



TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT FISCAL YEAR 2023 – FISCAL YEAR 2027

ADOPTED: MAY 17, 2022
AMENDED:

CRTPA RESOLUTION 2022-05-6A

A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) ENDORSING THE FY 2023 – FY 2027 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 2023 through Fiscal Year 2027 Transportation Improvement Program is hereby endorsed as an accurate representation of the region's transportation effort as developed through a continuing, cooperative, and comprehensive process that provided consideration to all transportation modes in accordance with the metropolitan planning provisions of U.S.C. 134;
2. The CRTPA authorizes the Chair to sign the State of Florida certification statement, which must be submitted annually with the TIP;
3. In order to expedite amendments to the TIP, the CRTPA authorizes the Executive Director to administratively approve airport project amendments which do not materially affect surface transportation traffic volumes or traffic distribution in the vicinity of the subject airport;
4. The CRTPA also authorizes the Executive Director to administratively approve project amendments to the TIP which do not meet any of the four criteria which require a formal tip amendment listed in Chapter 5, Section 8 of the Florida Department of Transportation's Metropolitan Planning Organization Program Management Handbook; and
5. The CRTPA requires the Executive Director to inform the CRTPA of all TIP amendments approved under these authorizations quarterly.

Passed and duly adopted by the Capital Region Transportation Planning Agency (CRTPA) on this 17th day of May 2022.

Attest:

Capital Region Transportation Planning Agency

By:

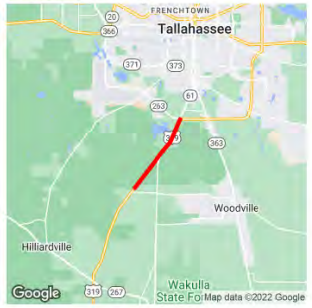
Kristin Dozier, Chair


Greg Slay, Executive Director

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New Feature Added to the TIP



2198811 Non-SIS

Prior Year Cost: 2,120,175
 Future Year Cost: 0
 Total Project Cost: 2,620,179
 LRTP: 2045 RMP Cost Feasible Roadway Plan - Page 5-4

Project Description: RIGHT OF WAY - FUTURE CAPACITY
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 1.61
Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY

From: L. L. WALLACE ROAD
To: S OF WOODVILLE HWY (SR 61) INTERSECTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
ROW	SU	0	500,004	0	0	0	500,004
		500,004					500,004

Click the Project ID No. **2198811** to access the FDOT Work Program project page.

FDOT project pages include a link to a project map.

Projects managed by FDOT include a schedule of activities.

EXECUTIVE SUMMARY

Purpose of the TIP

Prepared annually, the Transportation Improvement Program (TIP) provides a prioritization of projects covering a five-year period that is consistent with the Capital Region Transportation Planning Agency's (CRTPA) Long-Range Transportation Plan, "*Connections 2045 Regional Mobility Plan (RMP)*." The TIP contains all transportation projects in the CRTPA's Metropolitan Planning Area (*Figure 1*) funded with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds, as well as regionally significant projects regardless of funding source (23 C.F.R. 450.326(a)); (49 U.S.C. Chapter 53).

The Capital Region Metropolitan Planning Area (MPA) includes Gadsden, Jefferson, Leon, and Wakulla Counties, which is also consistent with Tallahassee Metropolitan Statistical Area (MSA). The CRTPA is responsible for transportation policy development, planning, and programming for the counties and municipalities in the Capital Region.

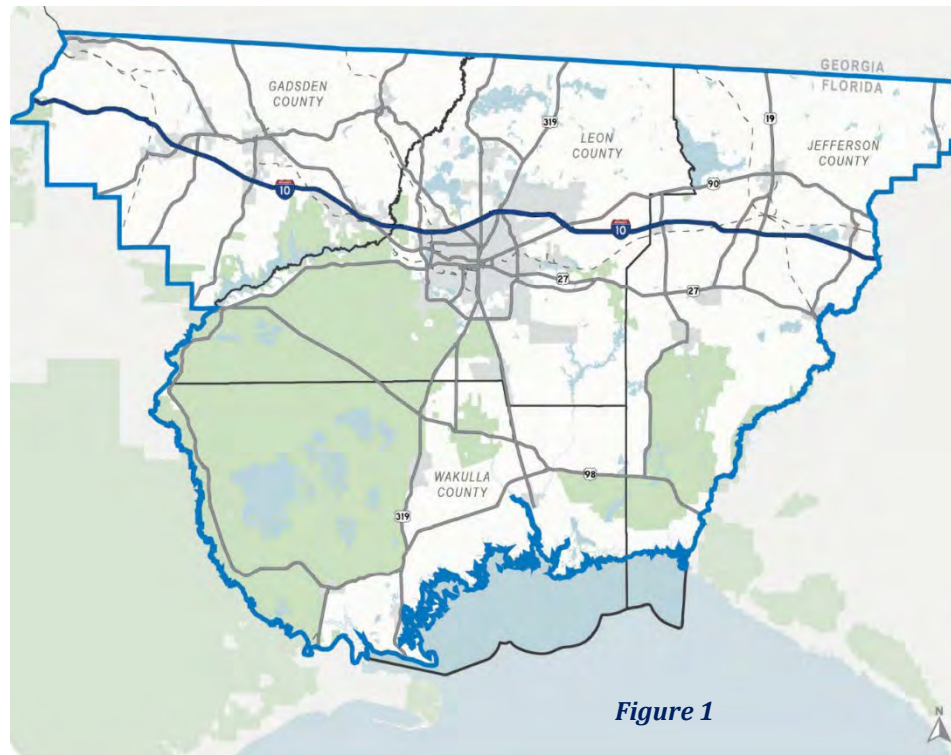


Figure 1

Purpose of the TIP (Cont.)

The TIP satisfies federal mandates (Title 23 United States Code (U.S.C.) 134 (j)) requiring Metropolitan Planning Organizations (MPOs) to develop a prioritized listing/program of transportation projects, covering a period of four years consistent with the CRTPA's *Connections 2045 RMP*". It provides a staged, multi-year listing of local and regionally significant transportation improvements within the MPA that will be funded by Title 23 and Title 49 U.S.C. funds. In addition, the TIP contains all regionally significant projects for which federal action is required, regardless of whether the projects are funded with [Federal] Title 23 and Title 49 funds. In addition, to comply with Florida Statutes (§ 339.175(8)(c)), the TIP also provides a list of regionally significant locally and privately funded projects for information purposes. Pursuant to federal law, the TIP must cover a four-year period, years beyond the four-year time period are considered informational. Florida law, however, mandates that the TIP cover a five-year period. In addition to the satisfying federal mandates, the TIP serves to inform the public of those projects within the CRTPA area that have received funding from federal, state, and local sources (*Figure 2*).

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

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

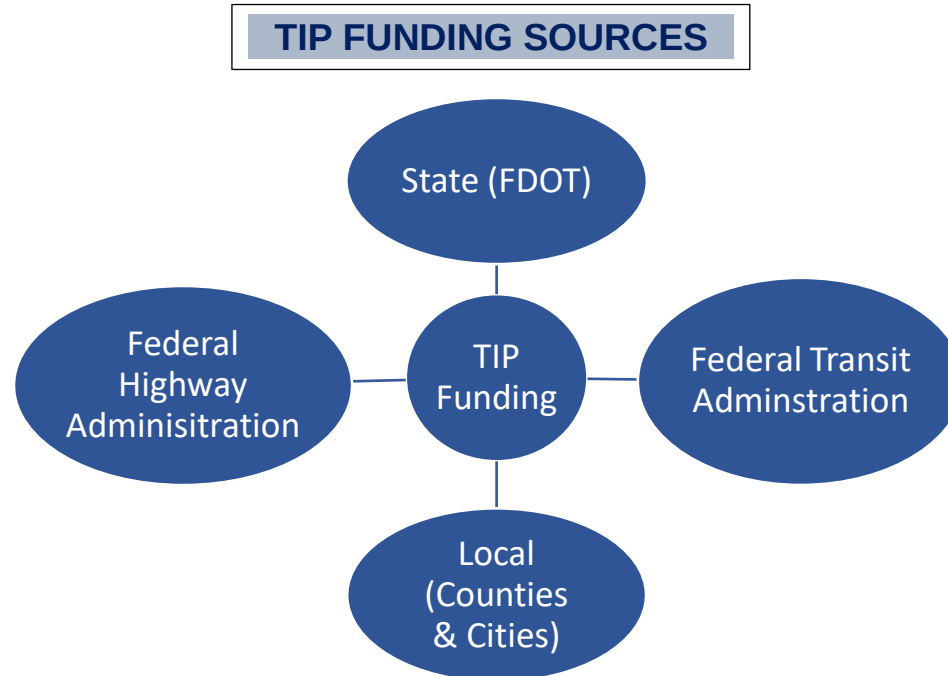


Figure 2

Financial Plan

In accordance with Title 23 CFR Part 450.324, the TIP is a financially constrained document. The document identifies those projects that can be implemented using existing revenue sources, as well as those projects that are to be implemented through use of projected revenue sources based upon the FDOT Final Tentative Work Program and locally dedicated transportation revenues. The TIP is developed by the CRTPA in cooperation with the Florida Department of Transportation (FDOT) and the transit operator, StarMetro, who provide the CRTPA with estimates of available federal and state funds for use in development of the financial plan. Project cost estimates are developed in present day costs and inflated to year of expenditure using inflation factors ("Year of Expenditure"). **Chart 1, FY 23 – FY 27**

TIP FISCAL CONSTRAINT, identifies anticipated available funding and estimated project costs over the next 5 years.

A summary of funds by funding category and project type is contained within the TIP in the "Funding Source Summary" section and provides more detail on both the funding amounts and sources for each project included in the TIP. Additionally, as funding becomes available or if a project is advanced, the FDOT may request the CRTPA to process an amendment to the TIP. For example, last year funding for Transportation Disadvantage Services in Gadsden, Jefferson and Wakulla Counties was made available from the American Rescue Plan Act. The CRTPA's TIP was amended to reflect the additional funding for these programs.

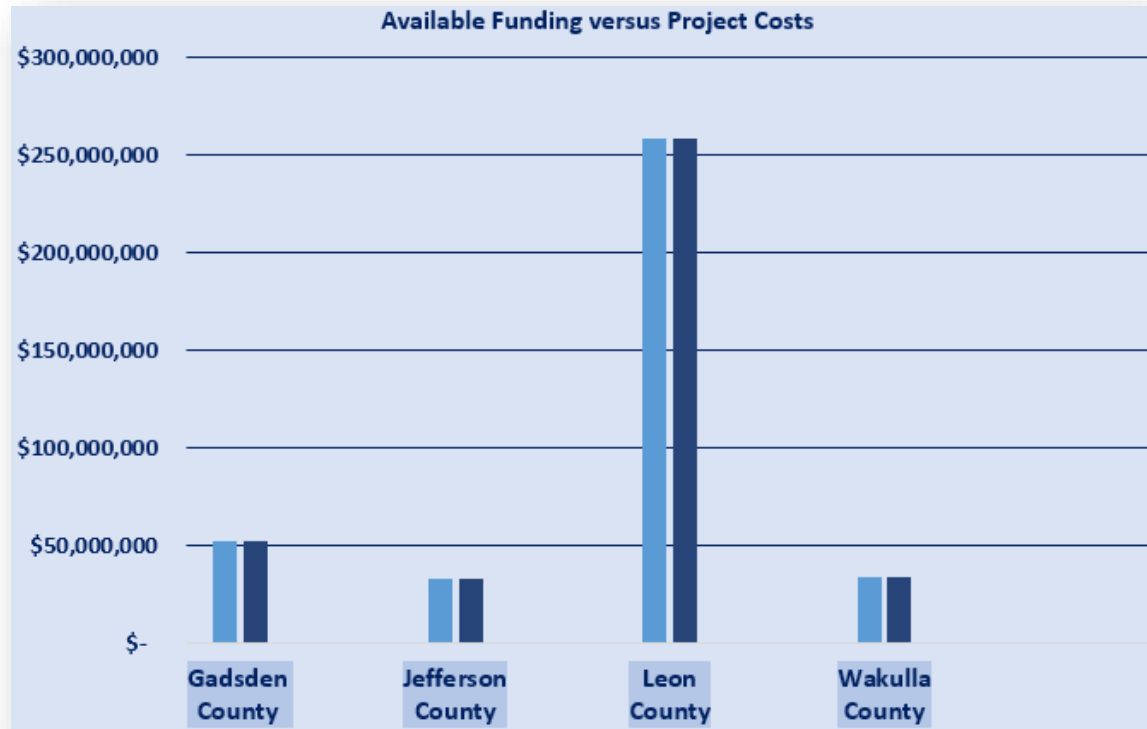


Chart 1 – FY 23 – FY 27 TIP FISCAL CONSTRAINT

Fiscal constraint requires that revenues in transportation planning and programming (Federal, State, local) are identified and "are reasonably expected to be available" to implement the metropolitan long range transportation plan and the State and CRTPA's Transportation Improvement Programs, while providing for the operation and maintenance of the existing highway and transit systems.

Project Selection

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

Consistency with Other Plans

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

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

In addition to consistency with the *Connections 2045 RMP*, the TIP is consistent with the [Aviation Master Plan of the Tallahassee International Airport](#), the [Transit Development Plan of StarMetro](#) (which was developed in conjunction with the RMP) and locally adopted plans, for example the [Tallahassee Leon County Bike-Ped Master Plan](#). Furthermore, the TIP is consistent with the approved comprehensive plans of the local county and municipal governments within the CRTPA region (§ 339.175(8)(a) F.S.).

Consistency with FAST Act Federal Planning Factors

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

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

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

Project Priority Statement

Project priorities selected for inclusion within the TIP are consistent with the CRTPA's adopted *Connections 2045 RMP*, as well as the FDOT's Adopted Five Year Work Program. The CRTPA's FY 2023 – FY 2027 Project Priority Lists (PPLs) were adopted by the Governing Board on June 15 and November 16, 2021 to provide guidance to the FDOT in development of the State Work Program. The following identifies the eight PPLs adopted by the CRTPA and includes the general criteria that were used in developing each list:

- **Regional Mobility Plan (RMP) Roadways PPL** - identifies roadway capacity and corridor improvement projects. [Project source: The 2045 Regional Mobility Plan]. The RMP Roadways PPL is developed from projects identified in the adopted long-range transportation plan, *Connections 2045 RMP*. Projects included were ranked based upon the RMP's adopted goals.
- **Regional Mobility Plan (RMP) Bicycle and Pedestrian PPL** - identifies bicycle and pedestrian projects. [Project source: The 2045 Regional Mobility Plan.] The RMP Roadways PPL is developed from projects identified in the adopted *Connections 2045 RMP*. Projects listed in the RMP were identified in local government bicycle and pedestrian master plans consistent with the plan's identified goals and objectives.
- **Regional Trails PPL** - identifies regional trail projects. [Project source: The 2045 Regional Mobility Plan and [FDOT SUN Trail Network](#).] The Regional Trails PPL is developed to highlight regional trail projects and unique funding opportunities

Project Priority Statement (Cont.)

