freight distribution facilities. The intent is to accumulate sufficient data suitable for analyzing the adequacy of "access" to such facilities.

**Model Scenario**

To ensure that Since the RMP 2040 Update will be utilizing the Quality Growth Plus scenario from the original RMP, only one future land use scenario is going to be tested.

**Data Estimates**

All data will be based upon the latest available estimates and assumptions for population, land use, travel, employment, congestion and economic activity. Specific data requirements are listed below:

**Zonal Data One (ZDATA1)**

Population and household data for each model traffic analysis zone shall be obtained from the following sources.

**2010 Base Year**

Population and housing data for each traffic analysis zone shall be obtained from the 2010 U.S. Census and the Census Transportation Planning Package for the following:

1. Population and the number of single-family and multi-family units;
2. Auto availability;
3. Percentage of vacant single-family and multi-family units;
4. Population and number of single-family and multi-family units occupied by non-permanent residents; and
5. According to Florida Standard Urban Transportation Modeling Structure for trip generation, add median family income variable if this data is available.

**Future Year Population and Income Forecasts**

This data will be obtained from the University of Florida, Bureau of Economic and Business Research. These forecasts shall be used as control totals for future population and provide a basis for estimating other socioeconomic factors, such as housing and employment.

### **Hotel/Motel Units**

This data will be obtained from the Florida Department of Business Regulation, Division of Hotels and Restaurants.

### **Vacancy Rates**

Year 2010 Census data will be used to determine the percentage of vacant single-family and multi-family dwelling units.

## **Zonal Data Two**

### **Base Year Employment**

2010 Base Year employment data will be developed for each traffic analysis zone, classified by type (service, commercial, manufacturing and industrial). This data will be verified using Property Appraiser records, occupational licenses and Info USA data provided by the Florida Department of Transportation. Employment data will be cross referenced with the Chamber of Commerce large employers database for consistency (as it relates to size and location) and with Florida Agency for Workforce Innovation information.

### **Public School Enrollment**

2010 Base Year public school enrollment will be obtained from the respective School Boards in Gadsden, Jefferson, Leon and Wakulla Counties. Comparable data will be obtained from private schools within the study area.

## **Zonal Data Three**

Data for airports, universities, regional shopping malls, military installations, which function as special generators will be developed.

## **Zonal Data Four**

External-External Trips (EETRIPS) files developed for the RMP will be reviewed and updated by the CONSULTANT.

## **Traffic Count Data**

Traffic count data will be provided but will require review for consistency and adjusted:

- to average weekday peak season counts; and
- to account for heavy vehicle traffic.

## **Highway and Transit Networks<sup>(AA5)</sup>**

### **Highway**

This network shall be compatible with the ArcView Geographic Information System format. The structure of this network will be consistent with, but not limited to, the highway network for the RMP.



### **Transit Network**

This network shall be compatible with the ArcView Geographic Information System format. The structure of this model will reflect the changes to the transit system that were implemented in 2010.

### **Transit Service Data**

Transit service data necessary to validate/calibrate the travel demand model will be obtained from StarMetro. All appropriate data obtained from special transit studies shall be reviewed and incorporated.

Transit service data will include, but not be limited to:

- A. AM Peak Ridership by route, mode and corridor;
- B. Midday (off-peak) Ridership by route, mode and corridor;
- C. Average Weekday Ridership by route, mode and corridor; and
- D. Average Weekday Transfer Data for AM Peak and Midday Ridership transferring between modes and between routes of the same mode.

### **Data Projections<sup>(AA6)</sup>**

#### **ZDATA Files**

Socioeconomic data files Zonal Data One (ZDATA1) and Zonal Data Two (ZDATA2) will be developed for the year 2040. Projections from the Bureau of Business and Economic Research will be used as control totals.

Additionally, Zonal Data Three (ZDATA3), Zonal Data Four (ZDATA4) and External-External Trips (EETRIPS) files will be developed for the Year 2040.

### **Transit**

The methodology used to project transit ridership will rely on the StarMetro Transit Development Plan.

### **Bike and Pedestrian**

The projection of bicycle usage and pedestrian activity will also be projected.

### ***Data Collection, Mapping and Model Data Development Activities and Products:***

- Data Collection - Roadway<sup>(AA1)</sup>
- Data Collection - Transit<sup>(AA2)</sup>
- Mapping<sup>(AA3)</sup>
- Data Development<sup>(AB4)</sup>
- Highway and Transit Networks<sup>(AB5)</sup>
- Data Projections<sup>(AB6)</sup>
- Report: Data Collection – Roadway
- Report: Data Collection – Transit
- Report: Data Collection – Bike and Pedestrian

- Report: Data Collection – Freight
- Report: Data Development – Socioeconomic Data
- Report: Data Estimates – Zdata
- Report: Transportation Networks – Roadway, Transit, Freight, Bike and Pedestrian
- Report: Data Projections
- Map and GIS: Study Area Boundary
- Map and GIS: Principal Street System (existing and future)
- Map and GIS: Traffic Analysis Zones (existing and future)
- Map and GIS: Highway System Network (link/node plots) (existing and future)
- Map and GIS: Transit System Network (existing and future)
- Map and GIS: Bike Network (existing and future)
- Map and GIS: Pedestrian Network (existing and future)
- Map and GIS: Freight Corridors (existing and future)



**Appendix B – Task V, Section A (Existing Plus Committed Network)**

**Committed Projects Defined**

Only projects for which federal, state, local or private funding for construction, or for the acquisition of right-of-way (and assumed to be completed and open to traffic in 2019), shall be identified and included in the Existing Plus Committed Network.

**Process**

The process of developing the Existing Plus Committed network will begin by coding all projects “committed” for construction to the Base Year Network. This should include a review of the Transit Development Plan (TDP) for transit projects.

**All or Nothing Assignment**

An "all or nothing" assignment to the Existing Plus Committed Network will be completed which will include a Year 2040 Trip Table to determine the deficiencies on the highway and transit networks that shall occur by the year 2040.

**Needs Plan Project Identification<sup>(AC1)</sup>**

The Needs Plan will begin with utilizing the Congestion Management Process Plan, the adopted Transit Development Plan (TDP), and the Adopted RMP Cost Feasible Plan. Further inclusions for review will include results from the Transportation Network Plans (Task V, Section B).

**Draft Needs Plan<sup>(AC2)</sup>**

A Draft Needs Plan will be developed by running 2040 zonal data (ZDATA) with the 2019 Existing Plus Committed Network. All facilities with a 0.8 - .89, and 0.9 and over volume to capacity ratio will be identified.

**Necessary Needs Plan Projects<sup>(AC3)2</sup>**

The MPO Needs Plan should include only transportation projects that are necessary to meet identified future transportation demand or advances the goals, objectives and policies of the MPO, the region and the state. Cost should be given significant consideration when choosing among various alternatives (mode or alignment) to meet an identified need. Compelling policy or practical reasons for selecting alternatives that exceed the identified transportation need may include increasing the availability of premium transit options, overwhelming environmental benefit or the need to use compatible technology to expand an existing transportation asset.

**Not Needed Needs Plan Projects<sup>(AC4)2</sup>**

Certain types of projects should not be considered a “needed” project if they represent projects that are extremely unlikely to be implemented and unnecessarily inflate the estimated transportation needs in the metropolitan area. The cost of such a project should not be included in an MPO Needs Plan. Such projects may include:

- Projects that cannot be implemented due to policy constraints,
- Projects that cannot be implemented due to physical constraints,
- Projects that are unlikely to be implemented due to potential significant environmental constraints, and
- Projects that are unlikely to be implemented due to potential significant environmental justice or civil rights impacts.

**Constrained Needs Plan<sup>(AC5)</sup>**

The result of the direction FHWA and FTA under “*Not Needed Needs Plan Projects<sup>(J3)2</sup>*” is a Constrained Needs Plan.

The facilities that fall under these guidelines will not be included in the Needs Plan from a roadway improvement perspective but can be pursued through other actions to resolve the deficiency.

**Performance Measurements<sup>(AC6)1</sup>**

FHWA and FTA encourage the MPOs to consider ways to incorporate performance measures/metrics for system-wide operation, as well as more localized measures/metrics into their LRTPs. As funding for transportation capacity projects becomes more limited, increasing emphasis will be placed on maximizing the efficiency and effectiveness of our current transportation system. Consequently, measures to assess the LRTP's effectiveness in increasing system performance may be needed.

Based on this suggestion from FHWA and FTA, these measurements/metrics will be used to evaluate the Needs Plan to determine system efficiency.

**Contextual Solutions<sup>(AC7)1</sup>**

The MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors. For example, Context Sensitive Solutions (CSS) may be appropriate for historic parkways, historic districts, town centers, dense “walkable” neighborhood areas, arterial “gateways”, greenway trails and pedestrian ways, environmentally sensitive areas or simply where right of way is not readily available. The value of the resources present may suggest the need for alternative or special treatments (or even accepting a level of congestion and lower speeds that respects the resources). In these instances, specific livability principles might be employed for improved pedestrian and transit access – especially to schools and even traffic calming. Also, spatial relationships that support public transit like transit oriented development and the “trip not taken” while reducing greenhouse gases might be recognized as characteristics of a town center or mixed use area with public transit access. Other livability planning goals might need to be recognized like preserving affordable housing, improving/preserving special resources like parks, monuments and tourism areas, increasing floor area ratios and reducing parking minimums in select corridors to encourage walking trips and public transit, transportation demand management, etc.

Based on this suggestion from FHWA and FTA, the Draft Needs Plan will be assessed to identify these projects with the ultimate goal for inclusion into the Final Needs Plan.

**Multimodal Integration<sup>(AC8)</sup>**

The Draft Needs Plan will be evaluated to determine the bike, pedestrian, and transit projects that will serve to provide an integrated transportation system. Projects resulting from this evaluation will be incorporated into the Final Needs Plan.

**Project Evaluation<sup>(AC9)</sup>**

The Draft Needs Plan will be assessed on the Policies and Strategies that were developed in **Section C**.

**Unfunded Project Cost Estimate<sup>(AC10)2</sup>**

All MPOs will include an estimate of unfunded costs in base year dollars in their adopted LRTP.

The needs estimate should include all costs (operations, maintenance, capacity expansion, etc.) associated with all modes. Estimated needs should be reported by mode.

**ETDM<sup>(AC11)</sup>**

Some of the projects in the Needs Plan will be required to be entered into the Efficient Transportation Decision Making (ETDM) system. All efforts to enter this data will follow Sections 4.5.3 and 4.5.4 of the Metropolitan Planning Organization Program Management Handbook. To that end, the CONSULTANT shall develop Purpose and Needs Statements and Project Descriptions for such projects. The CONSULTANT shall assist the CRTPA's ETDM Coordinator as needed. Land Suitability Mapping (LSM) may be used to establish the initial study area.

**Needs Plan Project Ranking<sup>(AC12)</sup>**

Upon completion of the development of the Project Costs, and approval by the CRTPA, the Final Needs Plan will utilize the Project Evaluation<sup>(F7)</sup> scores to “rank” the projects. This process will kick-off the Draft Cost Feasible Plan effort.

***Needs Plan Activities and Products:***

- Needs Plan Project Identification<sup>(AC1)</sup>
- Draft Needs Plan<sup>(AC2)</sup>
- Necessary Needs Plan Projects<sup>(AC3)2</sup>
- Not Needed Needs Plan Projects<sup>(AC4)2</sup>
- Constrained Needs Plan<sup>(AC5)</sup>
- Performance Measurements<sup>(AC6)1</sup>
- Contextual Solutions<sup>(AC7)1</sup>
- Multimodal Integration<sup>(AC8)</sup>
- Project Evaluation<sup>(AC9)</sup>
- Unfunded Project Cost Estimate<sup>(AC10)2</sup>
- ETDM<sup>(AC11)</sup>
- Needs Plan Ranked Projects<sup>(AC12)</sup>
- Report: Needs Plan Projects
- Report: Draft Needs Plan
- Report: Constrained Needs Plan
- Report: Performance Measurements (System-Wide)
- Report: Contextual Solutions
- Report: Multimodal Integration
- Report: Project Evaluation, Cost and Ranking
- Map and GIS: Needs Plan Projects
- Map and GIS: Draft Needs Plan Projects
- Map and GIS: Constrained Needs Plan Projects
- Map and GIS: Contextual Solution Projects
- Map and GIS: Multimodal Integration Projects
- Map and GIS: Final Needs Plan

<sup>(AC4)1</sup> and <sup>(AC5)1</sup> – The Federal Highway Administration (FHWA), in cooperation with the Federal Transit Administration (FTA), has developed a summary of issues to provide clarification to the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPOs) regarding some of the

requirements to be addressed in the next cycle of Long Range Transportation Plan (LRTP) updates. Please check the *FHWA's Strategies for Implementing Requirements for LRTP Update for the Florida MPOs* for further information.

(AC3)2 - (AC4)2 , and (AC10)2 - The MPOAC adopted "Financial Guidelines for MPO 2035 Long Range Plans" in 2008 as a part of the "MPOAC 2025 Florida Transportation Plan Implementation Action Plan." The purpose of the guidelines was to improve uniformity in the reporting of financial data, including an estimate of transportation needs in MPO Long Range Transportation Plans, to facilitate a statewide estimate of both total and unfunded transportation needs. This document provides guidelines to continue improvements in uniformity for the next update of those long range plans.

### Introduction

A Transit Development Plan (TDP) is a multi-year transit plan required by the Florida Department of Transportation (FDOT) that calls for a description of the transit agency's vision for public transportation, along with an assessment of transit needs in the study area and a staged implementation program to set priorities for improvements. FDOT requires a TDP in order to maintain eligibility for state Block Grant funding.

This major update of the Transit Development Plan (TDP) shall incorporate a 10-year planning horizon beginning in FY 2010. It shall address the requirements of, and be consistent with, applicable Florida Department of Transportation (FDOT) regulations, all requirements of Florida Administrative Code Section 14-73.001 (revised and published in December 2006), and all requirements of Florida Statute 341.052.

The Transit Development Plan is also a policy document that integrates transit goals and objectives with those of other adopted plans, including the State Transportation Plan and other local government comprehensive plans. This TDP will be completed in conjunction with the CRTPA's long range transportation plan to ensure a comprehensive approach to addressing system needs.

### Task I. Base Data and Analysis

Demographic, economic, and transportation data for the CRTPA region will be collected with assistance from StarMetro staff. The data collection effort will run concurrent with the data collection effort for all RMP 2040 Update activities to ensure consistency.

#### A. Demographic and Socioeconomic Data<sup>(AD1)</sup>

Demographic and socioeconomic data will provide an historical background and description of the area. Data will be displayed in tabular format and/or GIS maps as appropriate, supported with descriptive narrative of the demographic and socioeconomic characteristics of the region. The 2010 Census will be used as the primary data source (with updated census information as available), supplemented with data available from the Bureau of Economics and Business Research (BEBR) of the University of Florida, and StarMetro. Data (and maps as appropriate) to be compiled shall include but is not limited to the following:

- physical description of area
- population and population density
- age and income distribution
- household data
- vehicle availability
- work commute times/patterns
- employment status
- tourist and visitor level
- race/minority status
- educational attainment
- trip generators and attractors

**B. Transportation and Land Use<sup>(Ad2)</sup>**

A transportation and land system analysis will be performed and will provide maps as appropriate of various land use/urban design characteristics in Leon County to include:

- land use patterns and trends
- roadway conditions/levels of service
- transit integration with the roadway network
- pedestrian and transit amenities
- transit supportive policies related to urban design
- public parking availability

**C. GIS<sup>(AD3)</sup>**

A GIS based analysis will be completed to identify transit dependent characteristic markets in Leon County and evaluate how well existing fixed route transit service serves those areas based on census block group data. This analysis will display Leon County's fixed route service area and identify areas that are not served or under-served based on demographic data such as population density, low-income households, youth and elderly population, and vehicle availability. This analysis will provide recommendations on areas where transit service would be beneficial and provide a relative measure of priority.

***Task I - Base data and Analysis Activities and Products:***

- Report: Demographic and Socioeconomic Community Profile<sup>(AD1)</sup>
- Report: Transportation and Land Use Analysis<sup>(AD2)</sup>
- Map: Land Use/Urban Design<sup>(AD2)</sup>
- Report: GIS Analysis Results<sup>(AD3)</sup>

**Task II. Public Participation Plan**

A Public Participation Plan (PPP) will be developed that is consistent with the RMP 2040 Update. The PPP will be submitted to FDOT for review and approval. The PPP will, at a minimum, include the activities listed below.

**CRTPA Committee Meetings<sup>(AD4)</sup>**

Discussion group meetings (up to 3) will be held with the Technical Advisory Committee (TAC), Citizens Multimodal Advisory Committee (CMAC), and the Transportation Disadvantaged Coordinating Board (TDCB) to identify mobility issues and opportunities.

**Public Workshop<sup>(AD5)</sup>**

A public workshop will be held to provide an opportunity for all citizens to participate in the development of the TDP. This is an informal opportunity for citizens to review information about the transit system and provide suggestions.



**Interviews<sup>(AD6)</sup>**

An assessment of opinions, perceptions, and attitudes of key local officials and community leaders regarding current and potential transit services will be conducted. Policy issues of greatest local concern will be identified and discussed. Appropriate officials and community leaders will be selected to be interviewed (approximately 8 to 10).

**Internal Survey<sup>(AD7)</sup>**

A written survey will be developed, administered and analyzed of fixed route bus operators and other key employees who regularly interface with customers to obtain their views of the existing services, customer needs, and opportunities to enhance the service.

**External Survey<sup>(AD8)</sup>**

A written survey will be developed, administered and analyzed of fixed route on-board passengers. The surveys will be designed to capture demographics, travel behavior, and rider satisfaction data from existing passengers.

***Task II – Public Participation Plan Activities and Products:***

- Report: Summary of discussions for CRTPA Committees<sup>(AD4)</sup>
- Report: Summary of Public Workshop<sup>(AD5)</sup>
- Report: Results of Interviews with Key Personnel<sup>(AD6)</sup>
- Report: Internal Survey Results<sup>(AD7)</sup>
- Report: External Survey Results<sup>(AD8)</sup>

**Task III. Existing Services and Performance Evaluation****Existing Service Assessment<sup>(AD9)</sup>**

An existing service assessment will be developed for StarMetro. This will include Basic descriptions of services will be provided.

**Performance Review<sup>(AD10)</sup>**

A performance review of existing fixed route transit and demand response service will be conducted. The performance analysis consists of two components: a trend analysis and a peer comparison. The National Transit Database (NTD) will be utilized for data requirements. The most recent five years of NTD data available and more recent data supplied by the agency (if available) will be utilized for the trend analysis. The peer comparison will compare StarMetro with other systems in Florida and the United States and utilize the most recent NTD data available.

**Performance Measures<sup>(AD11)</sup>**

The operating and financial performance measures that will be examined in the fixed route performance review are shown on **Table 1**. For the demand response review, some of these measures are not reported by the NTD and therefore will not be used.

The performance review will be used to assess StarMetro's current stated goals and objectives for transit service and formulate new goals and objectives.

**Table 1 -- Performance Evaluation Indicators and Measures****Operational Measures Financial Measures****General**

Service Area Population  
 Service Area Population Density  
 Passenger Trips  
 Passenger Miles  
 Average Passenger Trip Length  
 Vehicle Miles  
 Revenue Miles  
 Revenue Hours  
 Route Miles

**Vehicle**

Vehicles Available in Maximum Service  
 Vehicles Operated in Maximum Service  
 Revenue Miles per Vehicles in Max. Service  
 Average Age of Fleet (in yrs.)

**Labor**

Total Employee FTEs  
 Revenue Hours per Employee FTE  
 Passenger Trips per Employee FTE

**Service**

Vehicle Miles Per Capita  
 Passenger Trips per Capita  
 Passenger Trips per Vehicles in Max. Service  
 Passenger Trips per Revenue Mile  
 Passenger Trips per Revenue Hour

**Financial Measures****Expense and Revenue**

Operating Expenses  
 Maintenance Expenses  
 Local Revenue  
 Passenger Fare Revenue  
 Local Contribution  
 Other Non-Fare Revenue  
 Average Fare

**Efficiency**

Operating Expense per Capita  
 Operating Expense per Passenger Trip  
 Operating Expense per Revenue Mile  
 Operating Expense per Revenue Hour  
 Maintenance Expense per Revenue Hour  
 Maintenance Expense per Vehicle  
 Farebox Recovery

**Task III – Existing Service and Performance Activities and Products:**

- Report: Existing Service Assessment<sup>(AD9)</sup>
- Report: Performance Review<sup>(AD10)</sup>
- Report: Performance Measures<sup>(AD11)</sup>

**Task IV. Transit Quality of Service Evaluation (TQOS)**

FDOT requires that the Florida Metropolitan Planning Organizations (where fixed-route transit service operates), coordinate an effort to evaluate transit service in their regions with respect to the six measures identified in the Transit Capacity and Quality of Service Manual, 2nd Edition (TCQSM).