- **Transportation Alternatives (TA) PPL** - provides funding for transportation projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure. (Project source: Applications solicited by the CRTPA and submitted by eligible sponsors for funding). This list was evaluated and ranked by the TA Subcommittee using seven prioritization criteria prior to consideration by the CRTPA.
- **Transportation Systems Management and Safety (TSM&S) PPL** - identifies low-cost improvements to the existing transportation network that can be constructed in less than two years. [Project source: The FDOT District Three Safety Office, the [City of Tallahassee Intelligent Transportation Systems \(ITS\) Master Plan](#) and local governments and the CRTPA.] Typically, safety and operational projects on the TSM&S PPL go through a specific FDOT process in order to be included. Factors evaluated in developing this list include safety, mobility, timing and cost of project delivery, and estimated current intersection level of service information.
- **Intelligent Transportation Systems (ITS) PPL** - identifies technological and system efficiencies to improve traffic flow and reduce congestions. [Project source: The City of Tallahassee ITS Master Plan.] Projects on this list aim to maximize the transportation systems efficiency and performance using technology and regional collaboration for all modes of transportation in the region.
- **StarMetro PPL** provides a listing of transit projects, *developed by StarMetro*, reflecting projects consistent with StarMetro's adopted Transit Development Plan (TDP).
- **Tallahassee International Airport PPL** provides a listing of airport projects, *developed by the Tallahassee International Airport*, reflecting consistent with the adopted Airport Master Plan Update.

Appendix E contains the CRTPA's adopted FY 2023– FY 2027 Project Priority Lists as well as more detail on the prioritization process. In addition, the Public Involvement **Appendix G** will be updated to include the FY 2024- FY2028 Project Priority Lists presented to the public for comment during the development of this year's TIP.

Implemented Projects

Updates of select projects in the CRTPA region are listed in **Appendix B**. Additionally, included within the TIP is the Annual Listing of Federally Obligated Projects located within **Appendix D**. This listing, which is also posted on the CRTPA's website (www.crtpa.org), includes all projects (listed by county) that have received federal obligation in fiscal year 2021 (October 1, 2020 to September 30, 2021). Pursuant to federal law, such a list "shall be published or made available by the metropolitan planning organization for public review" (Title 23 U.S.C. 134(h)(7)(B)). **Appendix D** also provides a listing of FTA obligations developed in concert with StarMetro.

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

Typically, the TIP public involvement includes conducting public meetings in person within the region to present the document (as well as information regarding the draft project priority lists) in May. *Two in-person meetings were held, one in Gadsden County and the other in Wakulla County. Additionally, the CRTPA conducted a virtual meeting on May 27 in which a total of fourteen (14) attendees viewed the presentation live.* A virtual meeting provides attendees from all four counties the opportunity to learn about the projects receiving funding in the region as well about the metropolitan transportation planning process. The public was able to submit questions and comments both before and during the meetings. Information regarding the meetings was sent out in an email blast as well as advertised in each of the four (4) county newspapers prior to the meeting. Additionally, the draft TIP was placed on the CRTPA's webpage (www.crtpa.org) in early April and the document was discussed at the CRTPA's two (2) committees (Citizens Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC), as well as the CRTPA Board meeting in May. Furthermore, the current TIP reflects use of an enhanced public involvement technology and opportunity. Specifically, prior to TIP adoption the public was able to go online and directly comment on projects that were graphically linked to a map of the CRTPA region. Finally, the TIP is a featured CRTPA document placed on the agency's homepage (in addition to the "Documents" page). **Appendix H** ("Public Involvement") documents these efforts.

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

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

TMA Certification & Joint Certification

TMA Certification - The CRTPA's most recent TMA Certification occurred on February 26 – February 28, 2021. At these meetings, the CRTPA staff met with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Florida Department of Transportation (FDOT), and StarMetro to discuss the certification of the CRTPA as a Transportation Management Area (TMA). The TMA Certification Report was issued in June 2021. The report contained two findings related to the *Connections 2045 RMP* Financial Plan/Fiscal Constraint and consistency with the TIP. Subsequently, the *Connections 2045 RMP* was amended to address these two issues and FHWA determined that the CRTPA satisfied the federal planning requirements.

Joint Certification - Each year, the FDOT District and the MPO must jointly certify the metropolitan transportation planning process as described in 23 C.F.R. §450.336. The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions. The certification package and statement must be submitted to Central Office, Office of Policy Planning (OPP) no later than June 1. The CRTPA's 2021 joint certification will be discussed with the CRTPA at its May 17, 2022 meeting.

Congestion Management Process

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

Transportation Disadvantaged

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

NOTE: The Florida Commission for the Transportation Disadvantaged has not posted the 2021 Annual Report.

Once the report is available Appendix C will be updated.

Performance Management

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

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

The Fixing America's Surface Transportation (FAST) Act supplements MAP-21 by establishing timelines for state DOTs and MPOs to comply with the requirements of MAP-21. FDOT and MPOs must coordinate when selecting PM1, PM2, and PM3 performance targets, and public transportation providers must coordinate with states and MPOs in the selection of state and MPO transit asset management and transit safety performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe the processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management and target setting.

Consistent with federal legislation, the CRTPA is required to address performance management in seven (7) areas: safety, pavement condition, highway performance, bridge condition, freight movement, traffic congestion, and on-road mobile sources. The following provides information on how the agency is meeting each of these requirements. Additionally, the [CRTPA's Performance Management page](#) provides detailed information related to the CRTPA's performance management including what measures have been adopted.

Highway Safety Measures/ Safety is the first national goal identified in the FAST Act. In March 2016, FHWA finalized the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (PM1 Rule). The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

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

STATE SAFETY TARGETS

Safety performance measure targets are required to be adopted on an annual basis. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. On August 31, 2021, FDOT established statewide safety performance targets for calendar year 2022.

Statewide Highway Safety Performance Targets

Performance Measure	Calendar Year 2022 Statewide Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

FDOT adopted a vision of zero traffic-related fatalities in 2012. This, in effect, became FDOT's target for zero traffic fatalities and quantified the policy set by Florida's Legislature more than 35 years ago (Section 334.046(2), Florida Statutes):

"The mission of the Department of Transportation shall be to provide a safe statewide transportation system..."

FDOT and Florida’s traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by the FHWA, the death or serious injury of any person is unacceptable. The Florida Transportation Plan (FTP), the state’s long-range transportation plan, identifies eliminating transportation-related fatalities and serious injuries as the state’s highest transportation priority. Therefore, FDOT established 0 as the only acceptable target for all five federal safety performance measures.

CRTPA SAFETY TARGETS

MPOs are required to establish safety targets annually within 180 days of when FDOT established targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or establish their own quantitative targets for the MPO planning area.

The CRTPA most recently adopted its safety targets on February 21, 2022. The targets adopted reflected a change from previous years in how the safety targets were developed. Specifically, the targets adopted for 2022 reflected a hybrid approach for the CRTPA region that both supports the FDOT’s long term goal of Vision Zero and also seeks to reach such goal through utilization of the latest data provided by the FDOT. The 2022 targets were developed using the adopted 2021 CRTPA targets as a baseline with the addition of a five (5) percent reduction factor.

The following provides the CRTPA’s 2022 adopted safety targets:

2022 Safety Performance Measures	Target
Number of fatalities	55
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.209
Number of serious injuries	239
Rate of serious injuries per 100 Million VMT	5.237
Number of non-motorized fatalities and non-motorized serious injuries (5)	40

The Florida Transportation Plan (FTP) and Florida’s Strategic Highway Safety Plan (SHSP) both highlight the statewide commitment to a vision of zero deaths. The Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide performance measures toward that vision. The CRTPA acknowledges FDOT statewide 2022 safety targets, which set the target at “0” for each performance measure to reflect FDOT’s goal of zero deaths. However, CRTPA is establishing its safety performance targets based upon data collected within the MPO planning area for previous years and based on analysis of anticipated progress that can be achieved in the next year.

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

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

Although the C RTPA has continued this method of adopting its own targets through use of the most recently available five-year data averages as was first utilized by the C RTPA in 2018, in 2022 the agency modified this approach. The change in how the C RTPA adopts its safety targets is consistent with Board discussion that occurred in 2021 related to a desire that the agency's methodology be reassessed. Specifically, the Board expressed a desire to set such targets in a manner that is more proactive in terms of explicitly reflecting a desired reduction in serious injuries and deaths rather than using the most recent five-year averages as the agency's targets.

As a result, in 2022 the C RTPA revised the manner in which its safety targets are developed by adding a five percent reduction factor to the previous year's adopted targets. This change was coupled with the adoption of a long-term safety goal of zero fatalities and serious injuries for the C RTPA region, consistent with the FDOT's long term goal of Vision Zero, as the C RTPA works towards reducing serious injuries and fatalities on the region's roadways.

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

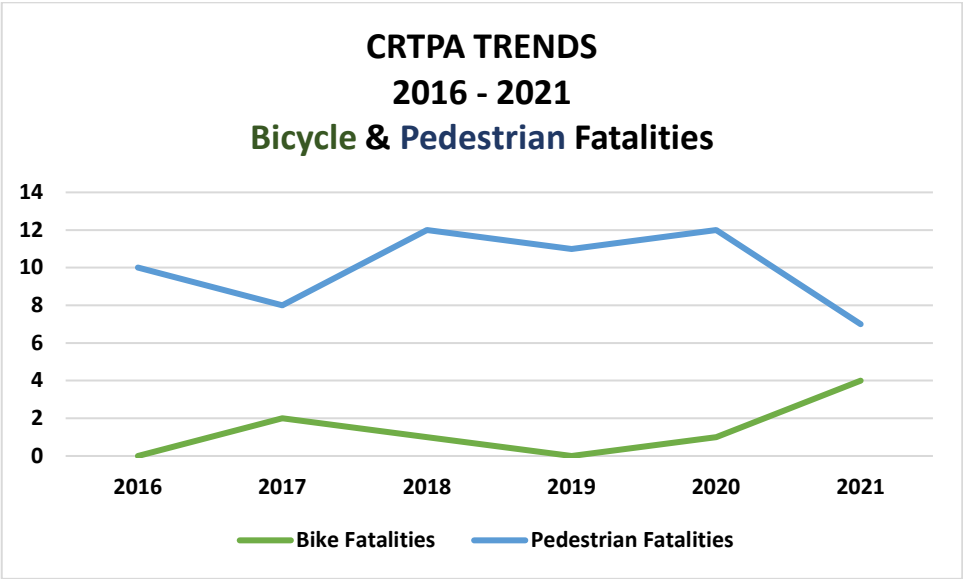
CRTPA ADOPTED SAFETY PERFORMANCE TARGETS (2018 to 2022)

SAFETY PERFORMANCE MEASURE	Adopted Target 2018 ¹	Reported 2018 ²	Adopted Target 2019 ¹	Reported 2019 ²	Adopted Target 2020 ¹	Reported 2020 ²	Adopted Target 2021 ¹	ADOPTED Target 2022
Number of fatalities	56	58	54	54	58	56	58	59
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.279	1.245	1.203	1.166	1.273	1.339	1.273	1.311
Number of serious injuries	266	245	258	243	256	196	252	229
Rate of serious injuries per 100 Million VMT	7.313	5.259	5.842	5.249	5.684	4.865	5.513	5.056
Number of non-motorized fatalities and non-motorized serious injuries	44	37	43.8	46	42.2	38*	42.2	38
¹ - based on reported 5 year data average (source: Annual Safety Data for FHWA Performance Measures by MPO provided by FDOT)								
² - based on reported annual data (source: Annual Safety Data for FHWA Performance Measures by MPO provided by FDOT)								

Most recent data identify available is for 2020 and identifies that the CRTPA has met four (4) of its five (5) adopted 2020 measures. For 2020, the CRTPA's reported rate of fatalities (1.339 per 100 million vehicle miles traveled) was slightly higher than the adopted target (1.273).

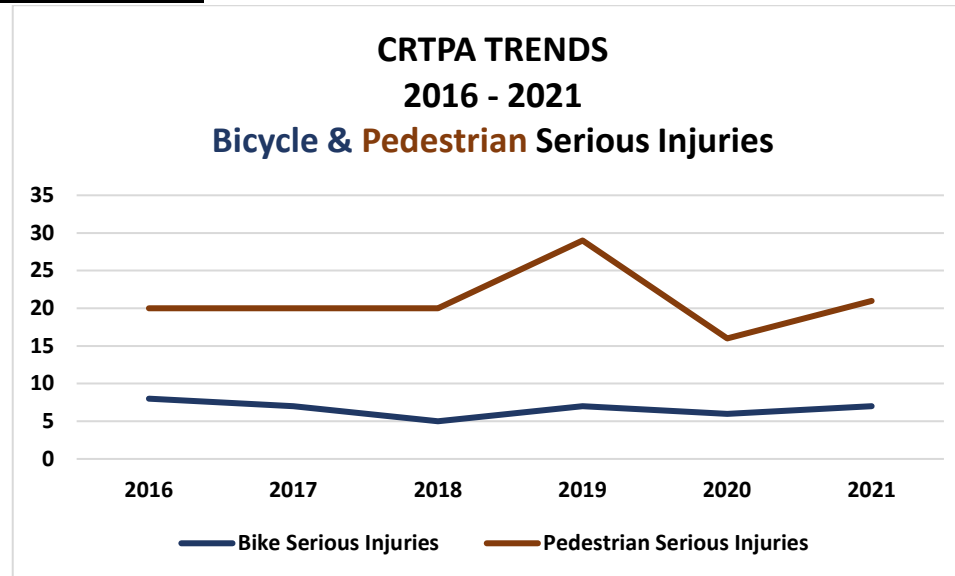
One of the five (5) required safety targets is related exclusively to bicycles and pedestrians ("*Number of non-motorized fatalities and non-motorized serious injuries*"). This target combines both bicycle and pedestrian data as well as fatality and serious injury data. In an effort to provide a more comprehensive view by separating this information, the development of the CRTPA's 2022 safety targets included a Signal Four Analytics analysis of bicycle and pedestrian trends utilizing the most currently available data (though year 2021), as follows:

Bicycle & Pedestrian Fatalities 2016 - 2021



As identified in the above chart, **bicycle fatalities** in 2021 (4) increased from the previous year 2020 (1). For 2021, 2 of such fatalities occurred in Wakulla County and 2 fatalities occurred in Leon County. **Pedestrian fatalities** (7) in 2021 decreased from the previous year 2020 (12).

Bicycle & Pedestrian Serious Injuries 2016 - 2021



As detailed above, for 2021, **pedestrian serious injuries** in 2021 increased (21) from the previous year 2020 (16). **Bicycle serious injuries** increased slightly in 2021 (7) from 2020 (6).

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

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

Florida's Strategic Highway Safety Plan

Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Vision Zero and a new slogan and logo of Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC, as well as other statewide traffic safety partners. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which are referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies. The SHSP also embraces an integrated "Safe System" approach that involves designing and managing road infrastructure to keep the risk of a mistake low and to ensure that when a mistake leads to a crash, the impact on the human body does not result in a fatality or serious injury. The five Safe System elements together create a holistic approach with layers of protection: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.

The SHSP also expands the list of emphasis areas for Florida's safety programs to include six evolving emphasis areas, which are high-risk or high-impact crashes that are a subset of an existing emphasis area or emerging risks and new innovations, where safety implications are unknown. These evolving emphasis areas include work zones, drowsy and ill driving, rail grade crossings, roadway transit, micromobility, and connected and automated vehicles.

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

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

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

Source - 2021 Florida Strategic Highway Safety Plan

Florida's Highway Safety Improvement Program

While the FTP and the SHSP both highlight the statewide commitment to a vision of zero deaths, the Florida Highway Safety Improvement Program (HSIP) Annual Report documents statewide performance and progress toward that vision. It also lists all HSIP projects that were obligated during the reporting year and the relationship of each project to the SHSP.

As discussed above, in the 2021 HSIP Annual Report, FDOT reported 2022 statewide safety performance targets at "0" for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than baseline for at least four of the five measures. If this does not occur FDOT must submit an annual implementation plan with actions it will take to meet targets in the future.

On March 25, 2021, FHWA reported the results of its 2019 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2019 safety targets, noting that zero had not been achieved for any measure and that only three out of five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) were better than baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will

undertake in support of the safety targets. This plan was submitted with the HSIP Annual Report to FHWA on August 31, 2021. Note: FDOT will send updated text once FHWA sends the 2020 safety target assessment.

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on implementation of the HSIP as a core federal-aid highway program and documents the continued enhancements planned for Florida's HSIP to better leverage the benefits of this program. However, recognizing that FDOT already allocates all HSIP funding to safety programs - and building on the integrated approach that underscores FDOT's safety programs - the HSIP Implementation Plan also documents how additional FDOT and partner activities may contribute to progress toward zero. Key commitments in the HSIP Implementation Plan include:

- Fully implement Florida's SHSP, including the existing and evolving emphasis areas and the expanded list of strategies consistent with the Safe System approach.
- Advance safety priorities from the Department's Vital Few Safety initiative, which is focusing FDOT leadership and staff on solutions to three primary safety emphasis areas: roadway departures, intersections, and pedestrians and bicyclists. These are the top three factors associated with fatalities statewide during the 2015-2019 period.
- Enhance the HSIP funding and allocation processes to ensure Florida's safety challenges are evaluated from both a statewide perspective and a regional and local perspective. FDOT is applying new data and analysis tools to support better priority setting and decision making in the HSIP process.
- Continue to enhance coordination through FDOT's District Offices to MPOs, local governments, community traffic safety teams, and other partners to ensure HSIP and other safety-related investments are focused on the greatest need and greater opportunity for benefit, including the nearly 40 percent of fatalities that occur off the State Highway System.

Florida conducts extensive safety data analysis to understand the state's traffic safety challenges and identify and implement successful safety solutions. Florida's transportation system is evaluated using location-specific analyses that evaluate locations where the number of crashes or crash rates are the highest and where fatalities and serious injuries are most prominent. These analyses are paired with additional systemic analyses to identify characteristics that contribute to certain crash types and prioritize countermeasures that can be deployed across the system as a whole. As countermeasures are implemented, Florida also employs predictive analyses to evaluate the performance of roadways (i.e., evaluating results of implemented crash modification factors against projected crash reduction factors).

FDOT's State Safety Office works closely with FDOT Districts and regional and local traffic safety partners to develop the annual HSIP updates. Historic, risk-based, and predictive safety analyses are conducted to identify appropriate proven countermeasures to reduce fatalities and serious injuries associated with Florida's SHSP emphasis areas, resulting in a list of projects that reflect the greatest needs and are anticipated to achieve the highest benefit. While these projects and the associated policies and standards may take years to be implemented, they are built on proven countermeasures for improving safety and addressing serious crash risks or safety problems identified through a data-driven process. Florida continues to allocate all available HSIP funding to safety projects. FDOT's HSIP Guidelines provide detailed information on this data-driven process and funding eligibility.

Florida received an allocation of approximately \$177 million in HSIP funds for use during the 2020 state fiscal year from July 1, 2020 through June 30, 2021, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete projects that address intersections, lane departure, pedestrian and bicyclist safety, and other programs representing the remaining SHSP emphasis areas. This year's HSIP allocated \$131 million in infrastructure investments on state-maintained roadways and \$33 million in infrastructure investments on local roadways. The remaining \$9 million included supporting activities such as transportation safety planning, preliminary engineering, traffic engineering studies, transportation statistics, and public information or education. A list of HSIP projects can be found in the HSIP 2020 Annual Report.

Beginning in fiscal year 2024, HSIP funding will be distributed among FDOT Districts based on statutory formula to allow the Districts to have more clearly defined funding levels for which they can better plan to select and fund projects. MPOs and local agencies coordinate with FDOT Districts to identify and implement effective highway safety improvement projects on non-state roadways.

Additional FDOT Safety Planning Activities

In addition to HSIP, safety is considered as a factor in FDOT planning and priority setting for projects in preservation and capacity programs. Data is analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The Florida PD&E Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. Florida design and construction standards include safety criteria and countermeasures, which are incorporated in every construction project. FDOT also recognizes the importance of the American Association of State Highway Transportation Officials (AASHTO) Highway Safety Manual (HSM). Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of project development and design.

FDOT holds Program Planning Workshops annually to determine the level of funding to be allocated over the next 5 to 10 years to preserve and provide for a safe transportation system. Certain funding types are further analyzed and prioritized by FDOT Central Offices, after projects are prioritized collaboratively by the MPOs, local governments, and FDOT Districts; for example, the Safety Office is responsible for the HSIP and Highway Safety Program (HSP) and the Systems Implementation Office is responsible for the Strategic Intermodal System (SIS). Both the Safety and SIS programs consider the reduction of traffic fatalities and serious injuries in their criteria for ranking projects.

Safety Investments in the TIP

CRTPA's efforts related to improving safety within the region reflect and complement the statewide efforts discussed above. The CRTPA TIP considers potential projects that fall into specific investment programs established by the MPO. For the CRTPA and its partners, this includes the following safety efforts, programs and policies:

- CRTPA/FDOT annual funding commitment (\$500,000) to the Tallahassee Regional Traffic Management Center for operations and traffic maintenance;
- 2022 initiation of an update to the CRTPA Congestion Management Process Report containing a strong safety component;
- Bi-monthly safety coordination meetings held with FDOT District 3 in concert with local partners that identify and discuss safety issues;
- Annual adoption of Transportation Systems Management & Safety Project Priority List that includes safety projects seeking funding in FDOT Annual Work Program;
- Safety review of resurfacing projects in concert with FDOT and local transportation partners, identifying opportunities for inclusion of safety improvements in near-term resurfacing projects;
- CRTPA Urban Attributable (SU) funding guidance, adopted in November 2017, identifying explicit funding for safety projects, and active agency implementation of pedestrian safety projects utilizing such funds;
- Annual development and adoption of the Transportation Systems Management & Safety Priority Project List that includes a number of pedestrian safety projects for which the agency is seeking funding;
- Implementation of infrastructure projects that improve regional safety including addition of enhanced lighting at key intersections to improvement pedestrian safety and access management improvements to address roadway safety;
- CRTPA website focus on transportation performance management in detail. This information includes a background on the TPM requirements of the agency, the latest information related to the CRTPA's adoption of measures, and information related to how the agency is actively seeking to achieve its adopted measures: <http://crtpa.org/transportation-performance-measures/>.
- CRTPA participation in, and monitoring of, the region's four (4) Community Traffic Safety Teams;
- Continued focus on bicycle and pedestrian safety through funding and implementation of regional trail projects and participation in regional bike month events;
- CRTPA 2021 initiation of safety data refinement utilizing Signal Four Analytics related to bicycle and pedestrian fatalities and serious injuries and [presentation](#) to CRTPA board and committees.

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

The program of projects identified through this process are anticipated to contribute toward achievement of the CRTPA's safety targets. The safety infrastructure investments are targeted at specific opportunities to improve safety. Examples of such investments include the addition

of roadway lighting at key signalized intersections locations in Leon County that assist in improving pedestrian visibility and a pedestrian safety project near Florida State University along US 90 (see project #4456051, programmed for construction in FY 26).

Because safety is inherent in so many FDOT and C RTPA programs and projects, and because of the broad and holistic approach FDOT is undertaking with its commitment to Vision Zero, the program of projects in this TIP is anticipated to support progress towards achieving the safety targets.

Pavement & Bridge Condition Measures/ FHWA's Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, establishes the following six performance measures:

- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate National Highway System (NHS) pavements in good condition;
- Percent of non-Interstate NHS pavements in poor condition;
- Percent of NHS bridges (by deck area) classified as in good condition; and
- Percent of NHS bridges (by deck area) classified as in poor condition.

For the pavement measures, five pavement metrics are used to assess condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - percentage of pavement surface exhibiting cracking; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements only;
- Faulting - vertical misalignment of pavement joints; applicable to jointed concrete pavements only; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Using these metrics and thresholds, pavement condition is assessed for each 0.1 mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS. Asphalt pavement is assessed using the IRI, cracking, and rutting metrics, while jointed concrete is assessed using IRI, cracking, and faulting. For these two pavement types, a pavement section is rated good if the ratings for all three metrics are good, and poor if the ratings for two or more metrics are poor.

Continuous concrete pavement is assessed using the IRI and cracking metrics. For this pavement type, a pavement section is rated good if both metrics are rated good, and poor if both metrics are rated poor.

If a state collects and reports PSR for any applicable segments, those segments are rated according to the PSR scale. For all three pavement types, sections that are not good or poor are rated fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major

investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Pavement and Bridge Condition Targets

Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for the pavement and bridge condition measures. On May 18, 2018, FDOT established statewide pavement and bridge targets for the first performance period ending in 2021. The two-year targets represent pavement and bridge condition at the end of calendar year 2019, while the four-year targets represent condition at the end of 2021. The following table presents the statewide targets.

Statewide Pavement and Bridge Condition Performance Targets

Performance Measure	2019 Statewide Target	2021 Statewide Target
Percent of Interstate pavements in good condition	Not required	≥60%
Percent of Interstate pavements in poor condition	Not required	≤5%
Percent of non-Interstate NHS pavements in good condition	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	≤5%	≤5%
Percent of NHS bridges (by deck area) in good condition	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	≤10%	≤10%

For comparative purposes, the baseline (2017) conditions are as follows:

- 66.1 percent of the Interstate pavement is in good condition and 0.0 percent is in poor condition;
- 44.0 percent of the non-Interstate NHS pavement is in good condition and 0.4 percent is in poor condition; and
- 67.7 percent of NHS bridges (by deck area) is in good condition and 1.2 percent is in poor condition.

In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT's TAMP was updated to reflect initial MAP-21 requirements in 2018 and the final TAMP was approved on June 28, 2019. The TAMP will be updated in 2022.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets. Reported pavement and bridge data for 2018 and 2019 show relatively stable conditions compared to the 2017 baseline and exceeded the established 2019 targets; 2020 data are being developed. In early 2021, FHWA determined that FDOT made significant progress toward the two-year targets.

CRTPA Targets

MPOs must set four-year targets for the six pavement and bridge condition measures within 180 days of when FDOT established targets. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area for one or more measures.

On September 18, 2018, the CRTPA agreed to support FDOT's statewide pavement and bridge performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Specifically,, the CRTPA adopted the statewide targets shown below:

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

In terms of monitoring, as of 2022, the CRTPA region has no bridges in poor condition and out of a total of 139 bridges, 62% are in fair condition and 38% are in good condition. With regards to bridge deck area, 76% are in fair condition and 24% are in good condition, as reflected in the below table:

CAPITAL REGION (TPA) - NHS STRUCTURES

	# BRIDGES	% BRIDGES	DECK AREA	% DECK AREA
RANK				
2-FAIR	86.00	61.87	1,550,689.62	75.88
3-GOOD	53.00	38.13	492,942.44	24.12
TOTAL	139.00	100.00	2,043,632.06	100.00

Pavement and Bridge Investments in the TIP

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

- Pavement replacement or reconstruction (on the NHS) projects contained within the Resurfacing section of this document
- New lanes or widenings of NHS facilities, including resurfacing existing NHS lanes associated with new capacity projects contained within the Major Capacity section of this document
- Bridge replacement or reconstruction projects that are contained within the Bridge section of this document
- New bridge capacity projects as identified in the Bridge section of the TIP
- System resiliency projects that improve NHS bridge components (e.g., upgrading culverts)

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

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

With regards to resurfacings, the TIP reflects an investment of \$ 187,086,441 in resurfacing projects that maintain the pavement condition of the facilities within the CRTPA region.