In accordance with the TCQSM, CONSULTANT will conduct the transit quality of service analysis utilizing the six TQOS measures below:

- service coverage
- service frequency
- hours of service
- transit travel time versus auto travel time
- passenger loading
- reliability (on-time performance or headway adherence)

***Task IV – Transit Quality of Service Evaluation Activities and Products:***

- Report: Total Quality of Service Report

**Task V. Situational Appraisal**

**Policy, Plans, Programs and Organizational Issues<sup>(AD12)</sup>**

The effects of the following will be reviewed as they relate to the transit system:

- assessment of institutional and governance issues
- local, state and regional plans and actions
- land use/growth management policies and programs
- organizational issues
- existing and proposed ITS technologies

**Urban Design Effects on Transit<sup>(AD13)</sup>**

An assessment of the extent to which land use and urban design patterns in Leon County's service area support or hinder the efficient provision of transit service will be performed, including any specific efforts by local land use authorities to foster transit development.

This assessment will be completed using T-BEST software. The result of this analysis will be a 5 and 10-year projection of transit ridership. This analysis will determine system level demand estimates and will not yield route-specific service design or scheduling recommendations. In addition, the evaluation will include potential demand based upon historical ridership trends, peer comparisons and service level changes.

**Future Demand<sup>(AD14)</sup>**

Future demand response ridership will be projected over the ten-year planning period assuming current service levels are maintained.

***Task V – Situational Appraisal Activities and Products:***

- Report: Policy, Plans, Programs and Organizational Issues<sup>(AD12)</sup>
- Report: Urban Design Effects on Transit<sup>(AD13)</sup>
- Report: Future Demand<sup>(AD14)</sup>

## Task VI. Identify Goals, Objectives, and Policies

### Goals Objectives and Policies<sup>(AD15)</sup>

With assistance from StarMetro and CRTPA staff, and the Stakeholders Committee, goals, objectives and policies will be developed that are consistent the RMP 2040 Update goals, objectives, and policies. These goal, objectives, and policies will assist in developing the ten-year vision for the transit system.

### Long Range Plans Review<sup>(AD16)</sup>

To assist in the development of the goals, objectives, and policies, a review local plans and documents, including the Florida Transportation Plan, the RMP, other county and local government comprehensive plans, previous transit plans, and the Transportation Disadvantaged Service Plan will occur.

### Community Goals<sup>(AD17)</sup>

Identify and compile community goals and objectives relating to transit and mobility and discuss their relationship to the ten-year implementation program.

### Interview Review<sup>(AD18)</sup>

Review the results of **Task II**, to gain a better understanding of community goals and objectives related to transit and mobility.

### Draft Goals and Objectives<sup>(AD19)</sup>

Present draft goals and objectives to the Stakeholders Committee for approval.

### *Task VI – Identify Goals, Objectives and Policies Activities and Products:*

- Report: Goals, Objectives and Policies<sup>(AD15)</sup>
- Report: Long Range Plans Review<sup>(AD16)</sup>
- Report: Community Goals<sup>(AD17)</sup>
- Report: Draft Goals and Objectives<sup>(AD18)</sup>

## Task VII. Strategic Initiatives: Needs, Opportunities, and Alternatives<sup>(AD19)</sup>

Review and analyze needs, opportunities, and alternatives for transit operation in Leon County to develop strategic initiatives for the system. These may include recommended strategies related to new or improved services, passenger amenities, technology, public outreach/communication, capital acquisition etc. These initiatives will be developed in conjunction with the StarMetro and CRTPA staff and the Stakeholders Committee, and will support the community's and agency's vision of where it wants to be in ten years. The results of **Task I** through **Task VI** will be considered in developing strategic initiatives for Leon County. Initiatives will be identified and analyzed at this stage based on various factors including projected benefits, costs, and potential revenue sources.

### *Task VII – Strategic Initiatives: Needs, Opportunities and Alternatives Activities and Products:*

- Report: Strategic Initiatives<sup>(AD19)</sup>

## **Task VIII - Ten-Year Implementation Program**

### **Implementation Program<sup>(AD20)</sup>**

Prepare a ten-year implementation program that will contain a detailed ten-year service plan (based on strategic initiatives outlined in the last task) and a ten-year capital and operating plan.

### **Service Plan and Maps<sup>(AD21)</sup>**

The ten-year service plan will include maps indicating the current route network, service areas and the level of service to be provided. Proposed new and enhanced service will be outlined and described including vehicle requirements, performance monitoring, and cost information. More detail will be provided in the first five years compared to the last five years.

### **Capital and Operating Plan<sup>(AD22)</sup>**

The capital and operating plan will provide detailed descriptions of various federal, state, and local funding sources available to transit systems in Florida. Existing operating and capital funding for StarMetro will be identified and a historical summary of its operating budget will be provided. The ten-year financial plan will include a detailed list of projects and services identified in previous TDP tasks and estimate the capital and operating costs of these projects by recommended fiscal year of implementation and the anticipated revenues by source. Since the entire context of the TDP is “strategic”, the financial plan will have prioritized projects and services that assume available funding. A list of recommendations for which no funding source is identified will also be provided along with potential sources of additional funding.

### ***Task VIII – Ten-Year Implementation Program Activities and Products:***

Report: Implementation Program<sup>(AD20)</sup>

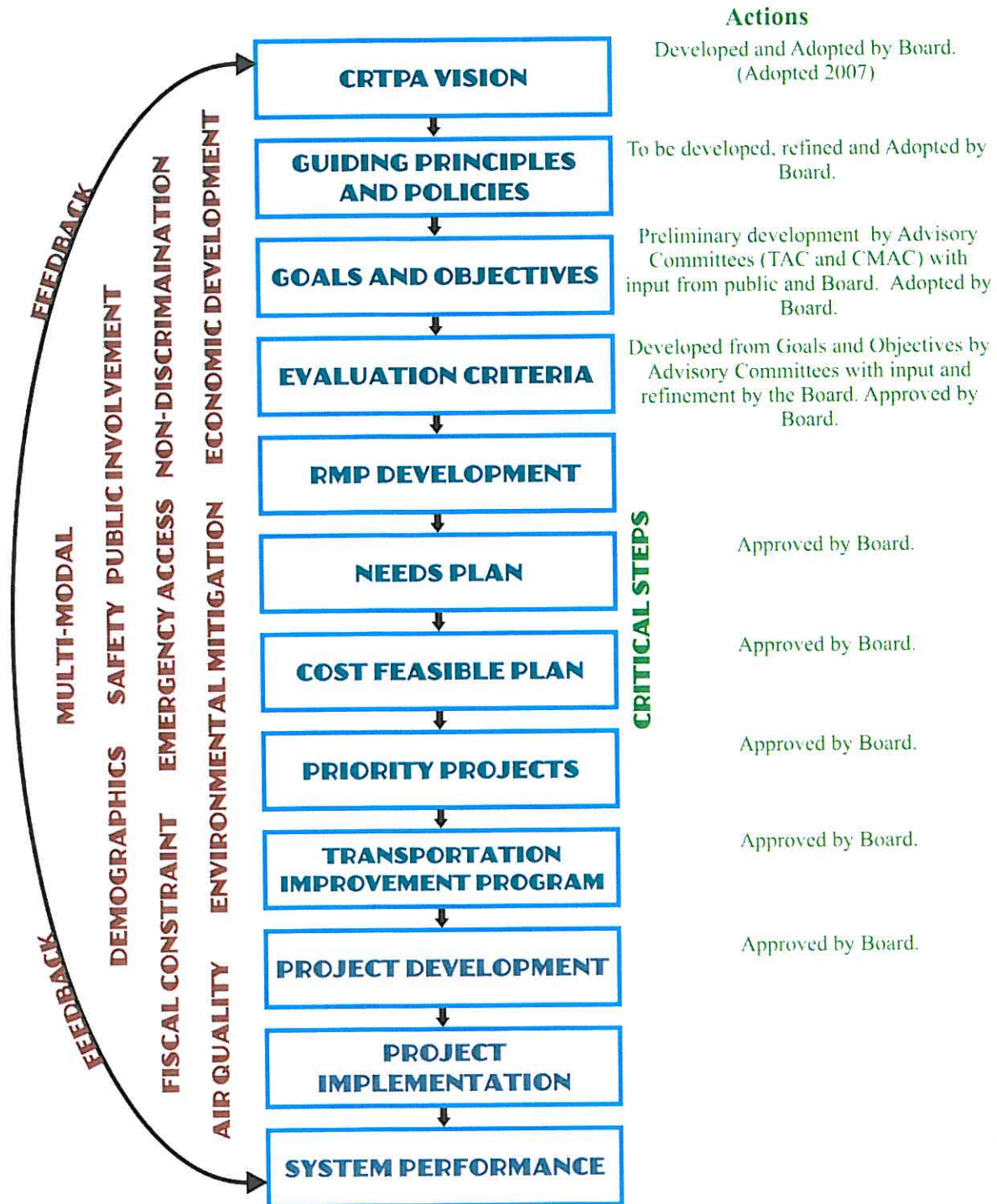
Report: Service Plan and Maps<sup>(AD21)</sup>

Report: Capital and Operating Plan<sup>(AD22)</sup>

## **Task IX. Draft and Final Ten-Year Transit Development Plan**

Prepare a draft TDP for presentation to the Stakeholders Committee, Citizens Multimodal Advisory Committee (CMAC), Technical Advisory Committee (TAC), the CRTPA and the City of Tallahassee City Commission.

# CRTPA TRANSPORTATION PLANNING PROCESS







*June 17, 2013*

## **AGENDA ITEM 5 B**

### **REGIONAL MOBILITY PLAN (YEAR 2035) COST FEASIBLE PLAN ASSESSMENT**

**REQUESTED BY:** CRTPA Staff

**TYPE OF ITEM:** Discussion

#### **STATEMENT OF ISSUE**

This item provides a process to perform an assessment and update of the Regional Mobility Plan (RMP) based on the direction from the CRTPA Board on May 20, 2013.

#### **RECOMMENDED ACTION**

Option 1: Approve Regional Mobility Plan – Cost Feasible Plan Assessment process.

#### **HISTORY AND ANALYSIS**

At the May 20, 2013 CRTPA Board meeting, members expressed concerns about the rigidity of the priority order of projects in the Cost Feasible Plan of the Regional Mobility Plan (RMP) and sought the ability to move projects to a higher status. However, there is no adopted CRTPA process to accomplish this request for either a single project or a group of projects. The following outlines the purpose of maintaining a priority order and a process to assess the Cost Feasible Plan.

##### **Cost Feasible Plan Priority Order**

The RMP was developed with the concept of basing the priority order of projects on a set of urban and rural criteria that incorporated Smart Growth principles, and the RMP goals and objectives. Beyond these criterions, there were additional issues that provided additional “weight” to a project such as having a phase such as PD&E completed or design phase funding. These projects are and/or were priorities for previous CRTPA Boards or even priorities when this organization was known as the Tallahassee-Leon County MPO. These are factors that went into determining priority order of the projects.

##### **Linking the RMP to the Transportation Improvement Program (TIP)**

Prior to the adoption of the RMP there was a separate process and criteria for ranking the projects that came out of the long range transportation plan (LRTP). This additional process created confusion because high ranking projects from the LRTP went through an additional process that may have had another project rank higher. To eliminate this from occurring and only having one set of criteria, the RMP ranking was used as the same rank order for the Transportation Improvement Program (TIP).



Therefore, a highly ranked project would go from the top of the Cost Feasible Plan to the top of the Priority Project List.

### **Priority Project List**

Keeping in mind that when the CRTPA submits the Priority Project List to the Florida Department of Transportation (FDOT) in September of every year, the funding for priorities is for the “fifth” year of the Work Program. For example, the funding for the top ranked project that is submitted in September of 2013, for the FY 2015 – 2019 TIP, will potentially receive funding in 2019, and it may only be for a particular phase of the project. Projects that CRTPA members find in year one, or 2015, were priorities in the 2011 – 2015 TIP which was developed in 2009, a year before the RMP was adopted. This is not a fast moving process. The first year that projects from the RMP were submitted as priorities was in FY 2011 – 2012, these projects will show up in the first year of the TIP in 2016.

### **Consistency and Integrity of Priority Projects**

For several reasons, it is important to maintain consistency for projects in the priority project list. First, (using the same project that has funding in 2019 from above) a project receives phasing for a “study” phase in 2019 will also require design, potentially right-of-way and construction in additional years, so that project needs to be at the top of the priority project list until it is completely funded. So following this “2019” project through fruition (depending on the type of project) could take an additional 6 to 7 years as a priority which makes it year **2026** before it is completely funded, if funding is available. This project was first submitted in **2013**. That is potentially how long it takes to get projects completed. So when priorities change, there is a shift in all of the projects that are underway with some type of funding and the FDOT will begin to question the consistency of the priorities because it is now testing the integrity of the process and the Work Program.

Each and every project has its own life and related issues so there is no “boilerplate” typical project. The funding and partnerships created as a function of developing the project can certainly influence how quickly a project goes from concept to construction.

An example of a project currently underway is the Capital City to the Sea Trails. The concept of the project came around in 2009 and was funded through the CRTPA \$1,000,000 set aside for bike and pedestrian improvements. The Master Plan is underway with a completion date of March 2014, at which point the Project Development and Environment (PD&E) Study will be underway with an estimated completion date of 2015. So from concept to PD&E, the project will have taken six (6) years. There is no funding for design, right-of-way or construction as it stands today. However, that does not mean that staff isn’t working on getting funding for the next phases. If the priorities shift to other projects then staff time and energy put into this project will have to shift to another project, a new priority. So consistency and integrity of the program also effects staffing.

These examples and processes are only highlighted to provide CRTPA members the potential impacts that can happen when priorities are changed on projects already underway and the staffing to ensure that the projects are completed as well as the consistency that FDOT is looking for from the CRTPA, excluding potential political implications from moving projects around on the priority project list.

### **Cost Feasible Plan Assessment**

Based on the adopted Regional Mobility Plan Coordination Goal:

#### **Coordination Goal**

“To promote efficient and thorough implementation of the Regional Mobility Plan by ensuring broad buy-in and stakeholder support for the Regional Mobility Plan process, the plan itself, and its constituents projects.”

#### **Coordination Objectives**

1. Prepare and maintain a stakeholder list of public sector regional mobility partners, including local governments, state agencies with offices in the region, local School Boards, the Universities, and public commuter services.
2. Use agreements among parties with respect to levels of service, timing of implementation, and funding for construction and operations.
3. Conduct bi-ennial reviews (separate from mobility plan updates) to evaluate compliance with terms of agreements and stakeholder satisfaction with implementation of the regional mobility plan.
4. Include within the Regional Mobility Plan a process to identify and evaluate the implementation and effectiveness of the plan, including its impacts on land use, redevelopment, and related initiatives and actions.
5. Provide status reports about the Regional Mobility Plan to the Florida Department of Transportation and the Florida Department of Community Affairs.

Staff will assess the status of the Cost Feasible Plan to provide CRTPA members a report on the progress that has been made with implementing projects as well as to determine the status of all of the projects contained in Tiers 1 through 4 (excluding projects “funded by others”).

Below is a brief outline of the steps that will be taken.

1. Determine which projects in the Cost Feasible Plan have been completed prior to Tier 1 (2016 – 2020). For example, there were a lot of sidewalk projects completed as a component of the implementation of the NOVA 2010 Plan that may be in the Cost Feasible Plan and they should be removed since they are completed.
2. Identify all of the projects that have been initiated since the adoption of the Regional Mobility Plan to determine if any have completed a PD&E Study or design phase. For example, the Capital City to the Sea Trails project has the PD&E study programmed for FY 2014.

3. Assess the status of projects on the StarMetro system routes to ensure they receive credit for being on the transit system subsequent to the implementation of the new routing system.
4. Determine if any projects are proposed for the TIGER V Grant funding and include any other TIGER V Grant projects in the “funded by others” category of the Cost Feasible Plan. Any project in the existing Cost Feasible Plan that is a TIGER V Grant project will be noted but kept in the Tier system, not the “funded by others” category.
5. Based on the results of steps 1 – 4, assess the Cost Feasible Plan (all projects) to ensure that projects with phases including PD&E and design are moved forward based on their status.
6. Determine if there are any impacts to the Cost Feasible Plan that will or have occurred based on projects being moved forward (such as moving from Tier 2 to Tier 1 or vice-versa). Any project that is proposed to be moved will be noted and appropriately identified for a Public Hearing.

The appropriateness of a lengthy reassessment will be determined if a project moving from one tier to another has a capacity impact such as a new road or widening of an existing road. Projects such as sidewalks, bike lanes, trails, paths, or other bike and pedestrian improvements moving from tier to tier are bound by financial constraints but do not necessarily impact capacity. However, the adjustment will require an Environmental Justice analysis prior to any final placement in the Cost Feasible Plan.

Any project moving from tier to tier will have the costs deflated to the based year (2007) and adjusted to the new tier using an inflation factor.

7. Any project adjustment will require an Environmental Justice analysis to determine the benefits and burdens (if any) upon the identified protected population.

### **NEXT STEPS**

When the CRTPA approves the RMP Assessment process, staff will begin data collection and initiate contact with partners in the region regarding projects contained in the Cost Feasible Plan. Completion and reporting of the results will be available at the September 16, 2013 CRTPA Board Meeting.

If the CRTPA Board so chooses to proceed with the recommendations from the report there is a 30 day comment period, before the Public Hearing can be held, that is required per the CRTPA’s Public Involvement Plan Process (PIPP). The 30 day time period would place the approval of the document on the November 2013 CRTPA Board agenda with the priority projects forwarded to the FDOT in September of 2014 for the FY 2016 – 2020 Transportation Improvement Program.

### **OPTIONS**

Option 1: Approve Regional Mobility Plan – Cost Feasible Plan Assessment process.  
(Recommended)

Option 2: Provide other direction.



*June 17, 2013*

## **AGENDA ITEM 5 C**

### **SUSTAINABLE COMMUNITIES CALCULATOR**

**REQUESTED BY:** CRTPA Staff

**TYPE OF ITEM:** Information

#### **STATEMENT OF ISSUE**

Bruce Landis, PE, AICP, of Sprinkle Consulting will demonstrate the use of the web-based application of the Sustainable Communities Calculator.

#### **HISTORY AND ANALYSIS**

The basis for the Sustainable Communities Calculator was developed as an element of the Regional Mobility Plan. With the authorization of the CRTPA in October 2011, Sprinkle Consulting was contracted under CRTPA's General Planning Consultant contract with URS Corporation to complete the attributes of the calculator so that it could become fully functional. The calculator is fully functional and accessible from the CRTPA website. The calculator is able to determine future fiscal impacts to the community infrastructure based on inputs about planned developments and surrounding infrastructure characteristics. In addition, the calculator is able to provide individual household impacts and cost associated with new development characteristics, community wide energy and environmental impacts and costs, and effects on the regional economy of planned development.

*Attachment 1* shows the input screen and levels of input and output that are part of the web-based Sustainable Communities Calculator.

#### **NEXT STEPS**

The consultant will be conducting training for staff using the web-based calculator.

#### **ATTACHMENT**

Attachment 1: Sustainable Communities Calculator Web-based Screen Shot



CRTPA Sustainable Communities Calculator v0.3 - Windows Internet Explorer

http://crtpacalculator.org

File Edit View Favorites Tools Help

Favorites Suggested Sites Upgrade Your Browser

CRTPA Sustainable Communities...

Convert

Google

Page Safety Tools

Username Password Login

## Planned Development & Surrounding Infrastructure Characteristics

Development Name:

Characteristics of Proposed Development & Surrounding Area

**Metro Area Typical**

Development Type	Existing Development Setting	Proposed Development Pattern	Generated Traffic Avg. Trip Length	Proposed Number of Residential Dwelling Units
Dense CBD	<input type="checkbox"/>	<input type="checkbox"/>	3.6	
Multi Modal District	<input type="checkbox"/>	<input type="checkbox"/>	5.4	
Scattered / Suburban Corridor	<input type="checkbox"/>	<input type="checkbox"/>	5.9	
Rural	<input type="checkbox"/>	<input type="checkbox"/>	7.3	

Single Family ☒ Multi Family ☐

Existing Development Setting

Proposed Development Pattern

Generated Traffic Avg. Trip Length

Proposed Number of Residential Dwelling Units

Proposed Development Size (acres)

VMT per Household per Year (from CNT website)

Proposed Development Location

Proposed Development's Land Use Mix (Area):

% Residential Area  % Other Developed Area

Existing Fuel Costs  \$/gallon

Next

Home Fiscal Impact Regional Economy Household Economy Energy & Environment Output Summary

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*June 17, 2013*

## **AGENDA ITEM 5 D**

# **NORTHWEST FLORIDA TRANSPORTATION CORRIDOR AUTHORITY (NWFTCA) MASTER PLAN**

**REQUESTED BY:** NWFTCA

**TYPE OF ITEM:** Presentation

### **STATEMENT OF ISSUE**

Consultant staff for the Northwest Florida Transportation Corridor Authority (NWFTCA) will update the CRTPA Board on the NWFTCA 2013 Master Plan Update.

### **RECOMMENDED ACTION**

This item is for information only.