219689	4	SR 261 (US 319) CAP CIR FROM SR 363 WOODVILLE HWY TO CR 259 TRAM RD	LEON	RESURFACING	\$5,358,408
413425	3	SR 10 (US 90) FROM JACKSON COUNTY LINE TO BATES ST	GADSDEN	RESURFACING	\$2,593,084
426937	3	SR 10 (US 90) W TENNESSEE ST FROM CR 1581 AENON CHURCH RD TO OCALA RD	LEON	RESURFACING	\$8,616,464
426961	2	SR 10 (US 90) MAHAN DR FR SR 263 (US 319) CAPITAL CIR TO E OF CR 1568	LEON	RESURFACING	\$3,746,319

428739	2	SR 261 (US 319) CAP CIR FROM SR 20 (US 27) APALACHEE PKWY TO PARK AVE	LEON	RESURFACING	\$3,207,005
432550	2	SR 267 BLOXHAM CUTOFF RD FROM LEON COUNTY LINE TO SR 363 WOODVILLE RD	WAKULLA	RESURFACING	\$ 8,770,520
434645	1	SR 10 (US 90) FROM W OF FLYING J TO LEON COUNTY LINE	GADSDEN	RESURFACING	\$ 7,050,030
434670	1	SR 363 WOODVILLE HWY FROM BRIANDAV STREET TO SUNDAY COURT	LEON	RESURFACING	\$1,763,861
437756	1	SR 30 (US 98) FROM E OF SR 61 (US 319) TO W OF WAKULLA RIVER BRIDGE	WAKULLA	RESURFACING	\$3,443,717
437757	1	SR 57 (US 19) N JEFF. ST FROM SR 10 (US 90) WASH. ST TO GA STATE LINE	JEFFERSON	RESURFACING	\$ 14,238,557
219485	2	SR 366 PENSACOLA ST FROM RAILROAD OVERPASS TO SR 366 STADIUM DR	LEON	RESURFACING	\$6,161,367
437758	1	SR 369 (US 319) FROM WAKULLA CO LINE TO S OF CR 2204 OAK RIDGE RD	LEON	RESURFACING	\$ 1,397,782
449172	1	SR 366 STADIUM DRIVE FROM PENSACOLA ST TO GAINES ST	LEON	RESURFACING	\$2,623,383
439732	1	SR 371 ORANGE AVE/LAKE BRADFORD RD FROM W OF RANKIN AVE TO SR 366	LEON	RESURFACING	\$3,078,546.00
449726	1	SOUTH WATER STREET FROM BOWMAN STREET TO SR 10 (US 90)	JEFFERSON	RESURFACING	\$232,176
440622	1	CR 12 FAIRBANKS RD FROM CR 157 CONCORD RD TO LEON CO LINE - PHASE II	GADSDEN	RESURFACING	\$2,037,148
413425	2	SR 10 (US 90) FROM W OF 4 LANE TO SR 65 / CR 12 MADISON ST	GADSDEN	RESURFACING	\$ 12,292,426
443973	1	SR 8 (I-10) FROM E OF CR 158 LLOYD HWY TO E OF SR 57 (US 19) CAPPs RD	JEFFERSON	RESURFACING	\$2,618,320
445634	1	SR 155 MERIDIAN RD FROM SR 61 THOMASVILLE RD TO CR 63A LAKESHORE DR	LEON	RESURFACING	\$4,320,272
222589	6	SR 8 (I-10) FROM W OF OLD BAINBRIDGE RD TO W OF OLSON RD	LEON	RESURFACING	22,793,865
417643	2	SR 8 (I-10) FROM W OF OLSON RD TO E OF SR 10 (US 90) MAHAN DRIVE	LEON	RESURFACING	\$14,954,635
449725	1	PARK AVENUE FROM END OF EXISTING PAVEMENT TO SHELDON STREET	WAKULLA	RESURFACING	\$333,050
419315	2	SR 369 (US 319) FROM (US 319) NB OFF RAMP TO LEON COUNTY LINE	LEON	RESURFACING	\$1,496,783.00
219484	2	SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD	LEON	RESURFACING	\$ 7,030,980
446586	1	MLK RD FROM SR 61 (US 319) CRAWFORDVILLE RD TO CR 365 SPRING CREEK RD	WAKULLA	RESURFACING	\$1,694,475
446590	1	GOVERNMENT FARM RD FROM CR 257 TO NORTH OF PARKER POND RD	JEFFERSON	RESURFACING	\$743,712
421635	4	SR 61 S MONROE ST FROM PERKINS ST TO N OF JEFFERSON ST	LEON	RESURFACING	\$4,296,172
448604	1	CR 268 HARDAWAY HIGHWAY FROM ATWATER ROAD TO SR 10 (US 90)	GADSDEN	WIDEN/RESURFACE EXIST LANES	\$4,091,811
448605	1	CR 145 ASHVILLE HWY FROM ST MARGARET CHURCH RD TO BASSETT DAIRY RD	JEFFERSON	WIDEN/RESURFACE EXIST LANES	\$1,651,786

448609	1	CR 368 ARRAN RD FROM FH-13 TO SR 30 (US 98/319) CRAWFORDVILLE HWY	WAKULLA	RESURFACING	\$1,228,038
448611	1	CR 274 BEN BOSTIC RD FROM I-10 OVERPASS TO SR 10 (US 90)	GADSDEN	WIDEN/RESURFACE EXIST LANES	\$1,902,402
219668	2	SR 61 THOMASVILLE HWY FR N OF SR 63 (US 27) MONROE ST TO N OF 9TH AVE	LEON	RESURFACING	2,556,625
448613	1	CR 149 BOSTON HIGHWAY FROM SR 57 (US 319) FL/GA PKWY TO STILL ROAD	JEFFERSON	WIDEN/RESURFACE EXIST LANES	\$2,014,259
448619	1	TIGER HAMMACK RD FROM S OF MYSTERIOUS WATERS RD TO SR 61 SHADEVILLE RD	WAKULLA	RESURFACING	\$476,100
219722	5	SR 263 CAP CIR NW FROM W OF SR 10 (US 90) TENN ST TO N OF SR 8 (I-10)	LEON	RESURFACING	\$6,948,348
218845	2	SR 267 FROM LIBERTY COUNTY LINE TO S OF SR 8 (I-10)	GADSDEN	RESURFACING	\$10,412,113
426961	2	SR 10 (US 90) MAHAN DR FR SR 263 (US 319) CAPITAL CIR TO E OF CR 1568	LEON	RESURFACING	\$5,853,185
403942	3	SR 10 (US 90) TENN ST FR SR 61 (US 27) MONROE ST TO SR 265 MAGNOLIA DR			\$3,469,349
448622	1	WHIDDON LAKE RD FROM SR 61 (US319) CRAWFORDVILLE RD TO STOKLEY RD	WAKULLA	RESURFACING	\$ 573,832
448654	1	LONNIE RAKER LANE FROM EAST IVAN RD TO SR 267 BLOXHAM CUTOFF RD	WAKULLA	RESURFACING	\$599,302
437756	2	SR 30 (US 98) FROM W OF WAKULLA RIVER BR TO SR 267 BLOXHAM CUTOFF RD	WAKULLA	RESURFACING	\$3,443,717

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to pavement and bridge projects, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

System & Freight Performance Measures/ USDOT's System Performance/Freight/CMAQ Performance Measures Final Rule established measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

- Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
- Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

National Highway Freight Program (NHFP)

- Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

- Annual hours of peak hour excessive delay per capita (PHED);
- Percent of non-single occupant vehicle travel (Non-SOV); and
- Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO_x, VOC, CO, PM₁₀, and PM_{2.5}) for CMAQ funded projects.

Because all areas in Florida meet current NAAQS, the last three measures pertaining to the CMAQ Program do not currently apply in Florida. A description of the applicable measures follows.

LOTTR Measures

The LOTTR performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over of all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day. The measure is expressed as the percent of person-miles traveled on the Interstate or Non-Interstate NHS system that are reliable. Person-miles consider the number of people traveling in buses, cars, and trucks over these roadway segments.

TTTR Measure

The TTTR performance measure assesses the reliability index for trucks traveling on the interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or metropolitan planning area to determine the TTTR index.

System Performance and Freight Targets

Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for the system performance and freight targets. On May 18, 2018, FDOT established statewide performance targets for the first performance period ending in 2021. The two-year targets represent performance at the end of calendar year 2019, while the four-year targets represent performance at the end of 2021. Table 5.1 presents the statewide targets.

Statewide System Performance and Freight Targets

Performance Measure	2019 Statewide Target	2021 Statewide Target
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	≥75%	≥70%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required ⁷	≥50%
Truck travel time reliability (TTTR)	≤1.75	≤2.00

For comparative purposes, baseline (2017) statewide conditions are as follows:

- 82.2 percent of person-miles traveled on the Interstate are reliable;
- 84.0 percent of person-miles traveled on the non-Interstate are reliable; and
- 1.43 truck travel time reliability index.

In establishing these targets, FDOT reviewed external and internal factors that may affect reliability, analyzed travel time data from the National Performance Management Research Dataset (NPMRDS) for the years 2014 to 2017, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable.

The federal travel time reliability measures follow a new methodology that differ from prior Florida efforts. In addition, beginning in 2017, the NPMRDS expanded its coverage of travel segments, and a new vendor began to supply the dataset, creating a difference in reliability performance results on non-Interstate NHS segments between pre-2017 trends and later trends. These factors create challenges for establishing a confident trend line to inform target setting for the next two to four years.

In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial statewide system performance and freight targets.

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. During 2018 and 2019, the percentage of person-miles that are reliable improved over the 2017 baseline on both the Interstate and non-Interstate NHS. The truck travel time reliability index improved slightly from the 2017 baseline to 2018 but declined slightly in 2019. Actual performance in 2019 was better than the 2019 targets, and in early 2021 FHWA determined that FDOT made significant progress toward the 2019 targets. Performance improved for all measures in 2020. Final data for 2021 are under development.

System performance and freight are addressed through several statewide initiatives:

- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and includes highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The SIS Policy Plan was updated in early 2022 consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, safety, preservation, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).
- In addition, FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high priority projects support the statewide freight vision. In February 2018, FHWA approved the FMTP as FDOT's State Freight Plan. FDOT updated the plan in spring 2020.
- FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion.

CRTPA Targets

MPOs must establish four-year targets for all three performance measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area for one or more measures.

To that end, on September 18, 2018 the CRTPA adopted the statewide targets as adopted by FDOT thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. These measures are indicated below:

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

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

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

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

*Source: FDOT data provided April 2021

System Performance and Freight Investments in the TIP

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

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

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

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

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

Transit Access Performance Measures/ FTA’s Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The regulations define the term “state of good repair,” require that public transportation providers develop and implement TAM plans, and established state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. The following table identifies the TAM performance measures.

FTA TAM Performance Measures

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

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider’s operating environment. ULB considers a provider’s unique operating environment such as geography, service frequency, etc.

Public transportation agencies are required to establish and report TAM targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider’s projects and services are programmed in the MPO’s TIP. MPOs were required to establish initial TAM targets within 180 days of the date that public transportation providers established initial targets by October 1, 2018. However, MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area. To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM regulation defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 or less vehicles in one non-fixed route mode. A Tier I provider must establish its own TAM targets, as well as report performance and other

data to FTA. A Tier II provider has the option to establish its own targets or to participate in a Group Plan with other Tier II providers whereby targets are established for the entire group in coordination with a group plan sponsor, typically a state DOT.

FDOT Group TAM Plan Participants

A total of 19 transit providers participated in the FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD). These are FDOT's Section 5311 Rural Program subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022. Group TAM Plan targets for fiscal year 2021 were submitted to NTD in March 2021; updated targets for fiscal year 2022 are under development.

Transit Asset Management Targets

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

Transit Provider & CRTPA Targets

StarMetro established TAM targets for each of the applicable asset categories on August 29, 2018. On September 18, 2018, the CRTPA agreed to support StarMetro's transit asset management targets, thus agreeing to plan and program projects in the TIP that, once implemented, are anticipated to make progress toward achieving the transit provider targets.

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

StarMetro Performance Measures & Targets

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
Revenue Vehicles						
AGE	BU1 - Bus, Diesel, 30'	0%	0%	0%	0%	0%
	BU2 - Bus, Diesel, 35'	0%	0%	4%	18%	14%
	BU3 - Bus, Diesel, 40'	0%	0%	0%	0%	0%
	BU4 - Bus, CNG, 30'	0%	0%	0%	0%	0%
	BU5 - Bus, CNG, 35'	0%	0%	0%	0%	0%
	BU6 - Bus, Electric, 35'	0%	0%	0%	0%	0%
	CU1- Cutaway Bus, Gasoline	0%	0%	0%	0%	0%

	CU2 - Cutaway Bus, CNG	0%	0%	0%	0%	0%
	CU3 - Cutaway Bus, CNG, Low Floor	0%	0%	0%	0%	0%
	TB - Trolleybus	0%	0%	0%	0%	100%
	VN1 - Van, ADA	0%	0%	0%	0%	30%
	VN2 - Van, Non-ADA	0%	0%	0%	0%	0%
Equipment						
AGE/CONDITION	Non-Revenue / Service Automobile	0%	0%	0%	0%	0%
	Trucks and other Rubber Tire Vehicles	0%	0%	0%	0%	0%
	Computer Software / Equipment	0%	0%	0%	0%	0%
	Maintenance Equipment	0%	0%	0%	0%	0%
	Electric Bus Chargers, Fast Charge	0%	0%	0%	0%	0%
	<i>Electric Bus Chargers, Depot</i>	0%	0%	0%	0%	0%
Facilities						
Condition	Administration & Maintenance Facility	0%	0%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%	0%
	Lifts	33%	0%	0%	0%	0%
	Fueling Facility	0%	0%	0%	0%	0%

StarMetro Asset Condition Assessment

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Condition	Useful Life Benchmark	% At or Past ULB (Current)
Revenue Vehicles	111	5	138,294	9		0%
BU1 - Bus, Diesel, 30'	6	12	321,420	7	14	0%
BU2 - Bus, Diesel, 35'	21	11	392,630	8	14	0%
BU3 - Bus, Diesel, 40'	27	8	374,899	9	14	0%
BU4 - Bus, CNG, 30'	3	3	121,216	10	14	0%
BU5 - Bus, CNG, 35'	6	1	47,342	10	14	0%
BU6 - Bus, Electric, 35'	4	6	73,202	9	14	0%
CU1 - Cutaway Bus, Gasoline	1	5	130,880	8	10	0%
CU2 - Cutaway Bus, CNG	18	2	68,434	9	10	0%
CU3 - Cutaway Bus, CNG, Low Floor	4	2	14,437	10	10	0%
TB - Trolleybus	5	8	79,621	7	13	0%
VN1 - Van, ADA	7	2	26,417	8	8	0%
VN2 - Van, Non-ADA	9	2	9,024	10	8	0%
Equipment	26	9	69,453	8		8%
Non-Revenue / Service Automobile	6	6	66,554	8	8	0%
Trucks and other Rubber Tire Vehicles	11	8	72,351	7	8	0%
Computer Software / Equipment	5	8	N/A	9	3	0%
Maintenance Equipment	2	17	N/A	5	3	50%
Electric Bus Chargers, Fast Charge	1	6	N/A	8	14	0%
Electric Bus Chargers, Depot	1	6	N/A	9	14	0%
Facilities	6	27		3		0%
Administration & Maintenance	1	41	N/A	3	50	0%
Passenger Facilities	1	34	N/A	3	50	0%
Lifts	3	16	N/A	4	40	0%
Fueling Facility	1	18	N/A	3	40	0%

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

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

Key findings of the Group TAM Plan include the following:

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

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

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

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

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

Transit Asset Management Investments in the TIP

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

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

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

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

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

Currently, programmed investments in the CRTPA region's public transit system identifies \$36,685,002 in both capital and operational projects over the next 5 years. For more information on these programs and projects, see Section E (Public Transportation) section in the TIP.

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

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

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

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

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

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

Transit Safety Targets

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

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

Of these, StarMetro responsible for developing a PTASP and establishing transit safety performance targets annually.