### **BACKGROUND**

The Northwest Florida Transportation Corridor Authority (NFTCA) was created by the 2005 Florida Legislature. The enabling legislation is contained in [Florida Statute Section 343.80](#). The governing body of the authority consists of eight voting members, one each from Escambia, Santa Rosa, Walton, Okaloosa, Bay, Gulf, Franklin, and Wakulla Counties, appointed by the Governor to a 4-year term. The primary purpose of the authority is to improve mobility on the US 98 corridor in Northwest Florida to enhance traveler safety, identify and develop hurricane evacuation routes, promote economic development along the corridor, and implement transportation projects to alleviate current or anticipated traffic congestion. The Authority is authorized to construct any feeder roads, reliever roads, connector roads, bypasses, or appurtenant facilities that are intended to improve mobility along the US 98 corridor. The Authority is further authorized to plan, design, finance, and construct transportation improvement projects and may acquire and hold title to property that will accommodate the development of transportation facilities. Additionally, the Authority may seek financial assistance from local, State and the Federal government as well as private entities. The NFTCA is also authorized to implement toll facilities to aid in funding projects.

### **HISTORY**

In February of 2012, the NFTCA was tasked with updating and implementing a transportation Master Plan for the coastal counties of the Florida Panhandle. The Master Plan, which included the counties of Wakulla, Franklin, Gulf, Bay, Walton, Okaloosa, Santa Rosa, and Escambia, was developed to provide a strategic transportation framework for northwest Florida, while also providing a decision-makers with a tool to assist them in the selection of where and when future transportation improvements should be



made. The Master Plan Update was developed under a business case analysis scenario, in which transportation infrastructure is planned to be developed cooperatively with state, regional, and local agencies not only to provide needed capacity, but also to provide social and economic benefit to the area as well.

The NFTCA Master Plan Update included outreach to transportation and economic development stakeholders to coordinate the most recently adopted Long Range Transportation Plans of the West Florida Regional Planning Council TPOs, including those of the CRTPA and the ARPC. To that end, the NFTCA presented the kickoff to the Master Plan Update at the March 2012 CRTPA Committee and Board Meetings. Over the next year, CRTPA staff continued to attend Master Plan Update Meetings throughout the project development. Through stakeholder engagement and the coordination of long range plans, a framework of the regional transportation system was identified to guide where future transportation investments could be made to build strategic regional connections to foster economic development in the area.

### **RECENT ACTIONS**

Final adoption of the NFTCA Master Plan is anticipated at the July 25, 2013 Corridor Authority Meeting to be held at 10:00 a.m. Central Standard Time at Panama City Hall, Commission Chambers, 9 Harrison Avenue, Panama City, Florida. Within the proposed Plan, thirty-six (36) projects are identified, of which thirty-two (32) are ranked in order of overall need based on qualitative and quantitative factors. [A quantitative evaluation was not possible for four (4) of the thirty-six (36) projects, which is why they were not ranked with the remaining thirty-two (32) projects.] Ranked projects are further segmented into 5-year, 10-year, and 20-year need timeframes. Of the total thirty-six (36) projects, only one project falls within the CRTPA Boundaries – **Project #35, US 319** from US 98 (Medart) to SR 61.

The project detail sheet for **Project Number 35, US 319** has been provided as **Attachment 1**. The project is ranked 29<sup>th</sup> of 32 ranked projects in the Master Plan Update, is classified as a 20-year need, and is 19.2 miles in length. The project calls for the widening of 319 from 2 to 4 lanes, and cites the project as needed to increase capacity, provide congestion relief, and improve hurricane evacuation times. The traffic volumes on this roadway segment are projected to exceed capacity by 2035.

The consultant staff for the Master Plan Update, HDR, presented the Update to the CRTPA Committees on June 4, 2013 and will make a formal presentation to the CRTPA Board on June 17, 2013. A project summary map depicting the location of the thirty-six identified projects will be provided at the meeting. Information regarding the Master Plan Update can be obtained by contacting Steve Schnell, AICP, HDR Project Manager, 200 W. Forsyth Street, Suite 800; Jacksonville, FL 32202; (850) 415- 9510; or via email at [steve.schnell@hdrinc.com](mailto:steve.schnell@hdrinc.com)

### **ATTACHMENTS**

**Attachment 1:** 2013 NFTCA Master Plan Update Detail Sheet for **Project #35: US 319**



Project Limits: US 98 (Medart) to SR 61

Project Length: 19.2 miles

Preliminary Cost Estimate: \$268,278,000 (FDOT)

Inclusion in Plans: CRTPA, NCTCA 2007 MP

BENEFIT-COST ANALYSIS RESULTS				
Metric	Median	Low	High	
<b>Total Benefits</b>	<b>\$390.3</b>			
Travel Time Savings	\$341.9			
VOC Savings	\$37.5			
Emissions Cost Savings	(\$0.5)			
Accident Cost Savings	\$0.6			
<b>Total Costs</b>	<b>\$241.1</b>			
Net Present Value	\$150.4			
Benefit Cost Ratio	1.62			
Internal Rate of Return	13.1%			

ECONOMIC IMPACT ANALYSIS RESULTS				
Metric	Direct	Indirect	Induced	Total
Short-Term Impacts Resulting from Capital Expenditures				
Employment (job-years)	1,878	666	1,296	3,839
Output	\$198.30	\$99.78	\$155.65	\$453.73
Long-Term Impacts Resulting from Operations and Maintenance Expenditures				
Employment (job-years)	34	11	22	68
Output	\$3.58	\$1.63	\$2.68	\$7.88
Long-Term Impacts Resulting from Economic Development				
Employment (job-years)	0	0	0	0
Output	\$0.00	\$0.00	\$0.00	\$0.00

Note: Travel time savings for trucks are not large enough to generate any significant economic impacts.



**Project Description**  
Widening US 319 from 2 to 4 lanes

## Need for Project

The widening of US 319 is needed to increase capacity, provide congestion relief, and improve hurricane evacuation times. US 319 will have traffic exceeding its capacity by 2035.

*June 17, 2013*



## **AGENDA ITEM 6**

### **EXECUTIVE DIRECTOR'S REPORT**

**REQUESTED BY:** Staff

**TYPE OF ITEM:** Information

A status report on the activities of the Capital Region Transportation Planning Agency (CRTPA) and other items of interest will be provided including the following:

- Agency's Draft Transportation Management Area Certification Report;
- No Cost Contract Extension – Safe Routes to School project June 30, 2013 to December 31, 2013

***June 17, 2013***



**AGENDA ITEM 8**

**CITIZEN COMMENT**

This portion of the agenda is provided to allow for citizen input on any CRTPA issue. Those interested in addressing the CRTPA should complete a speaker request form located at the rear of the meeting room. Speakers are requested to limit their comments to three (3) minutes.



*June 17, 2013*

**AGENDA ITEM 9 A**

**NEWS ARTICLES/FOR YOUR INFORMATION**

The following news articles are provides for the information of CRTPA Board members:

- “Sprawls Hidden Problem: Wasting Public Money” (May 31, 2013, William Fulton, Citiwire.net);
- 2060 Florida Transportation Plan Scorecard

## Sprawl's Hidden Problem: Wasting Public Money

William Fulton / May 31 2013

For Release Friday, May 31, 2013  
Citiwire.net



It's no secret that mayors and other local leaders around the country are searching for ways to balance municipal and state finances.

Last month, the Government Accountability Office found a widening gap between projected revenues and expenses in the years ahead. While it's tempting to point fingers at pensions or other easy targets of so-called "wasteful spending" as the only reason for this fiscal problem, city leaders should carefully consider the role that different development strategies play in their budgets and how they can help cure – or ruin – them.

Too often we see cities and towns chasing short-term revenue, mistakenly arguing that sprawling new development on the edge of town represents true economic growth. Yes, new buildings and wide new roads provide a quick hit of cash to a city budget and offer a compelling illusion of prosperity and growth. But over time, the cost of serving such developments often costs more than the tax revenue those developments generate.

Last week, a report I co-authored with [Smart Growth America](#) illustrates how walkable, smart growth infill development results in significantly better returns for municipalities compared to car-centric, traditional suburban development. [Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development](#) surveys 17 studies from around the country that compare different development scenarios, including a new study of Nashville-Davidson County, Tenn., commissioned specifically for this report.

The difference in the effect various development types can have on a city's budget is almost unbelievable. Smart growth strategies can not only save public money on infrastructure and ongoing services, but can significantly increase public revenue. Those factors combined could benefit municipal budgets everywhere. When taken as a national average, the report finds:

- Smart growth development costs at least one third less for upfront
- Infrastructure construction.
- Smart growth development saves taxpayers at least 10 percent on ongoing delivery of services.

- Smart growth development generates 10 times more tax revenue per acre than conventional suburban development.

The findings from the Nashville study are worth singling out. On a per-unit basis, The Gulch, an infill smart growth development in downtown Nashville, not only costs \$200 less per unit per year for ongoing services than one in Bradford Hills, a conventional suburban development, but it generated \$2,030 more per unit in tax revenue. (Revenue included property tax but also the sales tax likely to be generated by the project's residents as well as other miscellaneous taxes.)

The difference in net revenue between the two types of development is even more glaring. On a per-acre basis, The Gulch generated \$115,720 in net revenue – almost 1,150 times the net revenue generated by Bradford Hills (\$100). Those trends are similar on a per-unit basis as well.

A common misconception is that smart growth development is a strategy best suited for big, urban cities. But a closer look shows that a community of any size – suburban, rural, close in or far out – can benefit fiscally from smart growth. Even in small and mid-sized cities, smart growth patterns can have a significant influence on the budget. One case study in *Building Better Budgets*, from Champaign, Ill., found that a smart growth approach to future expansion in that mid-sized Illinois city could turn a \$19 million deficit into a \$33 million surplus.

Local governments throughout the United States already face unprecedented challenges in providing high-quality infrastructure and adequate public services to their residents on a tight budget. When it comes to local budgets, how towns decide to develop represents either their greatest burden or their greatest opportunity.

*William Fulton is vice president of Smart Growth America and a former mayor of Ventura, Calif.*

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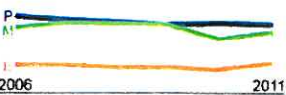




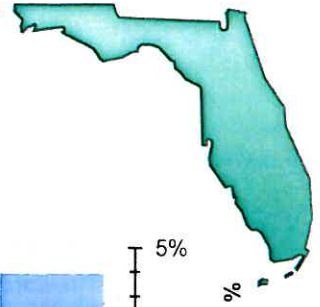
# 2060 Florida Transportation Plan Scorecard

The 2060 Florida Transportation Plan (FTP) Scorecard provides a snapshot of the performance of Florida's transportation system and shares progress toward FTP implementation with FDOT partners and the public.

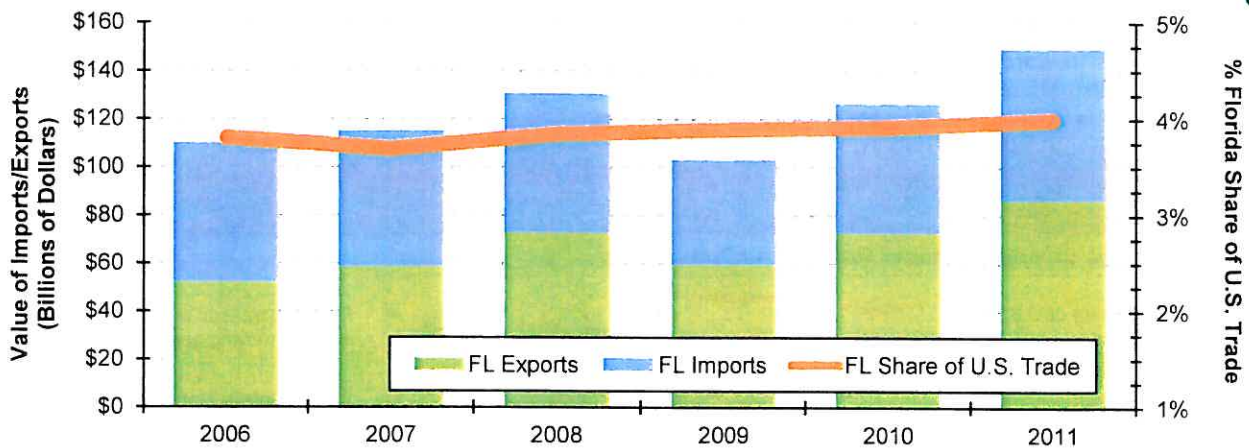
● Improving or At/Above Target
 ● Maintaining
 ● Worsening

Progress represents change from most recent data year or target achievement.

Indicator	Trend Overview	Desired Direction	Progress	Analysis
<b>Economic Competitiveness / Mobility and Connectivity</b>				
Florida Share of U.S. Trade Flow		↑	●	Florida increased its share of U.S. trade in 2011, moving goods worth \$149B.
Economic Impact of Transportation Investments	<i>Jobs Created: Approximately 15,000 to 64,000 annually</i>	↑	NA	Investments in Florida's transportation system provide long-term economic benefits for residents and businesses. Overall return of \$4.92 in benefits per \$1 of investment is consistent with prior studies.
Person-Hours of Delay on Strategic Intermodal System (SIS) Highways		↓	●	Reduced travel during the recession resulted in fewer hours of delay for travelers in 2011.
Public Transit Ridership		↑	●	Transit usage continues to grow as the economy improves; ridership exceeded population growth in 2011.
<b>Quality of Life / Environmental Stewardship</b>				
State Highway System with Bicycle and Pedestrian Facilities	<i>2011 Total State Highway System Centerline Miles: Bicycle: 2,781 / 57.6% Pedestrian: 2,868 / 59.4%</i>	↑	NA	The majority of bicycle and pedestrian facilities are located on local roadways not under FDOT's jurisdiction.
Transportation-Related Energy Consumption		↓	●	Total energy usage increased in 2010, reversing the declining trend.
<b>Safety and Security</b>				
Transportation-Related Roadway Fatalities		↓	●	Nearly a two percent reduction in fatalities was achieved in 2011.
Transportation-Related Pedestrian, Bicycle, and Motorcycle Fatalities		↓	<div style="display: flex; flex-direction: column; align-items: center;"> <div>Pedestrian</div> <div>●</div> <div>Motorcycle &amp; Bicycle</div> <div>●</div> </div>	Pedestrian fatalities declined in 2011, but bicycle and motorcycle fatalities reversed trend and increased.
<b>Maintenance and Operations</b>				
Bridge Condition		↑	●	Bridge conditions continues to exceed statewide target.
Pavement Condition		↑	●	Pavement conditions improved, outperforming statewide target.



## Florida Share of U.S. Trade Flow



Source: U.S. Department of Commerce, Census Bureau, Foreign Trade Division – U.S. Merchandise Trade Statistics.

**Florida-origin exports (when a value-added activity occurs in Florida) provide an indicator of the strength of Florida's export industry. Since 2008, Florida-origin exports have continued to climb, reaching a record high of over \$60 billion in 2011.**

**Improving**  
(Change from most recent data year)



### Why track this indicator?

Florida's transportation system supports the state's economic competitiveness and facilitates national and global trade opportunities. The state has identified goals of doubling Florida-origin exports by 2015 and increasing the share of Florida consumer products imported through Florida gateways.

### What is being measured?

Value of trade entering (import) and leaving (export) Florida's gateways (airports and seaports), and Florida's share of total (import and export) U.S. trade.

### What strategies are FDOT and its partners implementing to influence this indicator?

- **FDOT and Modal Partners:** Expand the capacity of and connectivity among Strategic Intermodal System (SIS) hubs and corridors (airports, seaports, rail terminals, integrated logistics centers, highways, rail lines, and coastal and inland waterways) to support trade, logistics, and export-oriented manufacturing opportunities.
- **FDOT:** Develop the first-ever Florida Freight Mobility and Trade Plan.
- **FDOT:** Continue to implement the Strategic Seaport Investment Framework to inform seaport project selection and the Intermodal Logistics Center Infrastructure Support Program to fund strategic projects that support trade.
- **Metropolitan Planning Organizations (MPO):** Enhance consideration of freight mobility in plans and programs.
- **Enterprise Florida and Workforce Florida:** Expand Florida's logistics and distribution industry through targeted industry incentives and training strategies.
- **Florida Chamber of Commerce:** Promote a business climate to advance Florida as a hub for trade, logistics, and exports-oriented manufacturing.

### What other factors influence this indicator?

- Funding for transportation infrastructure investment.
- National and global economic conditions.
- Political and regulatory environment.





## Economic Impact of Transportation Investments

Impacts of FDOT's Five Year Work Program	
Jobs Created	Approximately 15,000 to 64,000 annually from 2008 through 2038
Contribution to Florida's Economy	Every dollar invested yields \$4.92 in economic benefits

Source: Economic Impacts of Florida's Transportation Investments:  
A Macroeconomic Analysis (September 2009).

NA  
(Change from most recent  
data year)

### Why track this indicator?

Investment in Florida's transportation system positively impacts the state's economy and competitive position, providing an efficient supply chain for businesses and improving reliability for travelers.

### What is being measured?

Economic benefits of FDOT's Five Year Work Program for highway, rail, seaport, and transit investments covering fiscal years 2008/2009 through 2012/2013. Analysis includes a 30-year period.

### What strategies are FDOT and its partners implementing to influence this indicator?

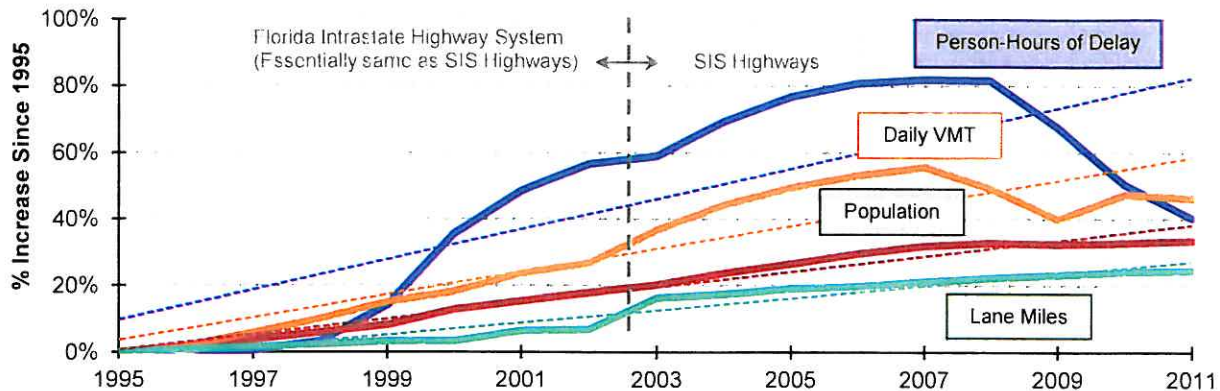
- **FDOT:** Develop a methodology to estimate the return on investment for modal and multimodal programs and projects.
- **FDOT:** Continue to invest in the transportation facilities critical to the state's economy through the Strategic Intermodal System (SIS).
- **Regional Planning Councils:** Implement the state's 11 Comprehensive Economic Development Strategies that identify specific transportation and other strategies to support each region's economic vitality.
- **Department of Economic Opportunity:** Implement the five-year Florida Strategic Plan for Economic Development and encourage transportation strategies supportive of the state's economic development goals.
- **Chambers of Commerce and Industry Associations:** Advocate for transportation infrastructure investments to sustain and create jobs, support businesses, and facilitate trade.

### What other factors influence this indicator?

- National and global economic conditions.
- Available funding for transportation.
- Transportation construction costs.



## Person-Hours of Delay on Strategic Intermodal System (SIS) Highways



Source: FDOT, Transportation Statistics Office, 2011 Source Book.

*Person-hours of delay are sensitive to changes in the amount of travel, known as vehicle miles of travel (VMT). Because of lower economic activity, VMT has declined, resulting in fewer person-hours of delay. As economic conditions improve, VMT and person-hour of delay are likely to resume an upward growth trend.*

**Improving**  
(Change from most recent data year)



### Why track this indicator?

Travel delay impacts Florida's economic competitiveness and quality of life for residents, visitors, and businesses.

### What is being measured?

Person-hours of delay reflect the difference between reasonable approximations of travel time under uncongested conditions and estimated travel time that accounts for congestion.

### What strategies are FDOT and its partners implementing to influence this indicator?

- **FDOT:** Target investments in the Strategic Intermodal System to address critical bottlenecks and connectivity gaps.
- **FDOT and Modal Partners:** Implement capacity improvements at Florida's commercial service airports, commuter and intercity passenger rail systems, freight rail systems, deepwater seaports, waterways, spaceports, and other intermodal facilities.
- **FDOT:** Continue to implement the Transportation Systems Management and Operations Program to optimize the performance of multimodal infrastructure. Strategies include real-time traffic data, freeway and ramp management, advanced traffic control systems, work zone management, freight management, and transit operations.
- **FDOT, Department of Economic Opportunity, and Enterprise Florida:** Work together to improve the efficiency and connectivity of the supply chain serving Florida businesses.

### What other factors influence this indicator?

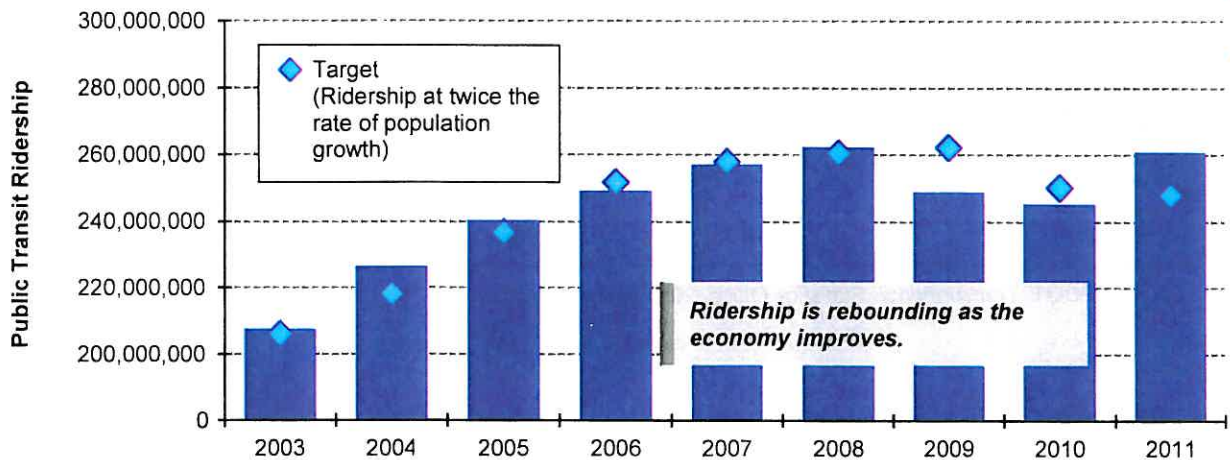
- Population levels and changes in population.
- Amount of vehicle miles traveled (VMT) and changes in VMT.
- Amount of capacity (lane miles).
- Economic conditions.

*Note:* Delay is calculated using a three-year moving average. The Strategic Intermodal System (SIS) is a statewide network of high-priority transportation facilities critical for statewide and interregional travel and commerce. Currently, alternative methods of calculating delay are being explored by FDOT's Transportation Statistics Office.





## Public Transit Ridership



Source: FDOT, Transit Office

Improving  
(Target achieved)

### Why track this indicator?

Transit offers additional mobility and access to places in Florida where residents and visitors live, learn, work, and play.

### What is being measured?

Ridership represents total passenger trips for all transit systems in Florida. The Department's goal is to increase transit ridership at twice the average rate of population growth.

### What strategies are FDOT and its partners implementing to influence this indicator?

- **FDOT.** Support the expansion of transit service offerings to attract ridership, including commuter travel. For example, FDOT supports investment in SunRail, a commuter rail transit project that will run along a 61-mile stretch of existing freight rail tracks to DeLand, through Orlando and downtown Kissimmee to Poinciana.
- **FDOT.** Continue to fund, promote, and offer technical assistance to the state's 35 fixed-route transit systems.
- **FDOT and Transit Agencies.** Implement pilot projects, such as transit in managed lanes, bus rapid transit, and commuter rail to provide commute options in congested corridors.
- **Cities/Counties and Transit Agencies.** Provide a range of transit service offerings, such as on-demand door-to-door service for qualified persons and fixed route transit options to urban and rural residents.
- **Commission for the Transportation Disadvantaged and Transit Agencies.** Coordinate transportation services for persons who, because of disability, age, or income, are unable to transport themselves.

### What other factors influence this indicator?

- Economic conditions
- Population density
- Automobile ownership
- Parking availability.
- Fuel costs.
- Land use patterns.
- Traffic congestion.

Note: Annual passenger trips as recorded in the National Transit Database.



## State Highway System with Bicycle and Pedestrian Facilities

Bicyclist and Pedestrian Facilities	State Highway System Centerline Miles (2011)	Percent of State Highway System With Facilities (2011)
Bicycle	2,781	57.6%
Pedestrian	2,868	59.4%

Source: FDOT, Transportation Statistics Office, 2011 Source Book.

NA  
(Change from most recent data year)

### Why track this indicator?

Providing active transportation alternatives expands travel choices and contributes to quality of life.

### What is being measured?

Centerline miles (total miles of road without regard to number of lanes) on Florida's urban non-limited access (e.g., Turnpike or Interstate Routes) State Highway System with sidewalks and/or shared pathways available to the walking public.

### What strategies are FDOT and its partners implementing to influence this indicator?

- **FDOT:** Continue policy to incorporate bicycle lanes or paved shoulders on state roadway construction (new or reconstruction) projects.
- **FDOT and Cities/Counties:** Install shared lane markings, known as sharrows, identifying where bicycles can use the full lane on a roadway. Sharrows visibly alert bicyclists where to ride and tell motorists where cars and bicycles can travel side-by-side safely.
- **FDOT and Cities/Counties:** Coordinate bicycle planning to promote the connectivity of facilities along the State Highway System and other public roads.
- **FDOT and Department of Environmental Protection:** Locate, designate, and map bicycle paths in the state.
- **Department of Environmental Protection:** Coordinate recreational trail planning to promote facility connectivity along the State Highway System in harmony with Florida's greenways and trails system.
- **Bicycle and Pedestrian Partnership Council:** Focus recommendations around the policy areas of bicycle and pedestrian system connectivity, safety, cultural changes, and health.

### What other factors influence this indicator?

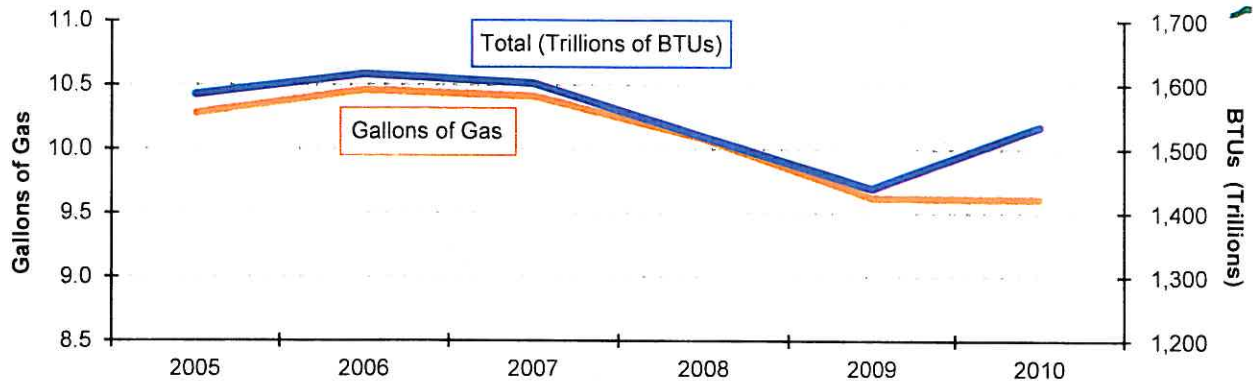
- Design limitation.
- Resource availability.
- Available right-of-way.

*Note: Bicycle and pedestrian facilities include the following:  
Paved outside shoulders allow for bicyclists and pedestrians to use the outside of roadway.  
Bicycle lanes and bicycle slots are marked on-road facilities (not separated from the roadway).  
Sidewalks can be either adjacent to the roadway or separated by a barrier (e.g., grass strip).  
Shared paths are off-road (separated from the roadway) and can be used by bicyclists and pedestrians.*





## Transportation-Related Energy Consumption



Source: U.S. Energy Information Administration, State Energy Data System.

Source: Florida Department of Revenue.

**Worsening**  
(Change from most recent  
data year)

### Why track this indicator?

Energy efficiency reduces costs, improves economic competitiveness, and contributes to a healthier environment

### What is being measured?

Total and per capita consumption of transportation-related energy consumed by all modes in Florida in British Thermal Units (BTUs), a unit commonly used to measure the energy content of fuels; total taxable gallons of gasoline (including both motor fuel and diesel) sold per fiscal year.

### What strategies are FDOT and its partners implementing to influence this indicator?

- **FDOT and Modal Partners:** Reduce delay and improve the operational performance of Strategic Intermodal System (SIS) facilities.
- **FDOT and Modal Partners:** Enhance the energy efficiency of airports, passenger and freight rail, seaports, and intermodal facilities.
- **Department of Management Services:** Increase the fuel efficiency of the state's motor vehicle fleet.
- **Department of Agriculture and Consumer Services, Office of Energy:** Develop a statewide energy policy and administer grants to improve energy efficiency (e.g., upgrading transportation signaling systems).
- **Regional Visioning Partnerships (e.g., myregion.org, OneBay, First Coast Vision, Heartland 2060, Seven50, and others):** Develop regional visions and action plans that integrate community, environmental, and land use choices with transportation decision-making to achieve desired outcomes, such as reduced growth in vehicle miles traveled (VMT) and energy efficiency.
- **Clean Cities Coalitions:** Work to encourage the use of alternative fuel vehicles and supporting infrastructure to achieve better fuel efficiency.

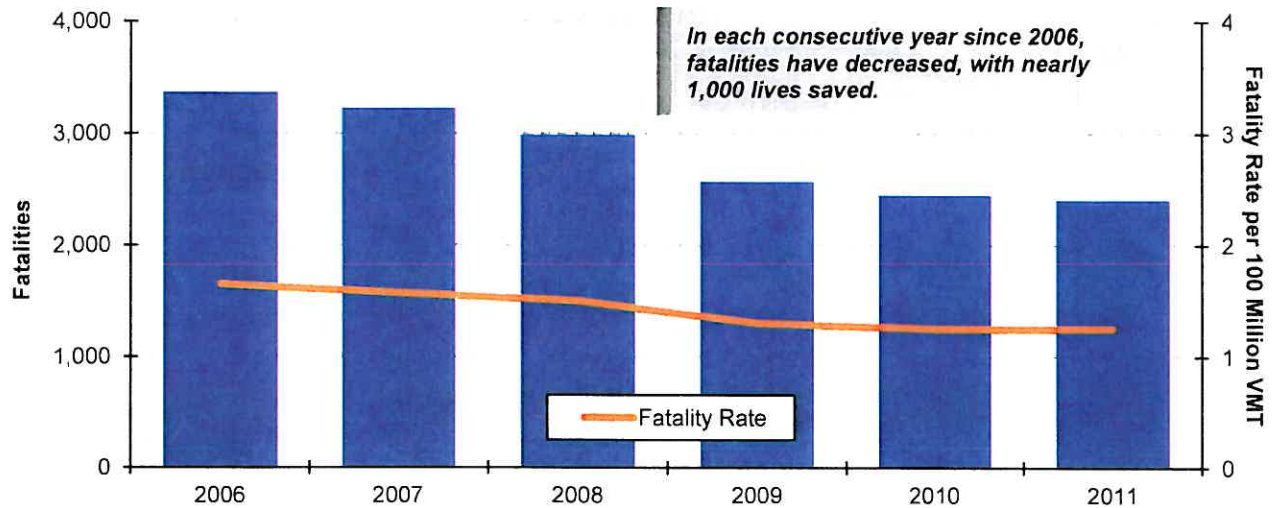
### What other factors influence this indicator?

- Fuel costs and fuel economy.
- Changes in vehicle miles traveled (VMT).
- Alternative fuel passenger and freight vehicles.
- Transit (bus, rail), bike and pedestrian, ridesharing, teleworking, and other commuter options.

Note: Transportation sector energy uses includes natural gas and petroleum consumed by motor vehicles, rail, airplanes, and marine vessels.



## Transportation-Related Roadway Fatalities



Source: Florida Department of Highway Safety and Motor Vehicles.

**Improving**  
(Change from most recent data year)



### Why track this indicator?

Transportation safety is among the state's highest commitments to its residents and visitors.

### What is being measured?

Total fatalities on all public roads and fatalities on all public roads per 100 million vehicle miles traveled (VMT).

### What strategies are FDOT and its partners implementing to influence this indicator?

- **FDOT:** Collaborate with Florida's 12 major safety agencies and organizations through engineering, enforcement, education, and emergency management to make progress toward a five percent annual reduction in the rate of traffic related fatalities and serious injuries.
- **FDOT:** Work with Florida's safety partners to strategically concentrate resources in eight emphasis areas: aggressive driving; intersection crashes; vulnerable road users (pedestrians, bicyclists, and motorcyclists); lane departure crashes; impaired driving; aging road users and teens; distracted driving; and traffic data.
- **Metropolitan Planning Organizations:** Address transportation safety in regional long-range transportation plans.
- **Florida Highway Patrol:** Use targeted enforcement to address problem areas like driving under the influence, seat belt violations, and aggressive driving (e.g., speeding, improper passing, disregarding traffic controls).

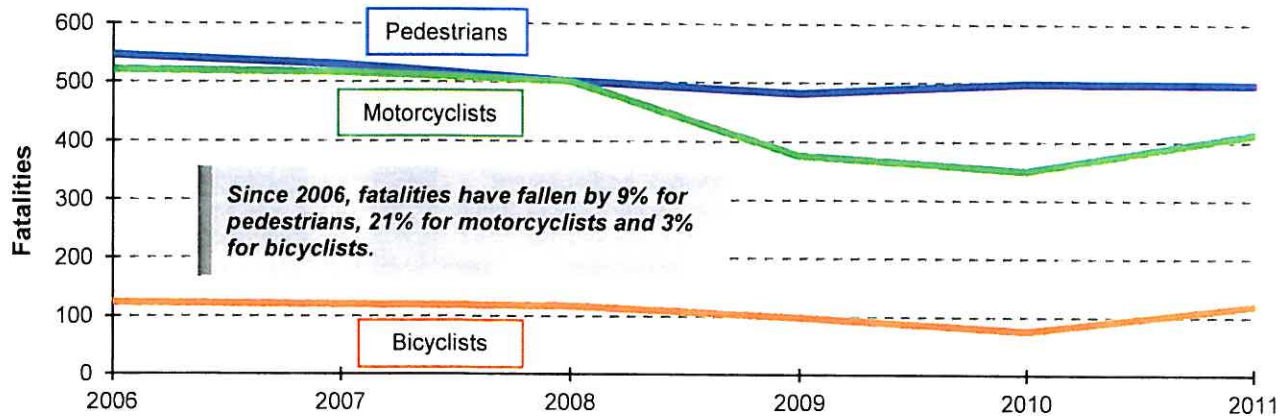
### What other factors influence this indicator?

- Individual driver skill, impairment, or behavior.
- Seat belt usage.
- Changes in vehicle miles traveled (VMT).
- Vehicle age and condition.
- Weather.





# Transportation-Related Pedestrian, Bicycle, and Motorcycle Fatalities



Source: Florida Department of Highway Safety and Motor Vehicles.

## Why track this indicator?

Pedestrians, bicyclists, and motorcyclists are among Florida's most vulnerable road users. Florida's fatality rates for these users are some of the highest in the nation.

## What is being measured?

Total fatalities on all public roads and fatalities per 100 million vehicle miles traveled (VMT) for pedestrians, bicyclists, and motorcyclists.

**Improving: Pedestrians**  
(Change from most recent data year)



**Worsening: Motorcyclists  
Bicyclists**  
(Change from most recent data year)



## What strategies are FDOT and its partners implementing to influence this indicator?

- **FDOT:** Continue to implement the Comprehensive Motorcycle Safety Program using a data-driven approach to improve motorcycle safety.
- **FDOT and Interdisciplinary Partners:** Establish dedicated bicycle and pedestrian safety champions at each FDOT District to focus on implementing and coordinating engineering, enforcement, education, and emergency services.
- **FDOT and University of Florida:** Continue the Pedestrian/Bicycling Safety Resource Center to educate about pedestrian and bicycle safety.

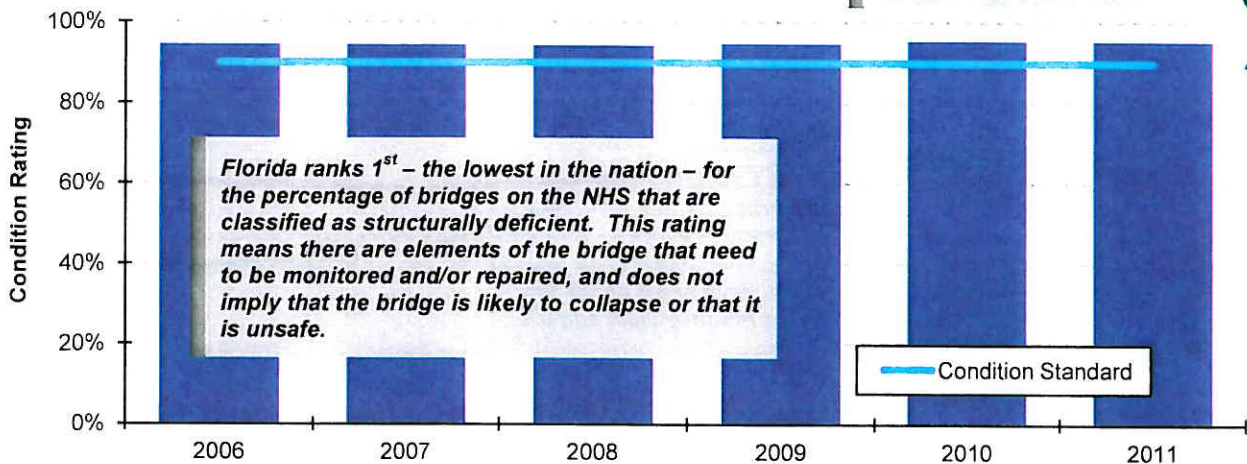
## What other factors influence this indicator?

- Violation of traffic laws (e.g., pedestrian crossings at noncrosswalk locations, yielding right-of-way to bicyclists, etc.)
- Individual driver, bicyclist, and pedestrian skill, impairment, or behavior.
- Loose sand, gravel, water, oil, dip, or object on road.
- Use of protective helmets.
- Motorcycle malfunction.



# Bridge Condition

For over a decade, FDOT has exceeded its condition standard.



Source: FDOT, Office of Maintenance.

**Maintaining**  
(Target achieved)

## Why track this indicator?

Keeping Florida's bridges in good condition is critical to the safe mobility of people and goods. It is required by state statute, and is a good practice for local government and other facility owners.

## What is being measured?

Bridge condition on the State Highway System is measured using the National Bridge Inventory condition ratings, which range from 0 (failed) to 9 (excellent). FDOT's standard is to achieve a rating of 6 (satisfactory) or higher on 90 percent of state-owned bridges.

## What strategies are FDOT and its partners implementing to influence this indicator?

- **FDOT:** Inspect bridges across the state (including those owned by cities, counties, and expressway authorities) every two years, and program work for state-owned bridges in FDOT's Five Year Work Program to help bridges last longer.
- **FDOT:** Program repair or replacement of state-owned bridges within six years when a bridge becomes classified as structurally deficient and/or is posted for weight restrictions.
- **FDOT:** Permit and route overweight/oversize vehicles to minimize negative impacts of these vehicles or loads to bridges, and protect motorists from potential damages caused by them.
- **FDOT and Cities/Counties/Authorities:** Administer programs that provide local aid for replacement of non-state-owned bridges.
- **Florida Highway Patrol:** Enforce commercial vehicle size and weight laws to reduce the illegal operation of vehicles that exceed weight limits.

## What other factors influence this indicator?

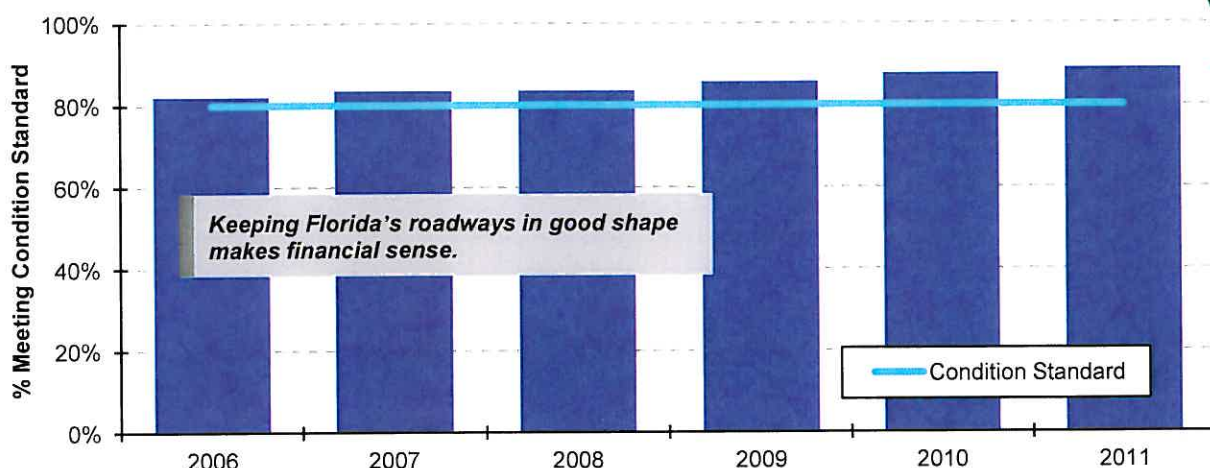
- Environmental effects (e.g., inclement weather, water infiltration, saltwater).
- Impacts from vehicles, barges, and ships that crash into bridge structures.
- Design and construction quality.