Transit Safety Provider Targets

StarMetro established the transit safety targets identified in the below table in January 2021:

Transit Safety Performance Targets for StarMetro

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

CRTPA Transit Safety Targets

As discussed above, MPOs established transit safety targets within 180 days of the date that public transportation providers established their first safety targets in 2020-2021. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional transit safety targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

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

The CRTPA's TIP was developed and is managed in cooperation with StarMetro. It reflects the investment priorities established in the CRTPA's 2045 Regional Mobility Plan. The CRTPA supports StarMetro's transit safety targets and agrees to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit provider's targets.

Transit Safety Investments in the TIP

The TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems. The focus of the CRTPA's investments that address transit safety performance include:

- Pedestrian infrastructure projects that expand pedestrian connectivity and safety within the region to transit facilities that are included in Section B (Bicycle and Pedestrian) section of the TIP. This includes agency funded placed on the design of sidewalks on US 27 (N. Monroe Street from John Knox Road to Lakeshore Drive) in Leon County that were programmed previously in FY 22 (and currently seeking funding for construction).
- Roadway resurfacing projects that are included in Section F (Resurfacings).
- Transportation System Management & Operations (TSM&O) projects included in Section G (Transportation Systems Management) that include intersection improvements that enhance pedestrian safety.

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

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

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

TIP BASICS

What is the CRTPA?

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

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

What is the TIP?

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

Why does the CRTPA develop a TIP?

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

What types of projects are included within the TIP?

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

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

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

How can I search projects in the TIP?

The projects contained within this document may be interactively searched on-line at the CRTPA's Interactive TIP site. The site may be accessed through the agency's website (www.crtpa.org) or directly (<http://crtpa.dev.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 to use the Interactive TIP.

Why does the CRTPA amend the adopted TIP?

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

What is the schedule for development of the TIP?

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

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

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

Annually, the CRTPA adopts project priority lists (PPLs). The PPLs contain a listing of transportation projects in priority (ranked) order for which funding is sought. Subsequent to CRTPA adoption, the PPLs are provided to the FDOT for use in development of the FDOT Annual Work Program. Specifically, the FDOT matches eligible funding available to the CRTPA with the top ranked projects identified by the CRTPA. Projects included within the TIP must be consistent with the policies and priorities of the CRTPA's adopted Long Range Transportation Plan ("The Regional Mobility Plan") as well as the adopted comprehensive plans of CRTPA member governments. Consistent with this process, the following CRTPA FY 2023 – FY 2026 Project Priority Lists (PPLs) were adopted by the Governing Board on June 15 and November 16, 2021:

- Regional Mobility Plan (RMP) Roadways PPL (identifies roadway projects). (Project source: Regional Mobility Plan). The RMP Roadways PPL maintains the project ranking order as developed in adopted Connections 2045 RMP in which identified projects were ranked based upon the RMP's adopted goals and objectives.
- Regional Mobility Plan (RMP) Bicycle and Pedestrian PPL (identifies bicycle and pedestrian projects). (Project source: Regional Mobility Plan). The RMP Roadways PPL maintains the project ranking order as developed in the adopted Connections 2045 RMP in which identified projects were ranked based upon the RMP's adopted goals and objectives.
- Regional Trails PPL (identifies regional trail projects). (Project source: The Regional Mobility Plan & FDOT SUN Trail Network). The Regional Trails PPL is a new CRTPA PPL developed to highlight regional trail projects and unique funding opportunities.
- Transportation Systems Management and Safety (TSMS) PPL (identifies low cost improvements to the existing transportation system that can be constructed in less than two years (such as intersection improvements). (Project source: FDOT provides a list of eligible projects). Projects on the TSM PPL go through a specific FDOT process in order to be included on the list. Factors evaluated in generation of this list included: safety, mobility and estimated current intersection level of service information.

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

Prior to adoption, public meetings to present the CRTPA’s Draft FY 2023– 2027 Project Priority Lists were held in June 2021 throughout the CRTPA Region (Monticello, Crawfordville, Quincy and Tallahassee). Information regarding the meetings were placed on the CRTPA’s website (www.crtpa.org), in the region’s newspapers and an e-mail message regarding the meeting was sent to the agency’s transportation partners. **Appendix E** contains the CRTPA’s adopted FY 2022 – FY 2025 PPLs including the criteria used in the development of the lists. Additionally, more information regarding the CRTPA’s PPLs is located in the above **Executive Summary** of this document under “Project Priority Statement”.

How can the public provide input?

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

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

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

How can the public provide input? (Cont.)

Furthermore, every five years the CRTPA updates its Long-Range Transportation Plan [“The Regional Mobility Plan” (RMP)]. The RMP is a twenty-year document that identifies future projects that are ultimately placed (and ranked) on the PPLs. Public involvement in the RMP update is extensive and provides one of the best opportunities citizens have to get involved in the planning of the region’s transportation system. The CRTPA’s 2045 Regional Mobility Plan was adopted on November 16, 2021. Subsequently, project and financial resource plans were updated to ensure compliance with federal planning requirements.

How does the TIP get approved?

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

How are the projects within the TIP Funded?

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

How can I learn more about the CRTPA?

Information regarding the CRTPA including adopted documents, meeting dates, staff/member contact information and opportunities for public involvement may be viewed on the CRTPA’s website (www.crtpa.org). Furthermore, the CRTPA welcomes citizens to contact staff directly at 850 891 8630 or through the CRTPA [Contact Us Webpage](#).

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

For projects on the Strategic Intermodal System (SIS):

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

cost. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program.

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

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

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

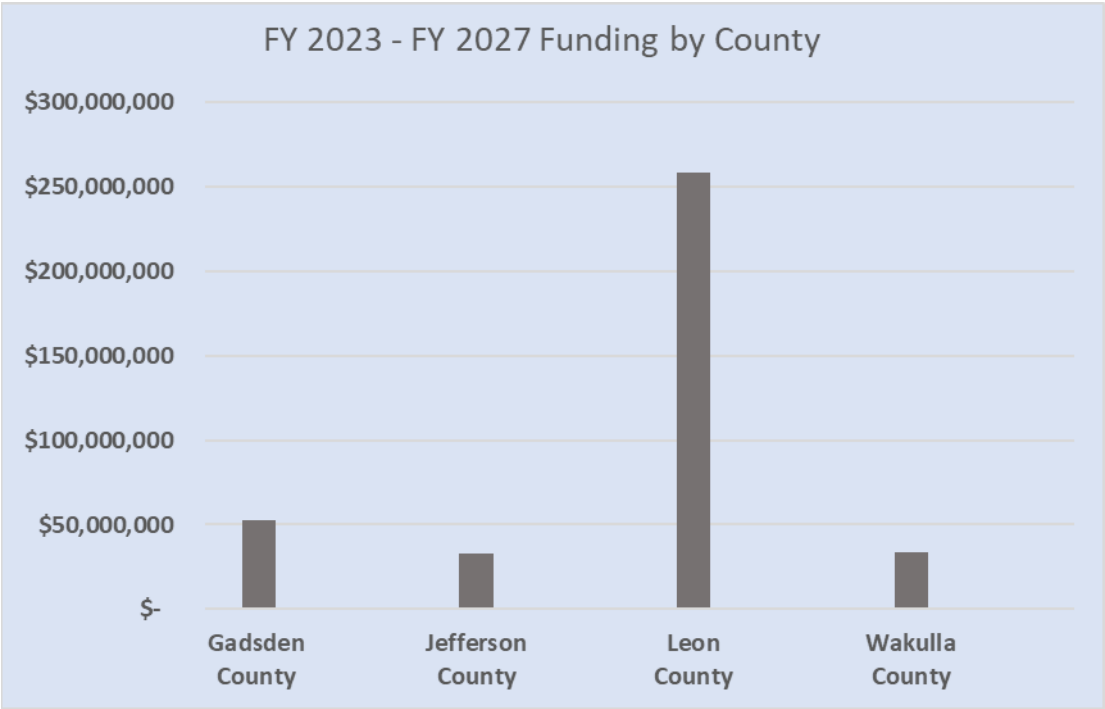
The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. Costs on the TIP pages for projects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

For costs beyond the five-year window, please refer to the agency's long range transportation plan: [Connections 2045 Regional Mobility Plan](#) (RMP). The link to the RMP is: www.crtpa.org/RMP.html. The RMP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the RMP. If there is no RMP reference in the TIP, full project costs are provided in the TIP.

DISCLAIMER:

The "Total Project Cost" amount displayed for each of the federal and state funded projects in the TIP represents 10 years of programming in the Florida Department of Transportation's (FDOT's) Work Program database for projects on the Strategic Intermodal System (SIS) (FYs 2016 through 2025), and 5 years of programming in the FDOT Work Program for non-SIS projects (FYs 2018 through 2022), plus historical cost information for all projects having expenditures paid by FDOT prior to FY 2018.

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



SECTION A - AVIATION (STATE/FEDERALLY FUNDED)

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

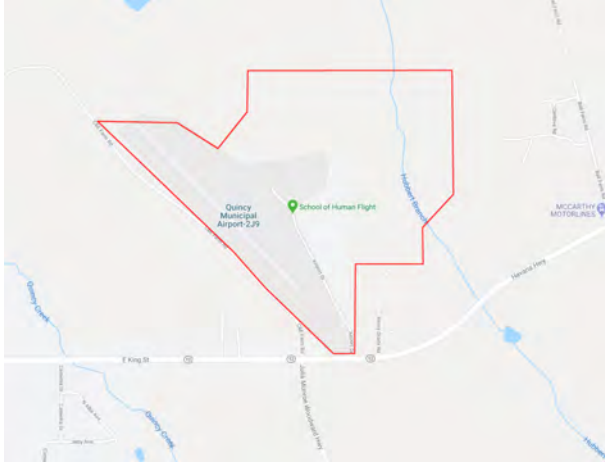


Project Description: AVIATION PRESERVATION PROJECT
Lead Agency: MANAGED BY QUINCY-GADSDEN AIRPORT AUTHORITY
County: GADSDEN
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	DDR	550,000	0	0	0	0	550,000
		550,000					550,000

Prior Year Cost: 550.000
Future Year Cost: 0
Total Project Cost: 1,100,000
LRTP: 2045 RMP Table 5-12 - Page 5-12

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

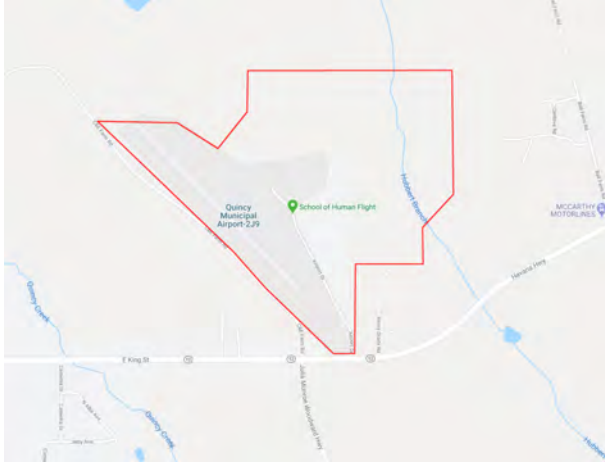


Project Description: AVIATION REVENUE/OPERATIONAL
Lead Agency: MANAGED BY QUINCY-GADSDEN AIRPORT AUTHORITY
County: GADSDEN
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	DDR	0	800,000	0	0	0	800,000
		800,000					800,000

Prior Year Cost: 2,458,117
Future Year Cost: 0
Total Project Cost: 3,258,117
LRTP: 2045 RMP Table 5-12 - Page 5-12

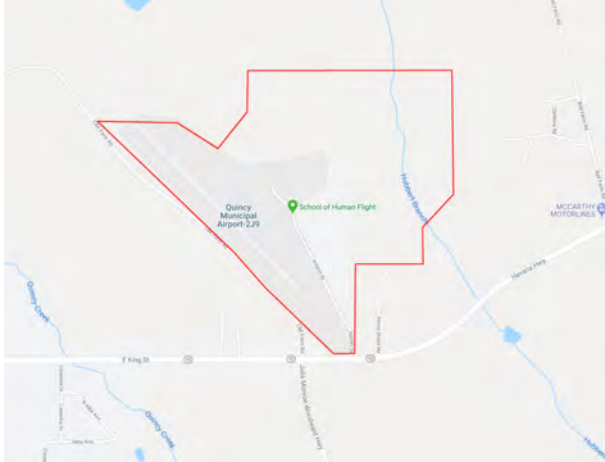
QUINCY MUNICIPAL AIRPORT ENVIRONMENTAL/DESIGN & CONSTRUCTION OF APRON AREA
4466471 Non-SIS



Project Description: AVIATION CAPACITY PROJECT
Lead Agency: MANAGED BY QUINCY-GADSDEN AIRPORT AUTHORITY
County: GADSDEN
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	DPTO	0	0	800,000	0	0	800,000
		800,000			800,000		

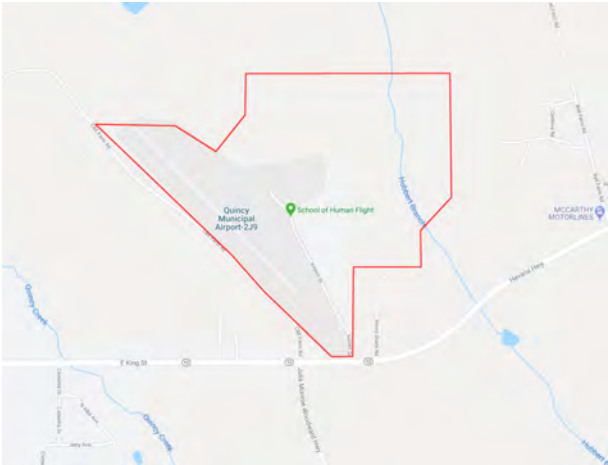
Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 800,000
LRTP: 2045 RMP Table 5-12 - Page 5-12

QUINCY MUNICIPAL AIRPORT ENVIRONMENTAL/DESIGN OF T-HANGARS & TAXILANE**4485621 Non-SIS****Project Description:** AVIATION REVENUE/OPERATIONAL**Lead Agency:** MANAGED BY QUINCY-GADSDEN AIRPORT AUTHORITY**County:** GADSDEN**Length:** 0**Phase Group:** CAPITAL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	DPTO	0	0	0	550,000	0	550,000
					550,000		550,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 550,000****LRTP: 2045 RMP Table 5-12 - Page 5-12**

QUINCY MUNICIPAL AIRPORT TAXIWAY REHABILITATION - CONSTRUCTION, CEI/RP
4498951 Non-SIS



Project Description: AVIATION PRESERVATION PROJECT
Lead Agency: MANAGED BY QUINCY-GADSDEN AIRPORT AUTHORITY
County: GADSDEN
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	DDR	0	0	0	0	700,000	700,000
						700,000	700,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 700,000
LRTP: 2045 RMP Table 5-12 - Page 5-12