Note: Florida statute 334.046(4) requires "Ensuring that 90 percent of department-maintained bridges meet department standards" (<http://www.leg.state.fl.us/Statutes/>).





## Road Condition



Source: FDOT, Pavement Management Office.

**Improving**  
(Target achieved)

### Why track this indicator?

Wear and tear from constant usage has a negative impact on pavement condition. Proactively maintaining roadways not only extends the useful life of pavement, but also improves performance, creating a more cost-effective and pleasant driving experience. It is required by state statute, and is a good practice for local government and other facility owners.

### What is being measured?

Pavement on the State Highway System are evaluated using a Pavement Condition Rating scale, which ranges from 0 (failed) to 10 (excellent). FDOT's standard is to achieve a rating of 6.5 or higher on 80 percent of State Highway System pavement.

### What strategies are FDOT and its partners implementing to influence this indicator?

- **FDOT:** Survey roadways annually and prioritize pavement work in the Five Year Work Program.
- **FDOT:** Provide technical assistance to cities and counties to guide them in conducting pavement condition surveys and ratings and using these data to improve pavement condition.
- **Florida Highway Patrol:** Enforce commercial vehicle size and weight laws to protect pavement from excessive damage.

### What other factors influence this indicator?

- Environmental effects (e.g., inclement weather, water infiltration).
- Design and construction quality.

**Note:** Florida statute 334.046(4) requires "Ensuring that 80 percent of the pavement on the State Highway System meets department standards" (<http://www.leg.state.fl.us/Statutes/>).

**Note:** An exception to FDOT's standard is that a ride rating between 5.5 and 6.4 is considered non-deficient (or meeting Department standards) on roadways with a posted speed of 45 miles per hour or less.



*June 17, 2013*

**AGENDA ITEM 9 B**

**DRAFT TRANSPORTATION MANAGEMENT AREA  
CERTIFICATION REPORT**

The following provides a copy of the Draft Transportation Management Area Certification Report.





**2013  
Certification  
Report**

***Tallahassee  
Transportation  
Management Area***

***Capital Region  
Transportation  
Planning Agency***

Prepared by:

**Federal Highway Administration  
Florida Division**

**Federal Transit Administration  
Region 4**

*June 2013*

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## Executive Summary

Federal Law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes of Transportation Management Areas (TMAs) at least every four years (a TMA is an urbanized area, as defined by the US Census, with a population over 200,000). A certification review generally consists of four primary activities: a site visit, a review of planning documents (in advance of the site visit), the development and issuance of a FHWA/FTA certification report and a certification review closeout presentation to the Transportation Planning Agency (TPA) governing board.

A joint FHWA/FTA Federal Review Team conducted a review of the Capital Region Transportation Planning Agency (CRTPA) with a site visit on June 25-27, 2012. The Tallahassee Transportation Management Area is comprised of the Capital Region Transportation Planning Agency. Since the last certification review in 2008, this TMA has made improvements to its transportation planning processes as indicated by the noteworthy practices highlighted in this report. This review identified ten (10) Noteworthy Practices, one (1) Corrective Action and twelve (12) Recommendations that the TMA is asked to consider implementing for improving their planning process.

Based on the overall findings, the FHWA and FTA jointly certify that the transportation planning process of the Tallahassee, Florida TMA, which is comprised entirely by the Capital Region Transportation Planning Agency, substantially meets the federal planning requirements in 23 CFR 450 Subpart C. This Certification will remain in effect until **June 2017**.

## Section I. Overview of the Certification Process

Under provisions of 23 CFR 450.334 (a) and 49 CFR 613.334 (a), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the planning process of Transportation Management Areas (TMAs) “not less often than once every four years”. This four-year cycle runs from the date of the previous jointly issued Certification report. The primary purpose of a Certification Review is to formalize the continuing oversight and evaluation of the planning process.

A certification review generally consists of four primary activities. These activities include: a “desk audit” which is a review of the TMA’s main planning process documents (e.g. Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP)); a “site visit” with staffs from the TMA’s various transportation planning partners (e.g. the Transportation Planning Agency (TPA), Florida Department of Transportation (FDOT), local/regional transit service provider, and other participating State/local agencies), including opportunities for local elected officials and the general public to provide comments on the TMA planning process; the preparation of a “FHWA/FTA TMA Certification Review Report” that documents the certification review’s findings; and a formal Federal Review Team presentation of the review’s findings at a future TPA Board Policy meeting.

The site visit for the Capital Region Transportation Planning Agency (CRTPA) was held June 25-27, 2012, in Tallahassee, Florida. During this site visit the Federal Review Team met with the staff of the CRTPA, the FDOT, StarMetro, other partnering agencies, and the public. (See **Appendix A** for a list of review team members and site visit participants and **Appendix B** for the Site Visit Agenda)

The public meeting for this certification review was held Monday, June 25, 2012. The purpose of the public meeting was to inform the public about Federal transportation planning requirements and allow the public the opportunity to provide input about the transportation planning process, more specifically how the process was meeting the needs of the area. One member of the CRTPA Advisory Committees attended the TMA Certification workshop. No members of the public attended. However, it is important to note that on the day of the public meeting, the area was experiencing inclement weather due to Tropical Storm Debby and this may have deterred the public from attending. For those that could not attend the public meeting, the CRPTA included information on their website instructing them how they could provide comments regarding the planning process. The public could also request a copy of the certification review report via these methods (See **Appendix C** for a summary of the public meeting.) No additional public comments were received by the TPA and the Federal Review Team.

## **Section II. Previous Certification Findings Status / Update**

The following is a summary of the 2008 TMA Certification Report corrective actions/recommendations. It includes a status of the CRTPA's progress to address those actions. The report for the TPA's last certification review was published in December 2008. At that time, the CRTPA was given a "Conditional Certification" pending their implementation of the findings from the Federal Certification Review. Due to the level of effort and progress made to address the findings of the 2008 Report, the CRTPA was granted full certification status on May 20, 2010.

### **2008 TMA Certification Corrective Actions**

1. **Public Involvement:** The CRTPA's Public Participation Plan (PPP) is a document that contains a general description of what activities the CRTPA may use to engage the public. The Plan lists the goals and objectives of a public involvement program, and essentially a menu of strategies that can be used by an MPO to engage the public. However, it does not specifically state strategies that will be used by the CRTPA. This lack of specificity deprives the public of knowing in advance how the CRTPA will be engaging them for their input. As required in 23 CFR 450.316, 23 CFR 450.322 and 23 CFR 450.324, the PPP needs to be updated to be more of a participation document. The PPP must be updated to address this corrective action by November 1, 2009.

**Response:** The CRTPA staff revised the PPP to be more user-friendly and understandable by the public. The Federal Agencies worked with CRTPA reviewing the drafts and providing technical assistance for the updated PPP. The PPP that was updated to address the corrective action was adopted on September 21, 2009.

2. **Public Involvement:** The documentation of a formalized and periodic evaluation of the public involvement strategies being used by the CRTPA in its public outreach efforts is required by 23 CFR 450.316(a)(1)(x). The CRTPA and staff are already documenting their outreach efforts and need to take the next step of regularly documenting the evaluation of the outcome of their efforts. This evaluation will assist the CRTPA and staff on resource allocation for the outreach activities. This formalized evaluation process must be in place and fully implemented by November 1, 2009.

**Response:** The CRTPA staff has revised the PPP to include an Evaluation Guide to help staff evaluate and refine the public involvement efforts of the Agency. This Guide is provided as Appendix C of the PPP document. The Goals and Objectives of the adopted Public Participation Plan were reformatted and expanded upon to reflect four (4) Specific Targets/Goals of the PPP. Following each Goal, objectives and performance indicators are listed that help the public, CRTPA consultants, and staff clearly understand the target to be reached. The updated PPP was adopted on September 21, 2009. This corrective action was deemed addressed in May 2010. However this TMA certification makes a recommendation that the CRTPA further expand information in the PPP and



related documentation regarding the evaluation of PPP strategies and outreach efforts. For further information on this, please refer to Section XI of this Report.

3. **Title VI:** According to 23 CFR 450.316(a)(1)(vii), the PPP needs to document and the CRTPA needs to use specific strategies to engage the public and the traditionally underserved in all areas within the planning boundary. Each of these strategies should be tailored for the area/county in which they will be conducted. The activities and outreach efforts in Jefferson County may not be the same activities needed in Gadsden County or Leon County. Some acknowledgement and identification of different strategies for each of the areas within the boundaries of the TPA needs to be made. The PPP must be updated to address this corrective action by November 1, 2009.

**Response:** The FHWA Civil Rights and Planning Staff and the FTA worked closely with the CRTPA staff to address this corrective action. The PPP was updated to identify and tailor public involvement efforts to reach out to the underserved populations of the CRTPA planning area. The Equity Goal speaks largely to this effort and also directs the maintenance of a regional database which houses contact information for persons or organizations that represent these populations. The PPP requires that public involvement efforts be evaluated immediately following their conclusion to determine if revisions and refinements need to be made prior to the next event. The PPP with the above changes was adopted on September 21, 2009.

4. **Transportation Improvement Program:** The CRTPA needs to provide documentation of their specific criteria and process for prioritizing projects for the annual priority list of projects for inclusion in the TIP, per CFR 450.324(l). This process needs to identify all criteria used to evaluate the projects, and fully document the process used. If the TPA prefers one type of project over others for a category, this preference needs to be documented as part of the process. While the CRTPA was in the process of quantifying the evaluation criteria used in generating the Project Priority Lists (PPL), it had not been adopted by the June meeting of the CRTPA. The criteria needs to be completed and documented to address this corrective action by June 2009 and must be used in the next TIP.

**Response:** Documentation of the prioritization process was provided to the Division and FTA offices and this corrective action was deemed addressed in October 2009. The criteria and prioritization process has been used in the subsequent Major Priority Project Lists and Transportation Improvement Programs. Two of the PPLs (Bicycle and Pedestrian and the major PPL) were replaced by the Regional Mobility Plan PPL.

## Recommendations

1. **Agreements:** The Federal Review Team recommends that the CRTPA and the City of Tallahassee complete and execute a staffing services agreement for the CRTPA by November 1, 2009.

**Response:** The staffing services agreement was approved by the City of Tallahassee in April 2012 and was executed in May 2012.

2. **Air Quality:** Although the CRTPA is currently in air quality attainment status, consideration of climate change and its relationship to transportation planning has become a crucial consideration for those involved in the transportation planning process. FHWA has recently released a report entitled "Integrating Climate Change Considerations into the Transportation Planning Process." (<http://www.fhwa.dot.gov/hep/index.htm>). This report explores the possibilities for integrating climate change considerations into long range transportation planning processes at state DOTs and MPOs. The Federal Review Team recommends that the CRTPA review this document and identify strategies that the CRTPA might consider relating to climate change and improving air quality.

**Response:** Staff is monitoring the progress of the air quality issue and during the Regional Mobility Plan Update a multi-modal system approach was used that the CRTPA anticipates that this system will inherently address the improvement of air quality since it will not be an automobile driven long range plan.

3. **Intelligent Transportation Systems:** While implementation of the ITS program is the responsibility of the City of Tallahassee and the FDOT, the Federal Review Team recommends that the CRTPA be more actively engaged in the overall coordination of the implementation of the ITS Program within its planning boundaries.

**Response:** Staff continues to work with the City of Tallahassee and FDOT on ITS issues. More recent activities include presentations and discussions with implementing Bluetooth technology into traffic monitoring and reporting.

4. **Freight:** The current federal planning regulations emphasize the MPOs to "include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand." The Federal Review Team recommends that the CRTPA establish specific strategies in the CRTPA PPP and to be used during the development of the Regional Mobility Plan (RMP) for outreach efforts to the freight stakeholder community.

**Response:** The development process of the RMP placed particular emphasis on freight and the movement of goods and services. The CRTPA is partnering with the Economic Development Council's Transportation and Logistics Committee to further refine the integration of freight into not only the transportation planning

process but the site location for the potential logistic and freight centers in the region and with the FDOT District 3.

5. **Security:** The CRTPA is strongly encouraged to perform a Continuity of Operations (COOP) exercise. This exercise will identify any areas of the City's COOP that will work well for the CRTPA and those that may need strengthening.

**Response:** Staff continues to work under the City of Tallahassee COOP but has not yet conducted a COOP exercise. This recommendation is repeated again by the Federal Review Team in this Review. For more information, please refer to Section XI of this Report.

6. **Public Involvement:** The Federal Review Team recommends that the CRTPA document how it plans to "consult" with Land Use Management; Natural Resources; Environmental Protection; Conservation; and Historic Preservation, and other "interested parties" as referenced in 23 CFR 450.210(a)(1)(i) and 450.316(a). Having a documented procedure of this "consultation" that is developed in coordination with these agencies, will help the MPO to more clearly define how it will ensure that the appropriate state and local agencies are brought to the table in the development of the Public Participation / Involvement Plan as well as the Regional Mobility Plan.

**Response:** The CRTPA addresses this consultation mainly through its advisory committees and projects teams. State and local resource agencies are members of both the CRTPA's Technical and Citizen's Multimodal Advisory Committees and are also included as members of any teams established for development of specific projects in the region. The advisory committees are a major part of the planning process and provide input and review of all projects, planning programs and Plans of the TPA. Since the resource agencies participate in the planning process through the TPA's advisory committees, a stand-alone procedure has not been developed to document this consultation process.

7. **Environmental Consultation:** The planning regulations state that LRTPs shall be developed in "consultation" with State, tribal, and local agencies responsible for: Land Use Management; Natural Resources; Environmental Protection; Conservation; and Historic Preservation. The term, "consultation" as defined by CFR 450.322(g) involves the comparison of transportation plans to State conservation plans or maps, if available, and the comparison of transportation plans to inventories of natural or historic resources if available. The Federal Review Team recommends that the CRTPA expand its current consultation efforts to include comparing the plans of various resource agencies and increase these agencies' involvement in the development of the next LRTP (known as the RMP). The Federal Review Team also suggests that the CRTPA consider extending membership on the TAC to the permitting agencies as an option to achieve this consultation requirement.

**Response:** The development of the Regional Mobility Plans' three environmental scenarios was based on conservation areas, protected state properties, historic properties, and Critical Lands and Waters Identification Project (CLIP) properties, to name a few. This exercise helped identify activity centers and growth areas in conjunction with local government comprehensive plans and associated studies such as the Wakulla Aquifer Vulnerability Study (WAVA) and the Leon Aquifer Vulnerability Study (LAVA). Additionally it was very clear from the different technical documents supporting the RMP that comparison of other agencies and resources/permitting agencies was performed and the results used in the development of the RMP.

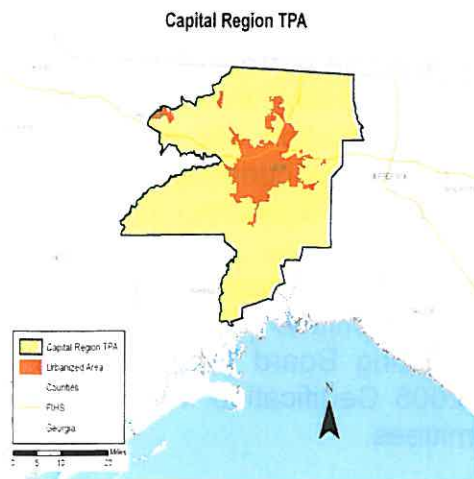
8. **Title VI:** In the RMP, the Federal Review Team recommends that the CRTPA staff clearly assess the “benefits and burdens” of the overall transportation network to minority and underserved population communities. By analyzing the “mobility vs. accessibility” of this data, the CRTPA might be able to better gauge whether or not there are disparate impacts in a particular area. Mobility is the ability to travel and the potential for movement. Accessibility refers to the opportunity to reach a given destination within a reasonable time and costs. One analysis could evaluate the percentage of the RMP expenditures vs. percentage of population by race and income. Another strategy may be to create a one-page fact sheet, (created for each community that summarizes the population, demographics, income and other variables in the community) to identify residential, employment, and transportation patterns of low income and minority populations. The purpose of these analyses is to ensure that transportation investments are being fairly distributed throughout the planning area.

**Response:** The CRTPA used specific public outreach strategies during the development of the RMP to engage these populations for input into the plan and used multiple scenario plans for analysis. Analysis was performed at each stage of the RMP and the CRTPA decided the processes it used for public input, data collection and analysis inherently provided the analysis recommended by the Federal Review team from the 2008 review.



### Section III. Boundaries and Organization (23 CFR 450.310, 312, 314)

#### A. Description of Planning Area



The Capital Region Transportation Planning Agency (CRTPA) is responsible for providing transportation planning services to four North Florida Counties: Gadsden, Jefferson, Leon and Wakulla. Prior to 2007, the CRTPA planning boundaries included only the urbanized portions of Gadsden and Wakulla counties. In 2007, the CRTPA boundaries were expanded to match the Tallahassee Metropolitan Statistical Area to include the four counties in their entirety; this expanded Apportionment Plan was approved by the Governor in March 2011.

This TMA serves as the hub of regional employment and services and workers from surrounding counties. The three counties adjacent to Leon County have more employees working in Leon County than in their 'home' county. The Capital Region of Florida is home to Florida's State Capitol, three institutions of higher education (The Florida State University, Florida Agricultural & Mechanical University and Tallahassee Community College), and numerous natural and cultural resources. The four county area covers over 2,000 square miles and the population within the CRTPA's Planning Boundaries is approximately 370,000. There are no adjacent Metropolitan Planning Organizations.

The Region is served by three (3) public transportation providers: StarMetro, Big Bend Transit and Wakulla County Transit. Star Metro is the region's primary fixed-route provider and is an agency of the City of Tallahassee. Big Bend Transit provides services to Gadsden and Jefferson counties and the rural areas of Leon County.

## **B. Transportation Planning Organization Structure**

The CRTPA Board apportionment (in Florida this is the term for the voting membership of the CRTPA Governing Board) remains at fifteen (15) members that include the following: Leon County (7 members), City of Tallahassee (3 members), Leon County School Board (1 member); and one representative each from Gadsden, Wakulla and Jefferson Counties. A representative from StarMetro, the FDOT District 3, and the Federal Highway Administration are non-voting advisory members of the CRTPA Policy Board. The Board is currently exploring the possibility of expanding the by-laws to allow alternates for Board members.

The CRTPA has several standing advisory committees: the Technical Advisory Committee (TAC), the Citizen's Multi-Modal Advisory Committee (CMAC) and the Leon County Transportation Disadvantaged Coordinating Board (TDCB). The Multi-Modal Advisory Committee as noted in the 2008 Certification merged the Citizen's And the Bicycle-Pedestrian Advisory Committees.

While the CRTPA is the only MPO located within the region, coordination with the FDOT, the other MPOs in the state via the Metropolitan Planning Organization Advisory Council (MPOAC) and its subcommittee, and the other MPO neighbors within the same FDOT district – is conducted on a regular basis. The FDOT District 3 conducts a quarterly meeting with the MPOs within its boundaries that provides a regular forum for discussion of transportation and MPO related issues.

## **C. Agreements**

The CRTPA is in compliance with all planning requirements in regards to Agreements and all of the necessary Agreements have been updated as needed. The Staffing Services Agreement between the CRTPA and the City of Tallahassee that was of concern during the last TMA certification was approved by the City and executed in May 2012. While this Agreement is not a federal requirement for the CRTPA, it is recognized as a good business practice and in the best interest of the CRTPA to have this agreement in place. The Federal Review Team recognizes the continued efforts that the staff dedicated to execute this agreement.

## **Section IV. Scope of the Planning Process (23 CFR 450.306)**

### **A. Transportation Planning Factors**

23 CFR 450.306 requires that the metropolitan transportation planning process explicitly consider and analyze a number of specific planning factors that reflect sound planning principles. The CRTPA addresses the required planning factors throughout the planning process and in the development of their products such as the Regional Mobility Plan (Long Range Transportation Plan), Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP). The planning factors are incorporated into the goals and objectives of the Regional Mobility Plan (RMP). The CRTPA includes a discussion of how it incorporates the



planning factors into their process, and the UPWP includes a matrix that cross-references the factors with work tasks the TPA performs.

## **B. Air Quality**

The CRTPA currently is designated as an attainment area for all National Ambient Air Quality Standards (NAAQS) and is not expected to become a non-attainment area for criteria pollutants in the near future.

During the development of the 2035 LRTP (called the Regional Mobility Plan); the CRTPA used a multi-modal system approach that addressed more equally other modes of transportation for a more integrated system within the region. The CRTPA anticipates that this multi-modal approach will inherently address the improvement of air quality since it is not an automobile driven long range plan.

## **C. Bike and Pedestrian Planning Activities**

Bicycle, pedestrian and transit needs are addressed by the Transportation Planning Agency (TPA) through the prioritization process developed with the update of the Regional Mobility Plan (RMP). Staff created a Priority Project List (PPL) for the RMP which contains an integrated listing of bicycle, pedestrian, roadway and transit projects. The majority of identified projects on the RMP PPL are bicycle/pedestrian and transit.

During the development of the RMP, the CRTPA Board directed staff to maintain a \$1 million minimum annual set-aside for bicycle and pedestrian projects as the TPA's number one funded project prior to funding other projects on the PPLs. The funds are split between regional projects (\$500,000) and local projects (\$500,000). The local project funding is distributed based on population at the county level with the funds spent on projects in the respective Bicycle and Pedestrian Master Plans for each county. The RMP also contained a trails plan which identifies linkages in the regional trails system.

The CRTPA staff led an effort with the City of Tallahassee to apply for a designation of "Bicycle Friendly Community" through the League of American Bicyclists. The city received this designation that recognizes communities for their efforts to increase the safety for cyclists and planning and providing for infrastructure that enables and encourages safe cycling in the community.

**Noteworthy Practices:** The Federal Review Team provided two noteworthy practices related to Bicycle-Pedestrian Planning. For more details about these items, please see Section XI.

## **D. Transit**

StarMetro is the primary transit provider for the City of Tallahassee and limited parts of unincorporated Leon County, Florida. StarMetro is a department of the City of Tallahassee, Florida. StarMetro operates 12 fixed route cross-town routes,

as well as university shuttles for Florida State University (FSU) and Florida Agricultural & Mechanical University (FAMU). FSU, FAMU and Tallahassee Community College students ride free by showing a valid student ID. Transit service for senior and disabled customers is provided by StarMetro's Paratransit service, Dial-A-Ride. According to 2011 National Transit Database (NTD) reporting, StarMetro operates 56 buses and 15 demand response vehicles and handles approximately 4.9 million trips annually in a service area with a population of 162,310. Each StarMetro bus can accommodate two bikes.

Big Bend Transit provides consolidated transportation services to Gadsden, Jefferson and rural Leon counties. The Gadsden Express is a joint venture between Gadsden County, the Florida Department of Transportation, StarMetro, Commuter Services of North Florida, and the Capital Region Transportation Planning Agency (CRTPA). CRTPA indicates that continued funding for this project (30-passenger bus with 2 round trips in the morning and evening and one midday trip) is questionable after March 2013. Wakulla County Transit provides consolidated services for Wakulla County.

StarMetro is an active participant in regional transportation planning, development of the RMP, UPWP, and TIP as well as TIP and STIP updates. By state law, StarMetro develops a Transit Development Plans (TDP) with a 10 year horizon, with annual and five year update cycles.

CRPTA is the sub-recipient of Section 5303 Statewide and Metropolitan Planning Program funding awarded and passed through from FDOT. The City of Tallahassee/StarMetro is the designated recipient of 5307 funds. The UPWP includes FTA funds and transit related work activities. StarMetro is a partner in the development of the UPWP and is solicited for input.

The CRTPA is the designated Official Planning Agency for the Transportation Disadvantaged Program in Leon County. StarMetro is the Community Transportation Coordinator for the Transportation Disadvantaged Program in Leon County. The CRTPA is actively involved with the TDP and works with StarMetro providers to complete the plan. StarMetro also uses 5316 Job Access and Reverse Commute (JARC) and 5317 New Freedom funds (under SAFETEA-LU) for eligible populations.

Other federal funds StarMetro receives include FTA discretionary funds. StarMetro was selected for a 2011 Alternative Analysis award in the amount of \$400,000 to study future transit system development in a corridor along Tennessee Street/Mahan Drive between Capital Circle East and West, through Florida State University, Tallahassee Community College and downtown. StarMetro was also awarded over \$5 million for zero emission buses through a Transportation Investment Generating Economic Recovery grant. In 2011, StarMetro was awarded a \$1,200,000 Veterans Transportation and Community Living Initiative (VTCLI) grant to expand an existing transit call center and to provide information, transportation and scheduling for veterans. StarMetro was award a second VTCLI

grant in 2012 for \$50,000 to conduct outreach and promotion of the Capital Region One Call/One-Click Center for veterans.

Staff members of StarMetro have an ex-officio seat at the meeting table with CRTPA officials; StarMetro is a voting member of the CRTPA Technical Advisory Committee and reviews all applicable CRTPA Board items, rendering a recommendation to the CRTPA. Planning activities are included in the Unified Planning Work Program. FDOT and StarMetro provide the CRTPA with funding estimates in the TIP development process. CRTPA coordinates throughout the year with StarMetro and FDOT related to needed amendments to the TIP document.

StarMetro appears to have a good working relationship with FDOT. FDOT and CRTPA are clearly involved with StarMetro in transit planning. StarMetro reportedly does not receive flex funds from the TPA, however, StarMetro does receive transit funding from FDOT and the City of Tallahassee.

The coordination among StarMetro, CRTPA, and FDOT appears very effective. Transit agency representatives clearly participate in regional transportation planning and TIP and STIP updates. StarMetro has a Transit Development Plan with regular update cycles. The TPA and StarMetro frequently work together during their outreach efforts throughout the year.

**Noteworthy Practice and Recommendation:** The Federal Review Team provided one Noteworthy Practice and one Recommendation which is incorporated under the Transportation Improvement Program related to Transit Planning. For more details about these items, please see Section XI.

## **E. Intelligent Transportation Systems (ITS)**

The City of Tallahassee continues to maintain the Tallahassee Advanced Transportation Management System (TATMS)/Intelligent Transportation System programs for the City, Leon County and portions of Gadsden County. The FDOT District 3 coordinates ITS projects outside of these areas with the CRTPA. The CRTPA participates in all ITS meetings and coordination activities with the City of Tallahassee and the FDOT. ITS is integrated into the CRTPA's planning process through its Regional Mobility Plan, Congestion Management Process, specific projects are in the Transportation Improvement Program(TIP) and also reported through the CRTPA's Unified Planning Work Program (UPWP).

One of the major ITS Projects the CRTPA has coordinated for the region is the Tallahassee Regional Transportation Management Center (TRTMC). The new TRTMC will be a 90,000 square foot, multi-purpose facility to house the Tallahassee Regional Transportation Management Center, the Leon County Emergency Operations Center, a joint Emergency Dispatch Center for the County and City, and the Leon County Emergency Medical and Emergency Operations Center. The Tallahassee Regional Management Center will employ advanced technologies to improve traffic flow throughout the area and will monitor traffic flow

along the 18-mile I-10 corridor ,with traffic monitoring cameras every mile along with congestion and incident detectors every half-mile. This facility is still under construction but is anticipated to open in the very near future.

The CRTPA and its staff have undertaken efforts to further ITS and have been developing partnerships with the local higher educational institutions and other transportation modes. Staff has been delivering presentations to various groups as well as participating in the development of the use of Bluetooth technology for traffic monitoring and reporting. The Federal Review Team commends the CRTPA on the steps it has taken to be a more active partner in the ITS program since the last TMA Certification.

## **F. Freight Planning**

Freight movement for this region is multimodal including roadway facilities, such as I-10, US-19, US 27, as well as two rail providers, and air cargo movements through the various airports in the 4 counties. Those regional facilities have been either designated as being on the State's Strategic Intermodal System (SIS) or have been classified as an emerging SIS facility.

During the development process and adoption of the Regional Mobility Plan (RMP), planning for goods and services movement was undertaken at levels not previously seen in long range plan efforts by the CRTPA. A Project Advisory Committee (PAC) was established that included freight representatives from the trucking, rail, airports and logistics industries. While multimodal freight movement is one of the major goals of the 2035 RMP, it is very apparent that the enhanced movement of goods and services is woven throughout all the goals and objectives of the RMP and is included in the Vision statement as well.

The CRTPA also has formed a partnership with the Economic Development Council (EDC) to address the freight goods and services movement in the region. The CRTPA is also partnering with the EDC's Transportation and Logistics Committee to further implement the integration of freight into the region's transportation planning process, as well as to initiate the exploration of locating potential freight and logistics centers within the CRTPA region. This ongoing partnership also essentially serves as the CRTPA's Freight Advisory Committee.

**Noteworthy Practice:** The Federal Review Team provided one noteworthy practice related to Freight in the Planning Process. For more details about this item, please see Section XI.

## **G. Security Considerations in the Planning Process**

The CRTPA 2035 Regional Mobility Plan includes the security goal "Promote and implement transportation system improvements for all modes maximizing security of the transportation system" with three specific security objectives. CRTPA staff is working with local government partners to identify transportation system enhancements to increase the security of the system as new land developments



are approved and built. Emphasis is being placed on maximizing network connects so that in the case of emergencies first responders can reach their destination if one route is impassable. The CRTPA also works in partnership with its member local governments and through its Technical Advisory Committee during the review of potential/proposed projects for unintended safety and security impacts.

The CRTPA continues to use the City of Tallahassee's Continuity of Operations Plan (COOP) and also has adopted the Emergency Evacuation and Operations Plan (EEOP) of the facility in which it is physically housed.

**Recommendation:** The Federal Review Team provided one recommendation related to Security in the Planning Process. For more details about this item, please see Section XI.

## **H. Safety Considerations in the Planning Process**

CRTPA staff is active in the Community Traffic Safety Teams (CTST), and is currently serving as co-chair for the Leon County chapter. Through this partnership, a grant has been submitted to initiate an education and outreach program targeting teen drivers. Leon County currently ranks #1 related to teen crashes and fatalities within the region. The classes will be taught cooperatively with all transportation and health partners on the CTST and will take place at each public high school in Leon County. The CRTPA was awarded the grant, however, due to some technical issues, implementation of the program did not occur last year. The CRTPA reapplied for the grant this year and are awaiting the funding decision. The TPA is currently coordinating with the schools and the CTST so that the program can be implemented this year as soon as they are notified of the grant award.

In addition, the TPA's goals and policies include safety considerations as a component of the planning process. The recently adopted LRTP includes safety goals, objectives, and performance measures for the TPA area. These items were developed during the plan update process. One interesting detail about the Safety goals included in the RMP is the TPA's consideration of public health and safety. This goal calls for the "Improvement of public health by increasing choice, safety, and access of transportation facilities for all segments of the population." Lastly, TPA's coordination with the District Safety office has led to enhanced safety at railroad crossings and their regular meetings with the FDOT as well as flashing pedestrian signals close to one of the local high schools in Leon County.

During the site visit the TPA staff seemed unaware of the role of the Strategic Highway Safety Plan (SHSP) in the planning process and could not identify any direct considerations for this plan with the safety planning activities of the CRTPA, although the Plan is referenced in the CRTPA's most recent long range transportation plan. The SHSP strategically establishes statewide goals, objectives, and key emphasis areas developed in consultation with Federal, State, local, and private sector safety stakeholders, as well as operators of other modes. The planning regulations call for the transportation planning process to be consistent with the SHSP (23 CFR 450.322(h).) The long range transportation plan should

also include a safety element that incorporates or summarizes the priorities, goals, counter measures, or projects contained in the SHSP.

**Recommendation:** The Federal Review Team provided one recommendation related to Safety in the Planning Process. For more details about this item, please see Section XI.

## **Section V. Unified Planning Work Program (23 CFR 450.308)**

The Unified Planning Work Program (UPWP) is a biennial planning work program that identifies the transportation planning budget of the CRTPA and planning activities within the CRTPA's Boundaries. The draft and final UPWPs are reviewed by each of the CRTPA's Advisory Committees and adopted by the Board. The UPWP identifies planning tasks for two (2) years. The current UPWP for Fiscal Year 2012/1013 - 2013/2014 was adopted by the Board in May 2012. The CRTPA continues to prepare a well-organized and detailed UPWP that is very reader friendly. The UPWP coordinates with its transportation partners to ensure that planning activities and tasks are included in the work plan. Those activities/work tasks include, but are not limited to:

- Bicycle and Pedestrian planning and studies;
- Aviation Planning;
- Transit Planning ;
- Transportation Disadvantaged;
- Regional Planning; and,
- Planning studies and activities that are not funded by the CRTPA itself.

The Current UPWP includes FHWA Planning funds, FTA 5303 and 5307 funds, Transportation Disadvantages funds, State Planning Funds and local funds from its member agencies. The total funding in the UPWP for the two years is currently programmed for FHWA Planning Funds at \$1,359,390 and FTA funds (5303 and 5307) at \$516,500.

The UPWP is monitored through weekly CRTPA Staff timesheets that are charged by UPWP task and monthly status reports are provided to FDOT and FHWA quarterly. The City of Tallahassee Accounting Services Department compiles the invoicing on a quarterly basis for the CRTPA.

## **Section VI. Interested Parties (23 CFR 450. 316)**

### **A. Outreach and Participation**

The CRTPA worked very closely with the FTA and FHWA Planning and Civil Rights after the last TMA Certification in 2008 to update their Public Participation Plan (PPP) to address the Corrective Actions needed. An updated PPP that included an evaluation guide and outreach strategies was adopted in September 2009. The PPP was again reviewed the following year and an update to the plan was adopted in January 2010. All CRTPA plans, documents (e.g. UPWP, TIP), forms, meeting notifications, etc. are available at [www.crtpa.org](http://www.crtpa.org). The TPA is working with a general



planning consultant to update the website. The changes are expected to include the ability to view calendars, board meetings and other visualization features that will keep the public better informed. The website is one of the tools the CRTPA uses for outreach to the public.

The CRTPA is making a move toward a major Geographic Information System (GIS) initiative to provide more detailed information related to their planning area. This information will allow interested individuals to view a particular project area in juxtaposition with area initiatives, geographical conditions, and roadway attributes. When complete, the GIS tool will be invaluable to local governments for coordination of planning and programming.

In reviewing the Public Participation Plan (PPP) and during the Site Visit discussion, the Federal Review Team noted that the PPP does not contain information that describes how consideration and response to public input received during the development of the Regional Mobility Plan and the Transportation Improvement Program (TIP) is handled or how many days and/or by what method responses submitted for public input will be responded to. The PPP also does not include information about the TIP amendment process. Providing adequate public notice of the TPA's public participation activities and time for public review and comment at key decision points is vital to a strong planning process.

During the site visit the TPA staff provided the Federal Review Team a binder which highlighted the efforts of staff regarding public participation. These binders included pictures of outreach efforts, copies of surveys and project related newsletters. The documentation presented provided a very good record of the outreach activities of the TPA. The CRTPA staff conducts assessments of its public involvement meetings and outreach efforts following each event. The CRTPA has participated in the various regional summits related to transportation with its partners and has been working with the Universities and Colleges within the region to improve outreach efforts to this population. Since the last TMA Certification in 2008, the CRTPA has developed more specific strategies and activities for outreach efforts to its various communities and has been very active with its partners, such as the Garret A. Morgan Program, co-sponsoring safety initiatives with the CTST and the Local law enforcement, working with the universities to strengthen bicycle safety and a more focused bicycle enforcement program, partnering with its other modal partners during outreach efforts and contract selection committees, and conducting multiple workshops within all of its member counties to engage the public. The Federal Review Team commends the CRTPA and its Staff on the initiatives and work they have performed to improve their outreach efforts with the public and other stakeholders within its region.

**Noteworthy Practice and Recommendations:** The Federal Review Team provided one Noteworthy Practice and five Recommendations related to Outreach and Public Participation in the Planning Process. For more details about these items, please see Section XI.

## **B. Tribal Coordination**

There are no federally recognized tribes located in this area that require formal coordination with the CRTPA.

## **C. Title VI and Related Requirements**

CRTPA has a coordinator assigned to Public Involvement and Title VI, and who has direct, independent access to the TPA's Executive Director. The TPA has developed and executed a nondiscrimination policy, assurance and complaint filing procedure, all of which are broad enough to cover Title VI classifications and those defined by related federal and state authorities. Its LEP Plan and analysis are straight forward and practical. While the data does not suggest the need for extensive Limited English Proficiency (LEP) services at this time, the TPA has identified a region where it may encounter LEP Spanish speakers. As such, the TPA has developed an action plan for addressing these needs, when and if necessary. CRTPA has improved public involvement and has developed a PPP as well as a scrapbook and other measures to test the efficacy of its outreach. The TPA staff partners with FHWA and FDOT for targeted outreach and is an enthusiastic supporter of National Summer Transportation Institute (NSTI) and Garrett A. Morgan Programs (GAMTTEP). These two programs focus on youth outreach. The NSTI promotes awareness of educational and career opportunities among disadvantaged and at-risk middle and high school students around the country learning more about the transportation industry, its various modes and how they might pursue post-secondary education and career opportunities in the transportation industry. The GAMTTEP Program purpose is to introduce students to the transportation field and inspire students to become future transportation professionals.

The CRTPA collects census and demographic data to determine the equity of its activities among its various communities, though it has not performed equity analyses listing likely impacts of its projects on minority and other protected classes. In fairness, however, these types of analyses have no standard format as yet, training and technical assistance is limited, and recipients are struggling to understand the requirements (as evidenced by recent Environmental Justice (EJ) updates/clarification by FHWA and FTA). FHWA and FDOT are working to develop assistance tools and hope to begin Environmental Justice (EJ) analysis training of MPOs and local agencies in 2013. Overall, the CRTPA has demonstrated substantial compliance with 23 CFR Part 200 and 49 CFR Parts 21 and 27.

**Recommendations:** The Federal Review Team provided three Recommendations related to Title VI and Related Requirements in the Planning Process. For more details about these items, please see Section XI.

## **Section VII. Linking Planning and Environment (23 CFR 450.318)**

The CRTPA uses two main mechanisms to conduct the consultation process with resource agencies; the State's Efficient Transportation Decision Making System (ETDM) and through membership on its Board and advisory committees. The capacity improvement projects that are included in the CRTPA's 2035 Regional Mobility Plan have been submitted through the ETDM for review of potential environmental and land-use issues by its transportation partners and the State and local resource and permitting agencies. The current 2035 RMP contains an appendix that provides the purpose and needs statements for each of these projects. The Federal Review Team commends the TPA for identifying and including the Purpose and Need descriptions for the projects in the RMP. This TPA is leading the way in Florida as FHWA and FTA identified this proactive activity as an item to include in future LRTPs.

The CRTPA also utilizes membership on its advisory committees as another way to conduct consultation with resource agencies. The TAC and CMAC are involved in the consideration, prioritization and review of specific projects and the planning documents and process of the CRTPA throughout the year. It is through this representation and participation that resource and permitting agencies are able to provide input to the CRTPA the planning process. During the development of the 2035 RMP, this coordination also included the review and integration of the many different local agency plans as well as different conservation plans. The documentation of these considerations is identified in the 2035 RMP Goals and Objectives as well as the *Current Conditions Technical Report*.

**Noteworthy Practices:** The Federal Review Team provided two Noteworthy Practices related to Linking Planning and the Environment in the Planning Process. For more details about these items, please see Section XI.

## **Section VIII. Long Range Transportation Plan (23 CFR 450.322)**

The 2035 Regional Mobility Plan was adopted by the CRTPA on November 15, 2010. This Plan is very different from previous plans in that it used a comprehensive and coordinated approach with its partners to develop a more sustainable multimodal transportation system for the region. The plan was also developed in recognition of the inherent relationships between mobility and land use and growth patterns and emphasizes transportation system linkages. The CRTPA utilized scenario planning to analyze three scenarios: Business as Usual; Quality Growth (scenario includes development patterns which focused on more compact, dense development); and, Quality Growth Plus (incorporated more intensive and exceptional growth management strategies than the Quality Growth Scenario).

A Sustainability Calculator was developed as one of the decision making tools to provide assistance for member governments and the Board for considering the continuing costs associated with the development of property within the region. The calculator considers a wide range of factors from housing, to location, to development



type, to transportation systems availability. This tool was developed essentially for the RMP, but the CRTPA intends to use it on a continuing basis throughout the TPA's planning process. It is available for use by member governments and easily accessed through the CRTPA website: <http://crtpacalculator.org/> .

A Project Management Team/Advisory Committee was created to provide the TAC and CMAC members and other transportation partners as mechanism to provide continual input and assistance with the development of the RMP as well as the Goals and Objectives. Representatives from the freight industry as well as bicycle/pedestrian groups, development, environmental and other special interests were actively engaged through this committee and outreach efforts during the development of the Plan. Numerous public outreach events took place throughout the region to engage the public throughout the development as well.

The Goals and Objectives of the 2035 RMP are consistent with local government comprehensive plans, the five Sector Plans, and with the numerous and varied resource and permitting agency plans throughout the region. The 2035 RMP also includes a Regional Trails Plan and the different Bicycle and Pedestrian Master Plans that have been developed by member counties, and incorporated data from Aquifer Vulnerability Studies performed by Leon and Wakulla Counties. The Regional Trails Plan which addresses the need for a connected hard surface trail system within and throughout the CRTPA region is intended to provide a commuting alternative for individuals who seek non-motorized transportation options while limiting their exposure to motor vehicles.

The CRTPA demonstrated that each of the eight SAFETEA-LU planning factors were considered in the development of the 2035 Regional Mobility Plan by sharing with the Federal Review Team a matrix that correlated the planning factors with the goals and objectives within the Plan.