TALLAHASSEE INTERNATIONAL AIRPORT TAXIWAY REHABILITATION

2267929 SIS



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

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	DPTO	500,000	450,000	0	0	0	950,000
CAP	FAA	9,000,000	8,100,000	0	0	0	17,100,000
CAP	LF	500,000	450,000	0	0	0	950,000
		10,000,000	9,000,000				19,000,000

Prior Year Cost: 3,325,000

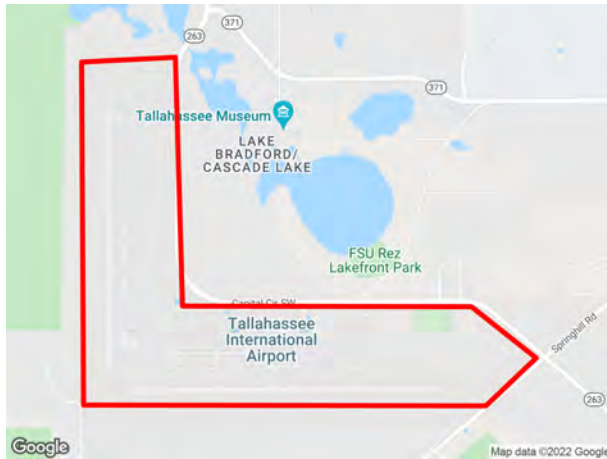
Future Year Cost: 0

Total Project Cost: 22,325,000

L RTP: 2045 RMP Table 5-12 - Page 5-12

TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL PASSENGER LOADING BRIDGE ACQUISITION/INSTALLATION

4421091 SIS



Project Description: AVIATION REVENUE/OPERATIONAL

Lead Agency: MANAGED BY CITY OF TALLAHASSEE

County: LEON

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	DPTO	546,754	0	0	0	0	546,754
CAP	LF	546,754	0	0	0	0	546,754
		1,093,508					1,093,508

Prior Year Cost: 6,250,000

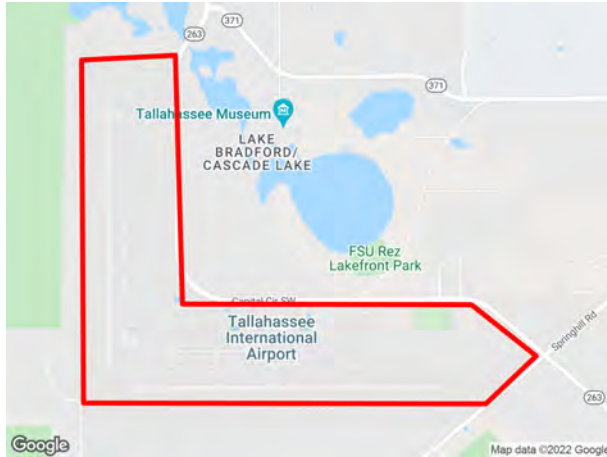
Future Year Cost: 0

Total Project Cost: 10,243,508

L RTP: 2045 RMP Table 5-12 - Page 5-12

TALLAHASSEE INTERNATIONAL AIRPORT SECURITY FENCE & GATE REHABILITATION

4421096 SIS



Project Description: AVIATION SECURITY PROJECT

Lead Agency: MANAGED BY CITY OF TALLAHASSEE

County: LEON

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	DDR	0	100,000	0	0	0	100,000
CAP	DPTO	0	350,000	0	0	0	350,000
CAP	LF	0	450,000	0	0	0	450,000
		900,000					900,000

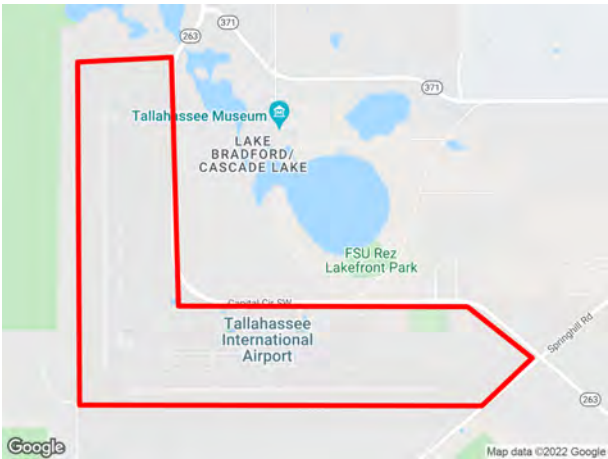
Prior Year Cost: 6,250,000

Future Year Cost: 0

Total Project Cost: 10,243,508

LRTP: 2045 RMP Table 5-12 - Page 5-12

TALLAHASSEE INTERNATIONAL AIRPORT PARKING AREA IMPROVEMENTS
4421097 SIS

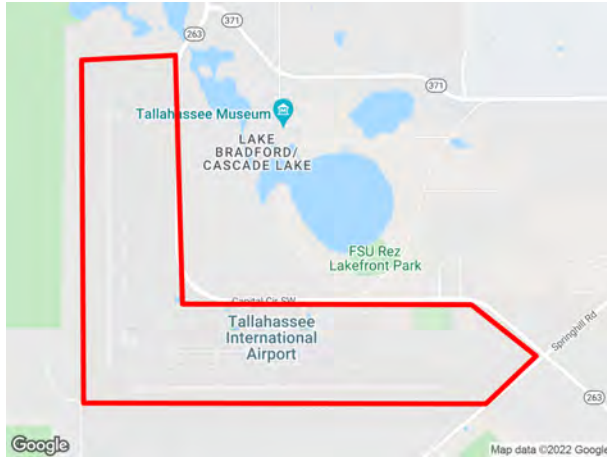


Project Description: AVIATION PRESERVATION PROJECT
Lead Agency: CITY OF TALLAHASSEE
County: LEON
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	DDR	1,000,000	0	0	0	0	1,000,000
CAP	LF	1,000,000	0	0	0	0	1,000,000
		2,000,000					2,000,000

Prior Year Cost: 6,250,000
Future Year Cost: 0
Total Project Cost: 10,243,508
LRTP: 2045 RMP Table 5-7 - Page 5-9

TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL MODERNIZATION
4466401 SIS



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

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	DDR	0	0	750,000	0	0	750,000
CAP	LF	0	0	750,000	0	0	750,000
		1,500,000			1,500,000		

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,500,000
L RTP: 2045 RMP Table 5-12 - Page 5-12

TALLAHASSEE INTERNATIONAL AIRPORT AIR CARRIER APRON IMPROVEMENTS

4466411 SIS



Project Description: AVIATION PRESERVATION PROJECT

Lead Agency: MANAGED BY CITY OF TALLAHASSEE

County: LEON

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	DDR	0	0	900,000	0	0	900,000
CAP	LF	0	0	900,000	0	0	900,000
				1,800,000			1,800,000

Prior Year Cost: 0

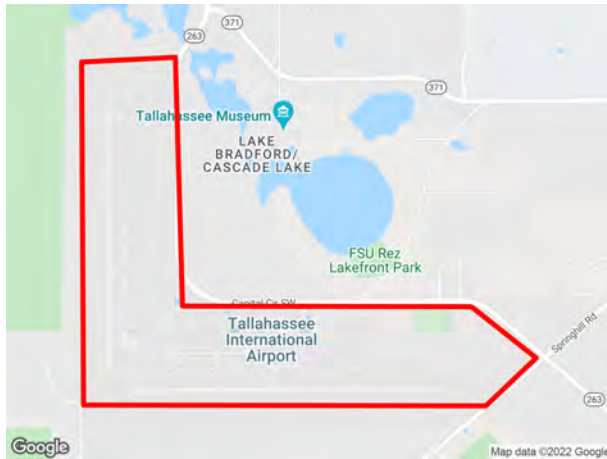
Future Year Cost: 0

Total Project Cost: 1,800,000

LRTP: 2045 RMP Table 5-12 - Page 5-12

TALLAHASSEE INTERNATIONAL AIRPORT DESIGN VARIOUS COMPONENTS & LIGHTING

4485651 SIS



Project Description: AVIATION PRESERVATION PROJECT

Lead Agency: MANAGED BY CITY OF TALLAHASSEE

County: LEON

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	DPTO	0	0	0	175,000	0	175,000
CAP	FAA	0	0	0	3,150,000	0	3,150,000
CAP	LF	0	0	0	175,000	0	175,000
					3,500,000		3,500,000

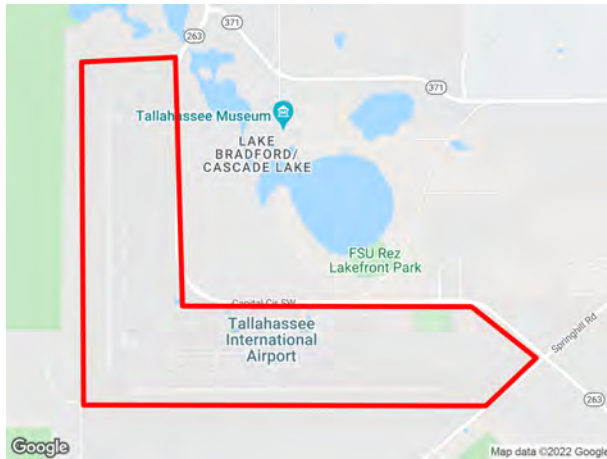
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 3,500,000

LRTP: 2045 RMP Table 5-12 - Page 5-12

TALLAHASSEE INTERNATIONAL AIRPORT CONSTRUCT PARKING LOT REHABILITATION/UPGRADES
4485801 SIS



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

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	DPTO	0	0	0	750,000	0	750,000
CAP	LF	0	0	0	750,000	0	750,000
					1,500,000		1,500,000

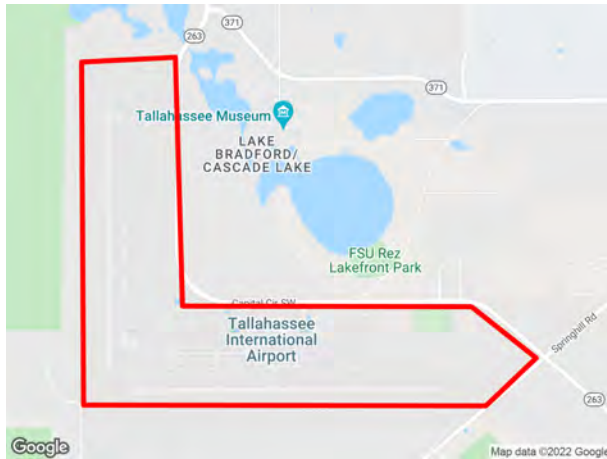
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,500,000

L RTP: 2045 RMP Table 5-12 - Page 5-12

TALLAHASSEE INTERNATIONAL AIRPORT CONSTRUCT AIRFIELD/LIGHTING IMPROVEMENTS
4485802 SIS



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

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	DPTO	0	0	0	550,000	0	550,000
CAP	LF	0	0	0	550,000	0	550,000
					1,100,000		1,100,000

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,100,000

LRTP: 2045 RMP Table 5-12 - Page 5-12

TALLAHASSEE INTERNATIONAL AIRPORT AIR CARRIER APRON IMPROVEMENTS 4500381 SIS



Project Description: AVIATION PRESERVATION PROJECT

Lead Agency: MANAGED BY CITY OF TALLAHASSEE

County: LEON

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	DDR	0	0	0	0	550,000	550,000
CAP	LF	0	0	0	0	550,000	550,000
						1,100,000	1,100,000

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,100,000

LRTP: 2045 RMP Table 5-12 - Page 5-12

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

BARACK OBAMA BLVD (CR 274) FROM BEN BOSTIC RD TO MARTIN LUTHER KING BLVD **4407241 Non-SIS**



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

From: BEN BOSTIC RD
To: MARTIN LUTHER KING BLVD

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	CM	136,388	0	0	0	0	136,388
CST	TALT	743,570	0	0	0	0	743,570
CST	TALU	284,608	0	0	0	0	284,608
		1,164,566					1,164,566

Prior Year Cost: 249,348 for P

Future Year Cost: 0

Total Project Cost: 1,413,914

LRTP: 2045 RMP Table 5-9 - Page 5-11

JEFFERSON ST [SR 10/SR 12 (US 90)] FROM CHALK ST TO RALPH STRONG RD
4484511 Non-SIS



Project Description: SIDEWALK
Lead Agency: MANAGED BY FDOT
County: GADSDEN
Length: 1.073
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: CHALK ST
To: RALPH STRONG RD

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	SU	0	113,804	0	0	0	113,804
CST	TALT	0	182,039	186,274	0	0	368,313
CST	TALU	0	287,865	281,563	0	0	569,428
			583,708	467,837			1,051,545

Prior Year Cost: 384,256

Future Year Cost: 0

Total Project Cost: 1,435,801

LRTP: 2045 RMP Table 5-9 - Page 5-11

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



Project Description: BIKE PATH/TRAIL

Lead Agency: MANAGED BY FDOT

County: JEFFERSON

Length: 2.725

Phase Group: P D & E, PRELIMINARY ENGINEERING

From: CR 57A DAVID RD

To: MARTIN RD

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	DIH	10,000	0	0	0	0	10,000
PE	SU	750,000	0	0	0	0	750,000
		760,000					760,000

Prior Year Cost: 558,463

Future Year Cost: 0

Total Project Cost: 1,318,463

LRTP: 2045 Table 5-9 - Page 5-11

ROBERTS ELEMENTARY SCHOOL SAFE ROUTES SIDEWALK PROJECT**4456131 Non-SIS****Project Description:** SIDEWALK ON CLARECASTLE WAY**Extra Description:** SAFE ROUTES TO SCHOOL PROJECT**Lead Agency:** MANAGED BY CITY OF**From:** SHANNON LAKES DR N

TALLAHASSEE

To: PIMLICO DR**County:** LEON**Length:** 0.141**Phase Group:** PRELIMINARY ENGINEERING

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	SR2T	93,753	0	0	0	0	93,753
		93,753					93,753

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 93,753****LRTP: 2045 Table 5-9 - Page 5-11**

SABAL PALMS ELEMENTARY SAFE ROUTES / SIDEWALKS
4481521 Non-SIS



Project Description: SIDEWALK VARIOUS LOCATIONS

Extra Description: IMPROVEMENTS ON HARRIS ST, RIDGEWAY ST, VILLAMORE AVE, DALE ST

Lead Agency: MANAGED BY CITY OF TALLAHASSEE

County: LEON

Length: 0.38

Phase Group: CONSTRUCTION

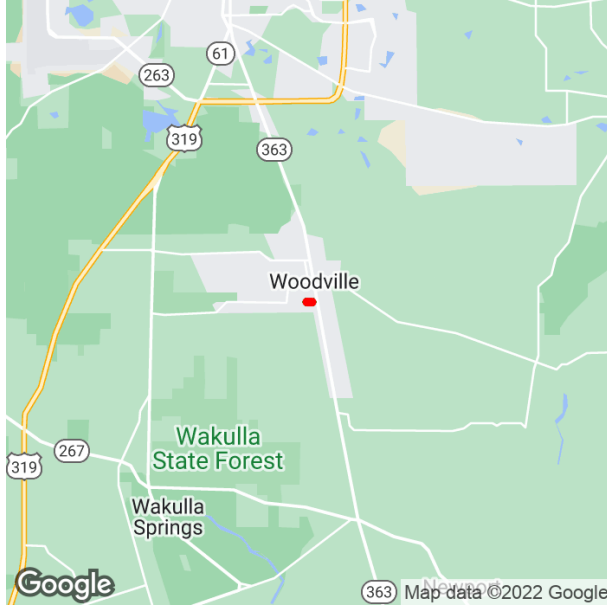
From:

To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	SR2T	0	0	0	510,219	0	510,219
					510,219		510,219

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 510,219
LRTP: 2045 Table 5-9 - Page 5-11

WOODVILLE PREK-8 CANYON CREEK SIDEWALK
4497031 Non-SIS



Project Description: SIDEWALK ON CANYON CREEK RD

Extra Description: SAFE ROUTES TO SCHOOL PROJECT

Lead Agency: MANAGED BY LEON COUNTY

From: SHUMARD DR

BOARD OF COUNTY COMMISSIONERS

To: OLD ST MARKS RD

County: LEON

Length: 0.129

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	SR2T	0	0	86,997	0	0	86,997
CST	SR2T	0	0	0	0	201,673	201,673
		86,997			201,673		288,670

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 288,670

LRTP: 2045 Table 5-9 - Page 5-11

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



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

From: WAKULLA SPRINGS PARK
To: ST MARK'S TRAIL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	SU	0	630,000	0	0	0	630,000
		630,000					630,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 630,000
LRTP: 2045 RMP Table 5-9 - Page 5-11

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



Project Description: BIKE PATH/TRAIL

Lead Agency: MANAGED BY FDOT

County: WAKULLA

Length: 0

Phase Group: CONSTRUCTION, ENVIRONMENTAL

From: W OF SR 363 WOODVILLE HWY

To: LIGHTHOUSE RD

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	DIH	0	36,845	0	0	0	36,845
CST	TLWR	0	3,722,773	0	0	0	3,722,773
ENV	DDR	263,738	0	0	0	0	263,738
		263,738	3,759,618				4,023,356

Prior Year Cost: 625,336 for PE Phase

Future Year Cost: 0

Total Project Cost: 4,648,692 LRTP: 2045

Table 5-9 - Page 5-11

SECTION C - BRIDGE AND RAIL (STATE/FEDERALLY FUNDED)

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



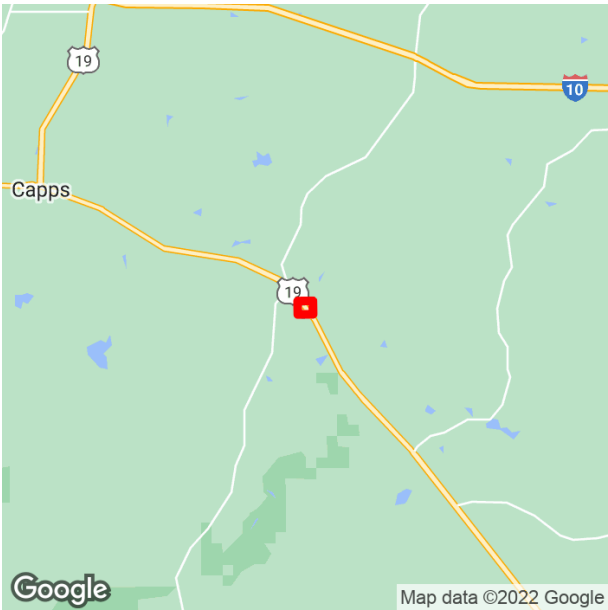
Project Description: FENDER WORK
Lead Agency: MANAGED BY FDOT
County: GADSDEN
Length: 1.155
Phase Group: CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	BRRP	4,162,943	0	0	0	0	4,162,943
CST	DIH	51,124	0	0	0	0	51,124
		4,214,067					4,214,067

Prior Year Cost: 87,496 for PE Phase
Future Year Cost: 0
Total Project Cost: 4,307,563
LRTP: 2045 RMP Page 5-8 - Table 5-4

4067424

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



Project Description: BRIDGE REPLACEMENT
Lead Agency: MANAGED BY FDOT
County: JEFFERSON
Length: 0.281
Phase Group: CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	ACBR	0	6,076,549	0	0	0	6,076,549
		6,076,549					6,076,549

Prior Year Cost: 1,094,584 for PE and ROW Phases
Future Year Cost: 0
Total Project Cost: 7,171,133
LRTP: 2045 RMP Page 5-8 - Table 5-4

MICCOSUKEE ROAD OVER UNNAMED BRANCH BRIDGE NO. 550051**4429441 Non-SIS****Project Description:** BRIDGE REPLACEMENT**Lead Agency:** MANAGED BY FDOT**County:** LEON**Length:** 0.015**Phase Group:** CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	ACBR	0	1,769,103	0	0	0	1,769,103
CST	LF	0	579,619	0	0	0	579,619
		2,348,722					2,348,722

Prior Year Cost: 987,467 for PE Phase**Future Year Cost: 0****Total Project Cost: 3,336,189****LRTP: 2045 RMP Page 5-8 - Table 5-4**

SPRINGHILL ROAD (CR 2203) OVER MUNSON SLOUGH BRIDGE NO 550054
4490791 Non-SIS



Project Description: BRIDGE REPLACEMENT

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0.01

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	ACBR	637,500	0	0	0	0	637,500
PE	LF	187,500	0	0	0	0	187,500
ROW	ACBR	0	0	197,500	0	0	197,500
ROW	LF	0	0	52,500	0	0	52,500
CST	ACBR	0	0	0	0	1,805,189	1,805,189
CST	LF	0	0	0	0	591,444	591,444
		825,000		250,000		2,396,633	3,471,633

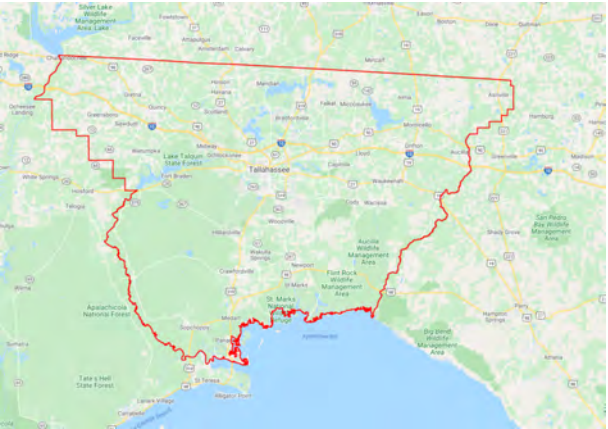
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 3,471,633

LRTP: 2045 RMP CFP Table 5-4 P. 5-8

FGA TALLAHASSEE YARD CAPACITY EXPANSION
4498941 SIS



Project Description: RAIL CAPACITY PROJECT
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
County: LEON
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	DIS	1,501,875	0	0	0	0	1,501,875
CAP	LF	500,625	0	0	0	0	500,625
		2,002,500					2,002,500

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,002,500
LRTP: 2045 RMP Page 5-8 - Table 5-4

SECTION D - MAJOR CAPACITY (STATE/FEDERALLY FUNDED)

ORCHARD POND TOLL FACILITY INSURANCE
0001543 Non-SIS



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

Phase	Fund Code	2023	2024	2025	2026	2027	Total
OPS	D	2,000	2,000	2,000	2,000	2,000	10,000
		2,000	2,000	2,000	2,000	2,000	10,000

Prior Year Cost: 9,796
Future Year Cost: 0
Total Project Cost: 19,796
LRTP: Operations/ Maintenance 2045 RMP
Page 5-8 - Table 5-4

CAPITAL CIRCLE SW (SR 263/US 319) FROM CRAWFORDVILLE RD (SR 61) TO SPRINGHILL RD (CR 2203)
2197492 Non-SIS



Project Description: ADD LANES & RECONSTRUCT

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 2.341

Phase Group: RIGHT OF WAY

From: CRAWFORDVILLE RD (SR 61)

To: SPRINGHILL RD (CR 2203)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
ROW	DDR	1,280,045	1,249,418	2,674,611	0	0	5,204,074
ROW	DIH	100,000	100,000	100,000	0	0	300,000
ROW	SU	0	1,900,000	0	0	0	1,900,000
		1,380,045	3,249,418	2,774,611			7,404,074

Prior Year Cost: 18,908,690 for PE, ROW and RRU Phases

Future Year Cost: 0

Total Project Cost: 26,312,764

LRTP: 2045 RMP Cost Feasible Roadway Plan - Page 5-4

W PENSACOLA ST (SR 366) FEASIBILITY STUDY 2198202 Non-SIS



Project Description: PD&E/EMO STUDY

Notes: FDOT WORK PROGRAM DESCRIPTION - BLOUNTSTOWN HWY (SR 20) PENSACOLA ST (SR 366) FEASIBILITY STUDY

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0.977

Phase Group: P D & E

From: BLOUNTSTOWN HWY (SR 20)/CAPITAL CIRCLE SW (SR 263/US 319)

To: APPELYARD DR

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PDE	SU	1,600,000	0	0	0	0	1,600,000
		1,600,000					1,600,000

Prior Year Cost: 0

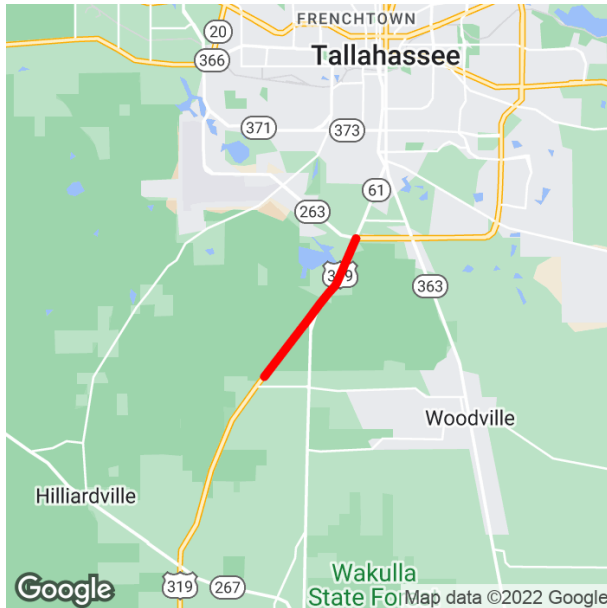
Future Year Cost: 0

Total Project Cost: 1,600,013

LRTP: 2045 RMP Cost Feasible Roadway

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CRAWFORDVILLE RD (SR 369/US 319) FROM L. L. WALLACE RD TO S OF WOODVILLE HWY (SR 61) INTERSECTION
2198811 Non-SIS



Project Description: RIGHT OF WAY - FUTURE CAPACITY

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 1.61

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY

From: L. L. WALLACE ROAD

To: S OF WOODVILLE HWY (SR 61)
INTERSECTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
ROW	SU	0	500,004	0	0	0	500,004
		500,004					500,004

Prior Year Cost: 2,120,175

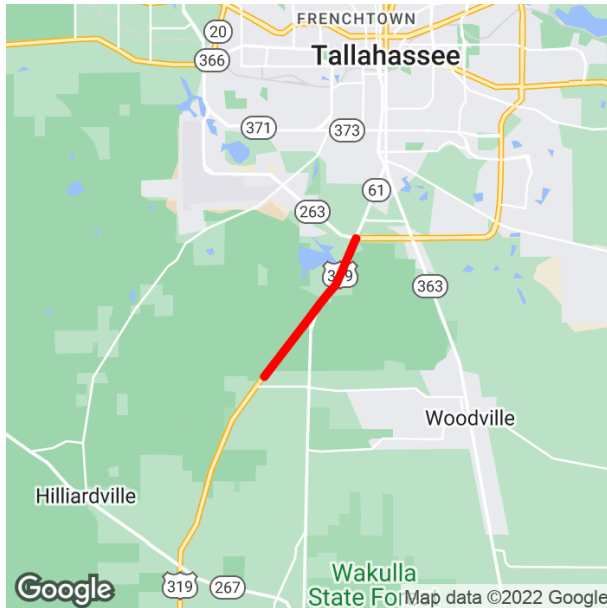
Future Year Cost: 0

Total Project Cost: 2,620,179

LRTP: 2045 RMP Cost Feasible Roadway

Plan - Page 5-4

CRAWFORDVILLE RD (SR 369/US 319) FROM L. L. WALLACE RD TO S OF WOODVILLE HWY (SR 61) INTERSECTION
2198814 Non-SIS



Project Description: ADD LANES & RECONSTRUCT

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 1.61

Phase Group: PRELIMINARY ENGINEERING

From: L. L. WALLACE ROAD

To: S OF WOODVILLE HWY (SR 61)
INTERSECTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	DIH	200,000	0	0	0	0	200,000
PE	DS	2,000,000	0	0	0	0	2,000,000
		2,200,000					2,200,000

Prior Year Cost: 2,120,175 for PE and ROW Phases

Future Year Cost: 0

Total Project Cost: 4,820,179

LRTP: 2045 RMP Cost Feasible Roadway Plan - Page 5-4

CRAWFORDVILLE RD (SR 369/US 319) FROM WAKULLA COUNTY LINE TO L.L. WALLACE ROAD
2198815 Non-SIS



Project Description: ADD LANES & RECONSTRUCT

Notes: Prior Year Costs for PE phase.