#### **A. Travel Demand**

The CRTPA travel demand forecasting model used procedures consistent with the current 4-step modeling process of the Florida Standard Urban Transportation Model Structure (FSUTMS)/Cube Voyager (CV). The Planning consultant for the CRTPA operated the model and the TPA's staff reviewed the analysis. The model was validated for the 2035 RMP using the 2007 base year. The CRTPA 2007 base year model included an expanded model area of Gadsden, Jefferson, Leon, and Wakulla counties. The 20-year projections for the horizon year of the Plan were developed based on the latest Bureau of Economic and Business Research (BEBR) midrange projections. The population and employment growth was then assigned based on the scenarios analyzed. The model has 1,279 Traffic Analysis Zones and the base year network has 27,879 links. The existing highway network was modified to include roadways links and nodes in Jefferson County.

## **B. Financial Plan/Fiscal Constraint**

The 2035 RMP is a Cost Feasible Plan with funding limited based on the revenue estimates provided by the FDOT and the local governments for locally funded initiatives. The Plan used Federal and State revenues information from the following sources: Local Government Financial Information Handbook, August 2009, published by the Florida Department of Revenue and Florida's Transportation Tax Sources, A Primer, January 2010, published by FDOT. Costs estimates were developed based upon the FDOT District 3 Quarterly Construction Cost Information that was revised in October 2009. The financial plan does not address the Operations and Maintenance (O&M) costs for transit, local facilities and state highways.

Financial assumptions used in the development of the 2035 RMP also used other potential funding sources for transportation projects, both state and local, dedicated to specific programs, such as the Strategic Intermodal System (SIS), maintenance, local paving and Blueprint 2000. The TPA coordinated extensively with its local government budget offices within the region to ensure these programs were included in the plan. The RMP was developed in close coordination with other modal partners as well – StarMetro and the Tallahassee Regional Airport. The revenue estimates and costs for the Cost Feasible Plan were stratified into five year cost bands and identified in Year-of-Expenditure (YOE) dollars. The inflation factors for each of these cost bands were provided by FDOT.

**Noteworthy Practice and Corrective Action:** The Federal Review Team provided one Noteworthy Practice and one Corrective Action related to the Long Range Planning Process. For more details about these items, please see Section XI.

## **Section IX. Congestion Management Process (23 CFR 450.320)**

The CRTPA annually reviews its Congestion Management Process (CMP) and adopted the most recent CMP Report in January 2013. The CRTPA CMP was reviewed and evaluated against current state and federal CMP requirements to determine the applicability of current performance measures for roadway, transit, and bicycle and pedestrian features. Through its committees and its transportation partners in the region, the CRTPA Staff review the region's transportation systems throughout the year and make recommendations to the CRTPA and affected local governments on instituting congestion management strategies for identified facilities.

The TPA member local governments have used the criteria of the CMP to help prioritize sidewalk and non-motorized transportation improvements. During the review the TPA staff mentioned that during the update of the RMP they analyzed crash data and more efficient ways to incorporate evaluation criteria selected and utilized in the Regional Mobility Plan to select projects for funding and implementation.

**Recommendation:** The Federal Review Team provided one Recommendation related to the Congestion Management Plan. For more details about this item, please see Section XI.

## **Section X. Transportation Improvement Program**

(23 CFR 450.324, 326, 328, 330, 332)

The Transportation Improvement Program (TIP) is financially constrained program for each fiscal year (FY). The TIP serves as a five-year (the 5<sup>th</sup> year is illustrative) financially feasible program of improvements for all modes of travel within the 4-county area that are anticipated to be funded by Title 23 and Title 49 United States Code. It includes those projects considered regionally significant transportation projects regardless of the funding type and is consistent with the 2035 RMP, 4 Local Government Comprehensive Plans, BluePrint 2000, the Aviation Master Plan of the Tallahassee Regional Airport and the StarMetro Transit Development Plan. Within the TIP are also projects from the Bicycle/Pedestrian Master Plans from the TPA's member counties, the State's Strategic Intermodal System (SIS) and Eastern Federal Lands.

The TIP is developed in partnership with the FDOT, StarMetro, BluePrint 2000, the TPA member county and city governments, as well as its Board and advisory committees. The TPA develops a Priority Project List (PPL) and begins this development process early in the calendar year so there is time for the transportation partners, the public and the advisory committees and the TPA Board to provide input into its development. The TIP considers and is consistent with other PPLs such as the SIS PPL, the Transportation Systems Management PPL, Transit PPL, and other modal agency PPLs. The TPA staff typically conducts an annual retreat for the Board to discuss candidate projects and project prioritization for the PPL and the annual TIP. The draft TIP is reviewed by the TPA's advisory committees and Board with the Final being adopted typically each June. The final PPL is adopted in the July/August time frame by the Board so it can be provided to the FDOT in September each year.

The TIP presents financial information in table format and identifies the specific funding categories as well as the funding source for each project. This financial information is identified in year of expenditure values as required by Federal Regulation. The FDOT coordinates with the CRTPA to provide project cost estimates and the local projects' costs are developed independently by the CRTPA's member governments.

The TIP is available in several forms on the CRTPA's website:

- the Current adopted TIP in .pdf format;
- an interactive TIP;
- the previous 4 adopted and amended TIPs; and,
- the year's draft (typically available in March)

The TIP also includes an amendment section that is updated as amendments occur and identifies the projects amended and the amendment dates. The *Annual List of Federally Obligated Projects* is published in the TIP as an appendix and also is identified as a stand-alone document on the CRTPA's website. The list is also available for public



access at the TPA's offices. Major projects from the previous TIP that were implemented, as well as major projects for which significant delays in project implementation occurred, are included as well in a separate appendix of the TIP. The Federal Review Team commends the CRTPA and staff on the inclusion of the total project cost for projects within the TIP. As noted earlier in the RMP section, the CRTPA lead the state by being proactive in identifying this information in the TIP.

**Noteworthy Practices and Recommendation:** The Federal Review Team provided two noteworthy practices and one Recommendation related to the Transportation Improvement Program. For more details about these items, please see Section XI.

## **Section XI. Findings/Conclusions**

The following items represent a compilation of the findings that are included in this 2013 Certification Review Report. These findings, which are identified as noteworthy practices, corrective actions, and recommendations, are intended to not only ensure continuing regulatory compliance of the Tallahassee TMA/CRTPA transportation planning process with federal planning requirements, but to also foster good planning practices and improve the transportation planning program and process in the area.

### **A. Noteworthy Practices**

1. **Bicycle and Pedestrian Planning:** The CRTPA staff is commended for their efforts related to bicycle and pedestrian planning. The CRTPA staff led an effort to complete an application on behalf of the city for the designation of "Bicycle Friendly Community" through the League of American Bicyclists. Through the application process, much data had to be gathered on the bicycle programs and infrastructure available within the City of Tallahassee. The designation, which the city received, recognizes communities for their efforts to increase the safety for cyclists and for providing infrastructure and planning that enables and encourages safe cycling in the community.
2. **Bicycle-Pedestrian Planning:** The CRTPA has also been increasingly engaged in the establishment of individual Bicycle and Pedestrian Master Plans in the region's surrounding counties. Staff's leadership in this effort has led to increased planning related to bicycle, pedestrian and trail planning within the region.
3. **Transit Planning:** CRTPA's relationship with StarMetro has improved tremendously. StarMetro and the CRTPA share a joint vision of how the region should develop in the long term. They coordinate and collaborate in all areas of the planning process. The directors of the two entities work very closely with one another and have significantly improved communication with the public and the local government.
4. **Freight Planning:** The Federal Review Team commends the CRTPA on the emphasis it has and continues to give to the movement of goods and services.

The Federal Review team observed a marked difference towards this program since the previous Certification. The CRTPA is commended as well on its establishment of a freight specific working group for the development of the RMP as well as its ongoing partnering with the EDC.

5. **Outreach and Public Participation:** The Federal Review Team commends the CRTPA on the various partnering efforts it has initiated since the last TMA Certification. The CRTPA staff also continues to be a strong supporter and participant in the National Summer Transportation Institute and the Garrett A. Morgan Programs.
6. **Linking Planning and the Environment:** The Federal Review Team commends the CRTPA on its efforts to integrate the many different State, local government and resource agency plans within the RMP and their coordination throughout its development. The consideration of these existing plans is clearly identified and documented within the Plan itself and its technical reports.
7. **Linking Planning and the Environment:** The Federal Review Team commends the TPA for identifying and including the Purpose and Need descriptions for the projects in the RMP. This TPA is leading the way in Florida as FHWA and FTA identified this proactive activity as an item to include in future LRTPs.
8. **Long Range Transportation Plan – Sustainability Calculator:** The Federal Review Team commends the CRTPA on its development and use of the Sustainability calculator that was used during the development of the 2035 Regional Mobility Plan. The CRTPA was specifically recognized in a National Publication for the development and use of this tool.
9. **Transportation Improvement Program:** The Federal Review Team commends the CRTPA for its work to ensure that the total project costs, as well as the prior phase funding on projects were included in the TIP early on. Since the previous TMA Certification, the CRTPA has worked to present a TIP to the public that provides information about the development and implementation processes of the TPA and using a very reader friendly format to deliver it.
10. **Transportation Improvement Program:** The CRTPA Board has continued to annually maintain a \$1 million set-aside for bicycle and pedestrian projects. The Federal Review Team commends the CRTPA on its continued focus and efforts to enhance the non-motorized facilities within its region.

## **B. Corrective Actions**

1. **Long Range Transportation Plan - Financial Plan:** In accordance with 23 CFR 450.322((f)(10)(i) the LRTP must include in the financial plan

“system level estimates of costs and revenue sources that are reasonable expected to be available to adequately operate and maintain federal-aid highways and public transportation.” In order to meet this requirement, the Florida partners agreed that the MPOs would include in their Long Range Transportation Plans the *2035 Revenue Forecast Handbook* as an appendix. While the 2035 RMP references portions of this Handbook in the Financial Plan Appendix, it was not clear to the Review Team where the remaining information was used or referenced. To meet this requirement, the modification process can be used to include the *2035 Revenue Forecast Handbook* as an appendix to the 2035 RMP. Please include this information either with the next RMP modification but no later than by January 2014.

### C. Recommendations

1. **Security:** The Federal Review Team strongly encourages the CRTPA to conduct a COOP exercise for its staff. This exercise will help to identify any areas of the City’s COOP and the Facility EEO that will work well for the CRTPA and those that may need strengthening.
2. **Safety:** The Federal Review Team recommends that the TPA coordinate with FDOT to ensure that the goals and objectives of all CRTPA Planning Process Plans are consistent with the SHSP. The next LRTP update should provide a clear summary of how the TMA’s safety goals and objectives align with the SHSP.
3. **Outreach and Public Participation – Public Participation Plan Update:** The Federal Review Team recommends during the next update of the PPP that the staff include samples of previous surveys, newsletters and other outreach tools it may use. Utilizing visualization in planning documents often times assists in the overall readability of the plan. It is also an opportunity to communicate to the public the type of outreach activities that the planning staff is involved in throughout the year. The PPP should also be updated to include the time frames for public notice and comment periods for the TPA’s products and major changes to those documents.
4. **Outreach and Public Participation – Amendments to the RMP and TIP:** The Federal Review Team recommends that in the next update to the PPP that detailed information be included related to how the public participation plan is developed, how public input is considered in the planning process and how changes to major planning documents are made available for review once changes have been made.
5. **Outreach and Public Participation – Evaluation of Activities:** During the site visit and review it was not clear how staff fully measures the effectiveness of its public participation activities. While the staff does develop and distribute surveys and has discussions to analyze the outcome of each event, there was little information provided as to what happens to the

information and if the information is ever used by the staff to improve the planning process. The Federal Review Team recommends that staff take the next step to more fully document these outcomes and how their PPP strategies have changed in response to the evaluations.

6. **Outreach and Public Participation - Disability Community:** While StarMetro appears to make continuous outreach to and includes representation of the community that is disabled; the perception of two disability services groups polled by FHWA is that CRTPA could do more to ensure inclusion of the disabled. In fact, the director of one area group advised that she has little contact with CRTPA until after transportation decisions are made. To combat this perception and forge stronger ties with these groups, The Federal Review Team recommends that the CRTPA develop and utilize a listing of all area disability service providers and ensure they are included early in public involvement and other events. These groups may also offer effective representation on the TPA's committees, advisory groups, and working groups.
7. **Outreach and Public Participation:** The Federal Review Team recommends that the CRTPA consider more partnerships with the two large universities and one community college in the area. Although it is true that students are transient, they are heavy users of transportation systems whose needs and input are critical to effective planning. Moreover, school venues and networks can assist with TPA's public involvement, and student and faculty groups may prove useful in providing committee representation, student interns and volunteers.
8. **Title VI and Other related Requirement:** CRTPA has developed the required Title VI program and related documents and is consistent in asking FHWA and FDOT to provide comments and suggestions for improvement. To ensure that documents remain reflective of the TPA's commitment to nondiscrimination, it should annually review documents and program areas, identifying and addressing inconsistencies, emerging issues or required changes.
9. **Title VI and Related Requirements:** CRTPA's Title VI Coordinator has independent access to the Executive Director and both are frequent attendees at public meetings and special outreach events. However, program documents are inconsistent about listing the Title VI Coordinator by name in compliance with 23 CFR 200.9(b)(1) and the Organizational Chart does not demonstrate the required access. The Federal Review Team recommends that the nondiscrimination documents clearly list the name and contact of the Title VI Coordinator and the TPA should consider the strong practice of providing this information on any document, flier or advertisement meant for the public.

- 10. Title VI and Related Requirements:** The Federal Review Team encourages sub-recipients to seek out and use Disadvantaged Business Enterprises (DBEs) and other small businesses. The CRTPA currently relies on the City of Tallahassee to assist with identifying appropriate businesses and reviewing applicable contracts. The Federal Review team recommends that the CRTPA review all of its federally-assisted contracts to ensure the inclusion of the following, whether or not a DBE is used:
- DBE Assurance Language provided at 49 CFR Part 26.13(b)
  - Appendix A to the Nondiscrimination Agreement signed by CRTPA on 05/12/2012.

- 11. Congestion Management Plan:** During the site visit and review it was not clear how the TPA staff utilized the Congestion Management Plan (CMP) process in the development of their Long Range Transportation Plan. The CMP is required to be developed and implemented as an integral part of the metropolitan planning process in Transportation Management Areas (TMAs). The TPA is encouraged for the next LRTP update to identify and document how they adopted congestion management strategies and how they are reflected in the LRTP; it would also be helpful to show this linkage in the staff's update of their CMP. FHWA recently released a guidebook on developing the Congestion Management Plan and the incorporation of Management and Operations in the Planning Process.

- 12. Transportation Improvement Program – Transit:** The Federal Review Team recommends that the CRTPA work with StarMetro to include federal transit funds in the annual listing of federally obligated projects for the next cycle.

Based on this review and the ongoing federal oversight of the planning activities in the CRTPA, the FTA and the FHWA jointly certify that the transportation planning process of this region substantially meets the federal planning requirements in 23 CFR 450 Subpart C. This Certification will remain in effect until **June 2017**.



## **Section XII. Appendices**

### **Appendix A – Site Visit Participants**

#### **Federal Team**

Stacie Blizzard, Federal Highway Administration  
Elizabeth Parris Orr, Federal Transit Administration (via phone)  
Shakira Crandol, Federal Highway Administration  
Carey Shepherd, Federal Highway Administration  
Cindy Owens, Federal Highway Administration  
Keisha Owens, Federal Highway Administration

#### **Florida Department of Transportation District 3**

Bryant Paulk  
Blair Martin  
Colby Cleveland

#### **Florida Department of Transportation Central Office**

Yvonne Arens  
Regina Colson  
Robert Magee

#### **Capital Regional Transportation Planning Agency**

Harry Reed  
Jack Kostrzewa  
Colleen Roland  
Greg Burke  
Lynn Barr  
Yulanda Mitchell

#### **StarMetro**

Samuel Scheib  
Ivan Maldonado



## Appendix B – Site Visit Agenda

### Tallahassee Area Transportation Management Area Certification Meeting

*June 25 - 27, 2012*

Tallahassee City Commission Chambers  
City Hall  
300 South Adams Street  
Tallahassee, Florida 32301

#### AGENDA

Monday	Monday June 25, 2012	Day One
<b>Federal Certification Team Members</b>	<ul style="list-style-type: none"><li>➤ Stacie Blizzard (FHWA)</li><li>➤ Parris Orr (FTA)</li><li>➤ Shakira Crandol (FHWA)</li><li>➤ Carey Shepherd (FHWA)</li><li>➤ Cindy Owens (FHWA)</li><li>➤ Keshia Owens (FHWA)</li></ul>	
Time	Item	Lead
<b>1:00 p.m. – 3:00 p.m.</b>	<b>Begin Site Visit: CRTPA Board Meeting</b> <ul style="list-style-type: none"><li>➤ Presentation to Board</li></ul>	CRTPA
<b>5:30 – 7:30 p.m.</b>	<b>Begin Public Meeting – Tallahassee Room</b>	Federal Review Team
	Conclude Public Meeting according to published time <b>Adjourn Day 1 of the Site Visit</b>	Federal Review Team

# Tallahassee Area Transportation Management Area Certification Meeting

*June 25 - 27, 2012*

Gemini Building  
2<sup>nd</sup> Floor Conference Room  
408 North Adams Street  
Tallahassee, Florida 32301

## AGENDA

<b>Tuesday</b>	<b>June 26, 2012</b>	<b>Day Two</b>
<b>Federal Certification Team Members</b>	<ul style="list-style-type: none"> <li>➤ Stacie Blizzard (FHWA)</li> <li>➤ Parris Orr (FTA)</li> <li>➤ Shakira Crandol (FHWA)</li> <li>➤ Carey Shepherd (FHWA)</li> <li>➤ Cindy Owens (FHWA)</li> <li>➤ Keshia Owens (FHWA)</li> </ul>	
<b>Time</b>	<b>Item</b>	<b>Lead</b>
<b>08:00 a.m.</b>	<b>Reconvene Site Visit</b> Welcome / Introductions <ul style="list-style-type: none"> <li>➤ Purpose of the Certification Process</li> <li>➤ Review schedule and close-out process</li> </ul>	Federal Review Team
<b>08:15 a.m.</b>	Discussion of Previous Review Findings <ul style="list-style-type: none"> <li>➤ Federal TMA Certification</li> <li>➤ State/MPO Annual Joint Certification</li> </ul>	Federal Review Team, CRTPA, StarMetro, FDOT
<b>08:45 a.m.</b>	Lessons Learned and Accomplishments	CRTPA, StarMetro
<b>09:15 a.m.</b>	CRTPA Overview including changes since last TMA Certification <ul style="list-style-type: none"> <li>➤ Organization</li> <li>➤ Demographics</li> <li>➤ Political</li> <li>➤ Process Changes</li> <li>➤ Agreements</li> <li>➤ Notable Events</li> </ul>	Federal Review Team, CRTPA, StarMetro, FDOT
<b>09:45 a.m.</b>	MPO Plans: <ul style="list-style-type: none"> <li>➤ Long Range Transportation Plan <ul style="list-style-type: none"> <li>▪ Process for Update</li> <li>▪ Financial Planning</li> <li>▪ Sustainability Calculator</li> </ul> </li> </ul>	Federal Review Team, CRTPA, StarMetro, FDOT
<b>10:30 a.m.</b>	<b>Break</b>	
<b>10:40 a.m.</b>	<ul style="list-style-type: none"> <li>➤ Transportation Improvement Program <ul style="list-style-type: none"> <li>▪ Project Prioritization</li> </ul> </li> <li>➤ Unified Planning Work Program</li> <li>➤ Congestion Management Process</li> <li>➤ Intelligent Transportation Systems (ITS)</li> </ul>	Federal Review Team, CRTPA, StarMetro, FDOT
<b>11:30 a.m.</b>	<b>Break for Lunch</b>	

# Tallahassee Area Transportation Management Area Certification Meeting

*June 25 - 27, 2012*

Gemini Building  
2<sup>nd</sup> Floor Conference Room  
408 North Adams Street  
Tallahassee, Florida 32301

## AGENDA

<b>Tuesday</b>	<b>June 26, 2012</b>	<b>Day Two</b>
<b>Time</b>	<b>Item</b>	
<b>12:30 p.m.</b>	Freight	Federal Review Team, CRTPA, StarMetro, FDOT
<b>12:50 p.m.</b>	Environmental Planning and Coordination	Federal Review Team, CRTPA, StarMetro, FDOT
<b>1:10 p.m.</b>	Bicycle/ Pedestrian	Federal Review Team, CRTPA, StarMetro, FDOT
<b>1:30p.m.</b>	Regional Coordination	Federal Review Team, CRTPA, StarMetro, FDOT
<b>1:45 p.m.</b>	Public Transportation and Transportation Disadvantaged	Federal Review Team, CRTPA, StarMetro, FDOT
<b>2:15 p.m.</b>	<b>Break</b>	Federal Review Team, CRTPA, StarMetro, FDOT
<b>2:30 p.m.</b>	<ul style="list-style-type: none"> <li>➤ Public Involvement/Participation</li> <li>➤ Title VI</li> <li>➤ DBE</li> </ul>	Federal Review Team, CRTPA, StarMetro, FDOT
<b>4:00 p.m.</b>	Safety Security Considerations	Federal Review Team
<b>5:00 p.m.</b>	<b>Adjourn Day 2 of the Site Visit</b>	



# Tallahassee Area Transportation Management Area Certification Meeting

*June 25 - 27, 2012*

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408 North Adams Street  
Tallahassee, Florida 32301

## AGENDA

Wednesday	June 27, 2012	Day Three
Time	Item	Lead
08:00 a.m.	Questions and follow up discussion from days 1 & 2	Federal Review Team, CRTPA, StarMetro, FDOT
08:30 a.m.	CRTPA Staff – what do you need and how can we help?	CRTPA, StarMetro, FDOT, Federal Review Team
09:00 a.m.	Preliminary Findings Discussion - Federal Review Team	Federal Review Team
10:00 a.m.	Preliminary Findings Discussion with CRTPA and StarMetro Staff	Federal Review Team, CRTPA, StarMetro, FDOT
11:30 a.m.	Adjourn TMA Site Visit	Federal Review Team

**Appendix C – Summary of TMA Certification Public Meeting  
June 25, 2012  
Tallahassee Room  
City Hall  
Tallahassee, Florida**

The Federal Review Team provided a presentation to the one CRTPA Advisory Committee member who attended the public meeting. Discussion ensued regarding area specific projects and no comment was noted regarding the process. The committee member is commended for their interest in the planning process and their participation and input to the Federal Review Team.

Please note – The area was currently experiencing inclement weather due to Tropical Storm Debby at the time of the public meeting. No additional comments from the public were received.

**AGENDA ITEM 9 C**

**CRTPA PRIORITY PROJECT LIST ADOPTION  
STATUS UPDATE**

**REQUESTED BY:** CRTPA Staff

**TYPE OF ITEM:** Consent

**STATEMENT OF ISSUE**

The purpose of this item is to update Board members on the status of the CRTPA's annual adoption of priority project lists (PPLs). The CRTPA's Draft FY 2015 – FY 2019 PPLs are scheduled to be adopted at the September 16, 2013 CRTPA Board meeting.

**HISTORY AND ANALYSIS**

Annually, the CRTPA adopts priority project lists that identify, in ranked order, the agency's transportation project priorities. These lists are submitted to the Florida Department of Transportation (FDOT) to provide guidance as the FDOT proceeds with development of the Annual State Work Program. Specifically, the FDOT seeks to match available state and federal funds with eligible transportation projects ranked highest by the CRTPA.

Projects that receive funding are included in the annual State Work Program, a five-year document identifying state and federally funded transportation projects. The CRTPA region projects that receive state and federal funding are then incorporated into the CRTPA's annual Transportation Improvement Program (TIP).

The following provides an update on the CRTPA PPLs scheduled to be adopted at the September 16, 2013 CRTPA Board meeting:

**Regional Mobility Plan (RMP) PPL-** Contains bicycle, pedestrian, roadway and transit projects that were identified and ranked in the adopted RMP. Consistent with Board direction, the RMP PPL maintains the project rankings identified in the Cost Feasible RMP.

**Status Update:** The FY 2015 – FY 2019 RMP PPL will be updated to remove those projects on the list for which funding was received in most recent FDOT Work Program. With regards to next year's RMP PPL (FY 2016 – FY 2020), subsequent to Board approval of Agenda Item 5 A (RMP Project Assessment), the RMP PPL may be updated to reflect the changes made to the Cost Feasible Plan.



**Transportation Alternatives PPL** – Identifies community-based projects that expand travel choices and enhance the transportation experience – similar to the former “Transportation Enhancements” program (Project source: eligible projects solicited by the CRTPA every two (2) years and submitted by local governments and community groups for funding).

**Status Update:** Consistent with Board approval at the March 25, 2013 CRTPA meeting, the FY 2015 – FY 2019 Transportation Alternatives PPL will include the projects not funded on last year’s FY 2014 – FY 2018 Transportation Enhancements PPL.

**Transportation Systems Management (TSM) PPL** – Identifies low cost (typically intersection) improvements to the existing transportation system that can be constructed in less than two years and have gone through a required FDOT process in order to be considered eligible for funding (Project source: Typically has included a list of eligible projects provided by the FDOT)

**Status Update:** Consistent with Information Item 8A from the May 20, 2013 CRTPA Board meeting, a TSM Subcommittee has been established with membership comprised of 3 members from each of the CRTPA’s committees (Technical Advisory Committee and Citizen Multimodal Advisory Committee). The purpose of the subcommittee is to assess the TSM projects included on the PPL. The assessment will include an evaluation of the criteria that were adopted by the CRTPA in 2005 to review the projects.

**Strategic Intermodal System (SIS) PPL** – Identifies roadways on the Strategic Intermodal System (SIS) (Project source: SIS facilities that have been identified for transportation improvement in the RMP)

**Status Update:** Projects on the SIS PPL will be updated to reflect any project phases that have received funding in the adopted FY 14- FY 18 State Work Program.

**Tallahassee Regional Airport PPL** – Identifies Tallahassee Regional Airport project consistent with the adopted Airport Master Plan (Project source: projects identified by The Tallahassee Regional Airport and provided to the CRTPA for adoption)

**Status Update:** CRTPA staff will soon contact Tallahassee Regional Airport staff to receive the Draft Tallahassee Regional Airport PPL for FY 15 – FY 19.

**StarMetro PPL** – Identifies transit projects consistent with StarMetro’s adopted Transit Development Plan (Project source: projects identified by StarMetro and provided to the CRTPA for adoption)

**Status Update:** CRTPA staff will soon contact StarMetro staff to receive the Draft StarMetro PPL for FY 15 – FY 19.

**NEXT STEPS**

Staff will develop the Draft FY 2015 – FY 2019 C RTPA PPLs based upon the status updates (above). A public meeting to present to the developed Draft PPLs will be scheduled in late August 2013.

As noted above, the Draft FY 2015 – FY 2019 C RTPA PPLs are scheduled for adoption at the September 16, 2013 C RTPA Board meeting. Subsequent to adoption of the C RTPA's PPLs, the lists will be provided to the FDOT for use as the agency proceeds with development of the Draft FY 2015 – FY 2019 Annual State Work Program. Projects funded in the Draft State Work Program are scheduled for presentation by FDOT staff at the November 2013 C RTPA Board meeting.

*June 17, 2013*



**AGENDA ITEM 9 D**

**FISCAL YEAR (FY) 2013 – FY 2017  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
ADMINISTRATIVE AMENDMENT**

**REQUESTED BY: FDOT**

**TYPE OF ITEM: Information**

The purpose of this item is to inform members of the administrative amendment of the FY 2013 – FY 2017 TIP subsequent to the May 20, 2013 CRTPA Board Meeting.

Specifically, the following project has been administratively amended in the FY 2013- FY 2017 TIP:

- Woodville Highway (SR 363) (Project #4240093). Update the project's prior, future and total project costs.

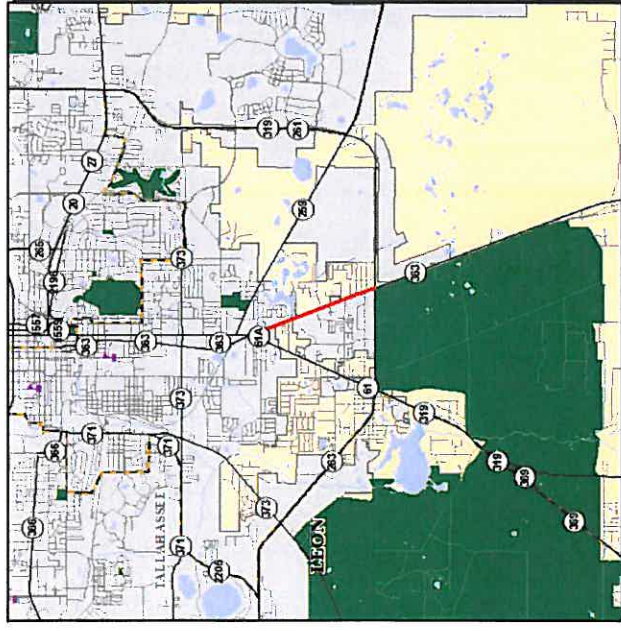
**ATTACHMENT**

Attachment 1 provides the TIP replacement pages reflecting the changes to the above projects.

4240093

SR 363 WOODVILLE HWY

Non-SIS



Work Summary: PRELIM ENG FOR FUTURE CAPACITY

From: FROM SR 263 (US 319) C.C.

To: TO PAUL RUSSELL ROAD

Length: 2.140 mi

Lead Agency: CRTPA

County: Leon County

Fund Source

Phase	Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE	ST10	249,957	0	0	0	0	249,957
PE	LF	831,098	0	0	0	0	831,098
<b>Total</b>		<b>1,081,055</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,081,055</b>

Prior Cost < 2012/13: 1,382,657

Future Cost > 2016/17: 18,471,874

Total Project Cost: 20,935,586

Project Description: Provides design funding for widening this roadway to 4 lanes.

NOTE: This project was administratively amended in June 2013 to update prior, future and total costs.



*June 17, 2013*

**AGENDA ITEM 9 E**

**CORRESPONDENCE**

**REQUESTED BY:** CRTPA Staff

**TYPE OF ITEM:** Information

The Capital Region Transportation Planning Agency has not received any correspondence since our last meeting.





*June 17, 2013*

## **AGENDA ITEM 9 F**

### **TECHNICAL ADVISORY COMMITTEE/CITIZENS MULTIMODAL ADVISORY COMMITTEE/TRANSPORTATION DISADVANTAGED COORDINATING BOARD ACTIONS**

**REQUESTED BY:** CRTPA Staff

**TYPE OF ITEM:** Information

#### **STATEMENT OF ISSUE**

This item provides information to the Capital Region Transportation Planning Agency (CRTPA) on the activities of the Technical Advisory Committee (TAC), the Citizens Multimodal Advisory Committee (CMAC), and the Leon County Transportation Disadvantaged Coordinating Board (TDCB).

#### **CRTPA SUBCOMMITTEE ACTIONS**

The TAC and the CMAC met on June 4, 2013, and heard updates on The Northwest Florida Transportation Corridor Authority Master Plan, Draft Transportation Management Area Certification Report for the CRTPA, and the Regional Mobility Plan Project Assessment and Scope of Services for the 2040 Update.

In addition, each committee took action with a quorum on the following items:

- **Minutes of the May 7, 2013 Committee Meetings - Approved**
- **Fiscal Year 2014 - Fiscal Year 2018 Transportation Improvement Program - Approved**

The Fiscal Year 2014 – Fiscal Year 2018 TIP was approved by both committee with direction for a resolution to be signed from the CRTPA Board directed to the Florida Department of Transportation to adopt the Work Program without the inclusion of the Magnolia Drive @ Governor's Square Boulevard turn lane project (WPI #4334501) and to replace the project with the CRTPA's number one ranked Transportation System Management project (Crawfordville Road Intersections).

**CMAC:** *In addition to the approval of the FY 2014-FY 2018 TIP, the CMAC requested that the TIP continue to set-aside one million dollars for bicycle and pedestrian projects as it has in past years.*



- **Fiscal Year (FY) 2013 – FY 2017 Transportation Improvement Program (TIP) Amendments - Approved**

Both the TAC and the CMAC recommended approval of the following amendments to the CRTPA FY 2013 – FY 2017 TIP:

- Interstate 10 (SR 8) @ SR 12 (Greensboro Exit) (Project #2225181): Add new project to the TIP that provides lighting at the I-10 Greensboro Exit (Gadsden County) (Total funding: \$88,368 in FY 2013).
- Interstate 10 (SR 8) @ CR 270A Lighting (Project #2225241): Add new project to the TIP that provides lighting at CR 270A (Gadsden County) (Total funding: \$88,368 in FY 2013).
- Interstate 10 (SR 8) @ SR 59 (Lloyd Exit) (Project #2226681): Add new project to the TIP that provides lighting at the SR 59 Lloyd Exit (Jefferson County) (Total funding: \$88,368 in FY 2013).

**CMAC:** *In addition to the amendments listed above, the CMAC added to their motion that the CRTPA Board recommend that the dispersion of light in transportation improvement projects be considered in the design of projects that are programmed for funding in the TIP. Specifically, focusing the lighting where needed and protecting surrounding areas from dispersed light.*

#### **ITEMS FROM CMAC MEMBERS**

The CMAC requested that CRTPA Staff bring back to them a report on the process of how Universal Design and Americans With Disabilities Act (ADA) Standards are incorporated into transportation projects within the CRTPA area. Specifically, the CMAC is interested in knowing what the review process is in terms of finalizing design plans for consistency and appropriateness, and who constitutes the review team.

#### **LEON COUNTY TRANSPORTATION DISADVANTAGED COORDINATING BOARD (TDCB) ACTIONS**

The Transportation Disadvantaged Coordinating Board has not met since the last CRTPA meeting. Staff to the TDCB attended a State of Florida Commission for the Transportation Disadvantaged Business meeting on May 21, 2013 in Green Cove Springs. Staff presented a joint resolution of the CRTPA and the Apalachee Regional Planning Council. The resolution requested that the designated Official Planning Agency (OPA) for Gadsden, Jefferson, and Wakulla Counties be the CRTPA. The request was approved unanimously.

**AGENDA ITEM 9 G**

**FUTURE MEETINGS AND AGENDA ITEMS**

**REQUESTED BY:** CRTPA Staff

**TYPE OF ITEM:** Information

The Capital Region Transportation Planning Agency will meet in the City of Tallahassee Commission Chambers on the following dates. The topics of discussion will include the following:

- **September 16** RMP Update Consultant Selection, Priority Project Lists Adoption
- **October 21** (*CRTPA Retreat* 9 a.m. - 1 p.m.)
- **November 18** Draft Work Program, Election of Chair/Vice Chair

*\* CRTPA Board meetings are scheduled to begin at 1 pm.*



*June 17, 2013*

**AGENDA ITEM 9 H**

**EXPENSE REPORTS**

**REQUESTED BY:** CRTPA Staff

**TYPE OF ITEM:** Information

The following Expense Reports are attached:

- March 2013
- April 2013

CRTPA  
March 31, 2013

Report Date: 2013-03-31  
Fiscal Year: 2013  
Run Date: 8-Apr-13  
Run Time: 4:10 PM

Account	Account Description	Expended This Month	Amended Budget	Budget Allotment to Date	Year to Date Expended	Pre-Encumbered	Encumbered	Unencumbered & Unexpended
<b>Personnel Services</b>								
511000	Salaries	28,235	398,925	199,463	186,218	--	--	212,707
511300	Salary Enhancements	--	9,973	4,987	--	--	--	9,973
511500	Temporary Wages	490	5,000	2,500	1,060	--	--	3,940
512400	Other Salary Items	--	3,000	1,500	1,269	--	--	1,731
515000	Pension- Current	2,849	41,258	20,629	15,867	--	--	25,391
515100	Pension- MAP	2,016	17,373	8,687	8,672	--	--	8,701
515500	Social Security	--	11,000	5,500	4,528	--	--	6,472
515600	Mandatory Medicare	410	5,929	2,965	2,776	--	--	3,153
516000	Health Benefits	2,075	45,083	22,542	19,921	--	--	25,162
516001	Health Benefits-Retirees	861	10,328	5,164	5,164	--	--	5,164
516100	Flex Benefits	941	17,268	8,634	6,215	--	--	11,053
	<b>Total Personnel Services</b>	<b>37,876</b>	<b>565,137</b>	<b>282,569</b>	<b>251,691</b>	<b>--</b>	<b>--</b>	<b>313,446</b>
<b>Operating Expenses</b>								
521010	Advertising	--	4,500	2,250	676	--	--	3,824
521030	Reproduction	337	12,000	6,000	3,708	--	843	7,449
521100	Equipment Repairs	--	225	113	--	--	--	225
521180	Unclassified Contractual Svcs	2,512	71,000	35,500	9,958	--	46,750	14,292
521190	Computer Software	9,600	25,000	12,500	9,600	--	--	15,400
522080	Telephone	--	1,000	500	50	--	--	950
523020	Food	--	1,200	600	596	--	--	604
523050	Postage	--	750	375	--	--	--	750
523060	Office Supplies	--	4,500	2,250	1,132	--	--	3,368
523080	Unclassified Supplies	--	4,500	2,250	587	--	--	3,913
524010	Travel & Training	468	13,000	6,500	5,122	--	--	7,878
524020	Journals & Books	--	600	300	--	--	--	600
524030	Memberships	--	2,500	1,250	2,004	--	--	496
524050	Rent Expense- Building & Offic	--	12,626	6,313	12,570	--	--	56
	<b>Total Operating Expenses</b>	<b>12,918</b>	<b>153,401</b>	<b>76,701</b>	<b>33,434</b>	<b>--</b>	<b>47,594</b>	<b>72,374</b>
<b>Allocated Accounts</b>								
560010	Human Resource Expense	483	5,666	2,833	2,899	--	--	2,767
560020	Accounting Expense	1,117	13,292	6,646	6,703	--	--	6,589
560030	Purchasing Expense	300	3,579	1,790	1,801	--	--	1,778
560040	Information Systems Expense	2,013	23,639	11,820	12,075	--	--	11,564
560070	Revenue Collection	114	1,367	684	683	--	--	684
	<b>Total Allocated Accounts</b>	<b>4,027</b>	<b>47,543</b>	<b>23,772</b>	<b>24,162</b>	<b>--</b>	<b>--</b>	<b>23,381</b>
<b>Total Expenses</b>								
		<b>54,821</b>	<b>766,081</b>	<b>383,041</b>	<b>309,286</b>	<b>--</b>	<b>47,594</b>	<b>409,201</b>
<b>Percentage of Budget</b>					<b>40.37%</b>			

CRTPA  
April 30, 2013

Report Date: 2013-04-30  
Fiscal Year: 2013  
Run Date: 9-May-13  
Run Time: 3:45 PM

Account	Account Description	Expended This Month	Amended Budget	Budget Allotment to Date	Year to Date Expended	Pre-Encumbered	Encumbered	Unencumbered & Unexpended
<b>Personnel Services</b>								
511000	Salaries	46,694	398,925	232,706	232,913	--	--	166,012
511300	Salary Enhancements	--	9,973	5,818	--	--	--	9,973
511500	Temporary Wages	460	5,000	2,917	1,520	--	--	3,480
512400	Other Salary Items	--	3,000	1,750	1,269	--	--	1,731
515000	Pension- Current	1,913	41,258	24,067	17,780	--	--	23,478
515100	Pension- MAP	1,353	17,373	10,134	10,026	--	--	7,347
515500	Social Security	--	11,000	6,417	4,528	--	--	6,472
515600	Mandatory Medicare	270	5,929	3,459	3,046	--	--	2,883
516000	Health Benefits	2,075	45,083	26,298	21,996	--	--	23,087
516001	Health Benefits-Retirees	861	10,328	6,025	6,025	--	--	4,303
516100	Flex Benefits	631	17,268	10,073	6,846	--	--	10,422
Total Personnel Services		54,257	565,137	329,663	305,948	--	--	259,189
<b>Operating Expenses</b>								
521010	Advertising	--	4,500	2,625	676	--	--	3,824
521030	Reproduction	1,397	12,000	7,000	5,105	--	843	6,052
521100	Equipment Repairs	--	225	131	--	--	--	225
521180	Unclassified Contractual Svcs	6,753	71,000	41,417	16,711	--	40,085	14,204
521190	Computer Software	--	25,000	14,583	9,600	--	--	15,400
522080	Telephone	93	1,000	583	143	--	--	857
523020	Food	66	1,200	700	662	--	--	538
523050	Postage	--	750	438	--	--	--	750
523060	Office Supplies	107	4,500	2,625	1,238	--	--	3,262
523080	Unclassified Supplies	--	4,500	2,625	587	--	--	3,913
524010	Travel & Training	662	13,000	7,583	5,785	--	--	7,215
524020	Journals & Books	--	600	350	--	--	--	600
524030	Memberships	--	2,500	1,458	2,004	--	--	496
524050	Rent Expense- Building & Office	--	12,626	7,365	12,570	--	--	56
Total Operating Expenses		9,078	153,401	89,484	42,512	--	40,929	69,961
<b>Allocated Accounts</b>								
560010	Human Resource Expense	483	5,666	3,305	3,383	--	--	2,283
560020	Accounting Expense	1,117	13,292	7,754	7,820	--	--	5,472
560030	Purchasing Expense	300	3,579	2,088	2,101	--	--	1,478
560040	Information Systems Expense	2,013	23,639	13,789	14,088	--	--	9,551
560070	Revenue Collection	114	1,367	797	797	--	--	570
Total Allocated Accounts		4,027	47,543	27,733	28,188	--	--	19,355
<b>Total Expenses</b>		<b>67,362</b>	<b>766,081</b>	<b>446,881</b>	<b>376,649</b>	<b>--</b>	<b>40,929</b>	<b>348,504</b>
<b>Percentage of Budget</b>				<b>58.33%</b>	<b>49.17%</b>			