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 1.693

Phase Group: PRELIMINARY ENGINEERING

From: WAKULLA COUNTY LINE

To: L.L. WALLACE ROAD

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	DIH	200,000	0	0	0	0	200,000
PE	DS	2,000,000	0	0	0	0	2,000,000
		2,200,000					2,200,000

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 2,200,000

LRTP: 2045 RMP Cost Feasible Roadway

Plan - Page 5-4

NORTHEAST GATEWAY - WELAUNEE BLVD PH I
4449991 Non-SIS



Project Description: NEW ROAD CONSTRUCTION

Lead Agency: MANAGED BY BLUEPRINT 2000

From:

INTERGOVERNMENT AGENCY

To:

County: LEON

Length: 5

Phase Group: PRELIMINARY ENGINEERING, LOCAL ADVANCE REIMBURSEMENT

Phase	Fund Code	2023	2024	2025	2026	2027	Total
LAR	TRIP	576,725	0	0	0	0	576,725
LAR	TRWR	923,275	0	0	0	0	923,275
		1,500,000					1,500,000

Prior Year Cost: 4,500,000

Future Year Cost: 0

Total Project Cost: 6,000,000

LRTP: 2045 RMP Cost Feasible Roadway

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SIB LOAN TO BLUEPRINT IA FOR NORTHEAST GATEWAY PROJECT

4496631 Non-SIS



Project Description: NEW ROAD CONSTRUCTION

Lead Agency: MANAGED BY BLUEPRINT 2000

INTERGOVERNMENT AGENCY

County: LEON

Length: 0

Phase Group: CONSTRUCTION

From:

To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	SIB1	25,500,000	0	0	0	0	25,500,000
		25,500,000					25,500,000

Prior Year Cost: 0

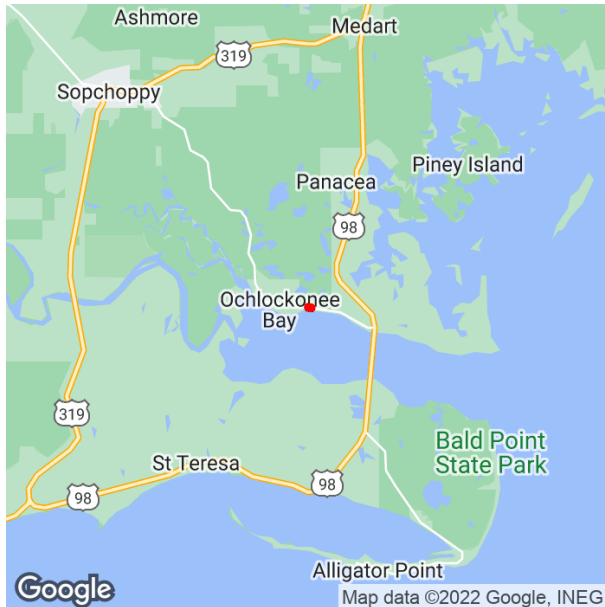
Future Year Cost: 0

Total Project Cost: 25,500,000

LRTP: 2045 RMP Cost Feasible Roadway

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



Project Description: BRIDGE REPLACEMENT

Lead Agency: MANAGED BY FDOT

County: WAKULLA

Length: 0.005

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	ACBR	737,000	0	0	0	0	737,000
ROW	ACBR	0	0	3,500	0	0	3,500
CST	ACBR	0	0	0	1,541,264	0	1,541,264
		737,000	3,500	1,541,264			2,281,764

Prior Year Cost: 0

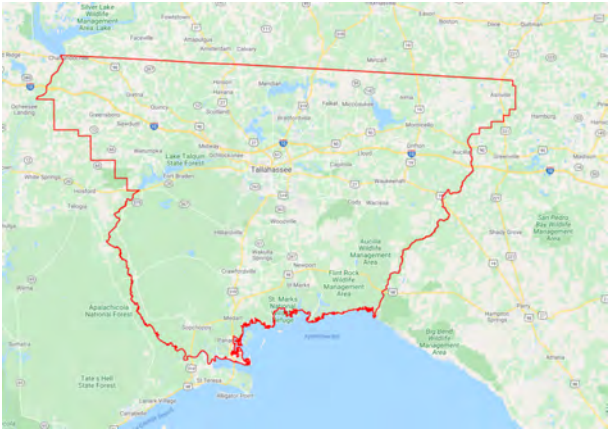
Future Year Cost: 0

Total Project Cost: 2,281,764

LRTP: Bridges: 2045 RMP Page 5-8 - Table 5-4

SECTION E - PUBLIC TRANSPORTATION (STATE/FEDERALLY FUNDED)

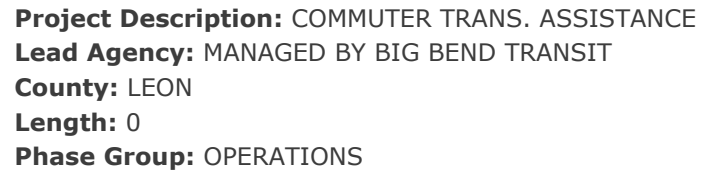
**BIG BEND TRANSIT COMMUTER ROUTE
4222621 Non-SIS**



Prior Year Cost: 254,750
Future Year Cost: 0
Total Project Cost: 354,750
LRTP: 2045 RMP Page 5-11 - Table 5-10

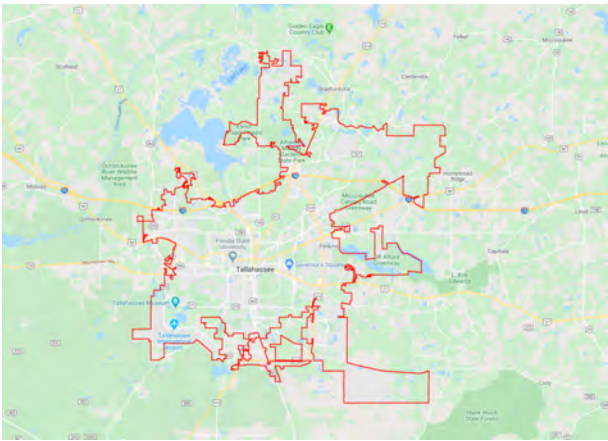
Project Description: COMMUTER TRANS. ASSISTANCE
Lead Agency: MANAGED BY BIG BEND TRANSIT
County: GADSDEN
Length: 0
Phase Group: OPERATIONS

Phase	Fund Code	2023	2024	2025	2026	2027	Total
OPS	DDR	10,000	10,000	10,000	10,000	10,000	50,000
OPS	LF	10,000	10,000	10,000	10,000	10,000	50,000
		20,000	20,000	20,000	20,000	20,000	100,000



Prior Year Cost: 258,534
Future Year Cost: 0
Total Project Cost: 455,651
LRTP: 2045 RMP Page 5-11 - Table 5-10

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

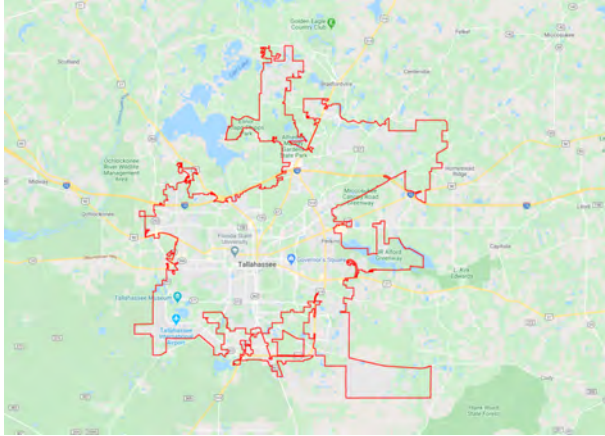


Project Description: OPERATING/ADMIN. ASSISTANCE
Lead Agency: MANAGED BY TALLAHASSEE
County: LEON
Length: 0
Phase Group: OPERATIONS

Phase	Fund Code	2023	2024	2025	2026	2027	Total
OPS	DU	250,000	255,000	265,000	280,000	295,000	1,345,000
OPS	LF	250,000	255,000	265,000	280,000	295,000	1,345,000
		500,000	510,000	530,000	560,000	590,000	2,690,000

Prior Year Cost: 1,769,621
Future Year Cost: 0
Total Project Cost: 4,459,621
LRTP: 2045 RMP Page 5-11 - Table 5-10

CITY OF TALLAHASSEE TRANSIT OPERATING ASSISTANCE
4222501 Non-SIS



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

Phase	Fund Code	2023	2024	2025	2026	2027	Total
OPS	DDR	714,234	0	0	1,665,804	1,715,778	4,095,816
OPS	DPTO	810,213	1,570,180	1,617,286	0	0	3,997,679
OPS	LF	1,524,447	1,570,180	1,617,286	1,665,804	1,715,778	8,093,495
		3,048,894	3,140,360	3,234,572	3,331,608	3,431,556	16,186,990

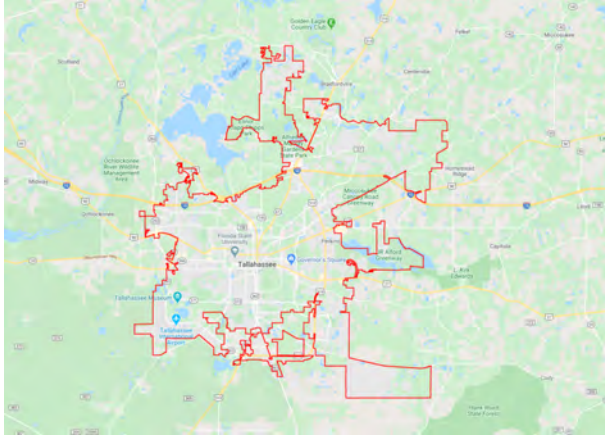
Prior Year Cost: 24,168,378

Future Year Cost: 0

Total Project Cost: 40,355,369

LRTP: 2045 RMP Page 5-11 - Table 5-10

CITY OF TALLAHASSEE STARMETRO CAPITAL SECTION 5307
4222512 Non-SIS

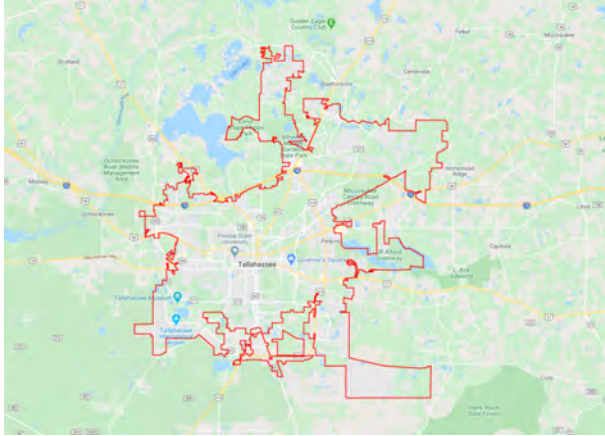


Project Description: CAPITAL FOR FIXED ROUTE
Lead Agency: MANAGED BY TALLAHASSEE
County: LEON
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	FTA	1,921,770	1,921,770	0	0	0	3,843,540
CAP	LF	480,442	480,442	0	0	0	960,884
		2,402,212	2,402,212				4,804,424

Prior Year Cost: 51,239,361
Future Year Cost: 0
Total Project Cost: 63,747,873
LRTP: 2045 RMP Page 5-11 - Table 5-10

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

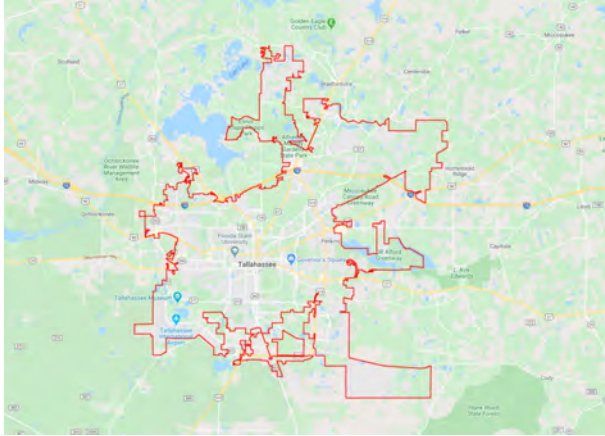


Project Description: OPERATING FOR FIXED ROUTE
Lead Agency: MANAGED BY TALLAHASSEE
County: LEON
Length: 0
Phase Group: OPERATIONS

Phase	Fund Code	2023	2024	2025	2026	2027	Total
OPS	FTA	1,926,022	1,926,022	0	0	0	3,852,044
OPS	LF	1,926,022	1,926,022	0	0	0	3,852,044
		3,852,044	3,852,044				7,704,088

Prior Year Cost: 22,764,546
Future Year Cost: 0
Total Project Cost: 30,468,634
LRTP: 2045 RMP Page 5-11 - Table 5-10

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



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

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	FTA	418,004	418,004	0	0	0	836,008
CAP	LF	104,501	104,501	0	0	0	209,002
		522,505	522,505				1,045,010

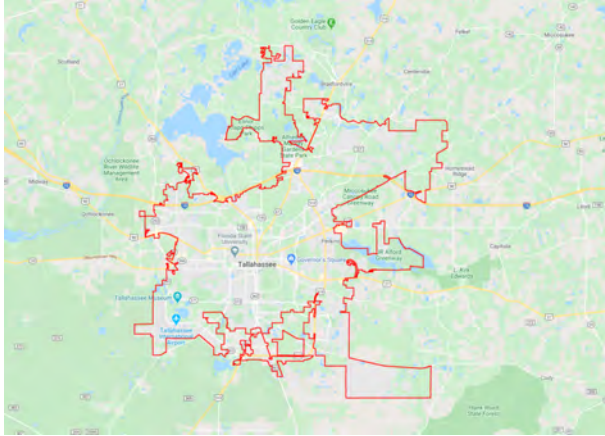
Prior Year Cost: 2,912,699

Future Year Cost: 0

Total Project Cost: 3,957,709

L RTP: 2045 RMP Page 5-11 - Table 5-10

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

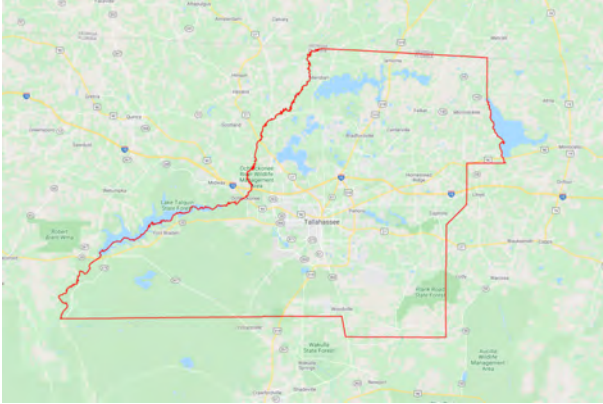


Project Description: CAPITAL FOR FIXED ROUTE
Lead Agency: MANAGED BY TALLAHASSEE
County: LEON
Length: 0
Phase Group: CAPITAL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CAP	FTA	115,818	115,818	0	0	0	231,636
CAP	LF	28,955	28,955	0	0	0	57,910
		144,773	144,773				289,546

Prior Year Cost: 1,836,985
Future Year Cost: 0
Total Project Cost: 2,126,531
LRTP: 2045 RMP Page 5-11 - Table 5-10

APALACHEE REGIONAL PLANNING COUNCIL COMMUTER ASSISTANCE
4469941 Non-SIS



Project Description: COMMUTER TRANS. ASSISTANCE

Lead Agency: MANAGED BY APALACHEE
 REGIONAL PLN COUNCIL

County: LEON

Length: 0

Phase Group: OPERATIONS

Phase	Fund Code	2023	2024	2025	2026	2027	Total
OPS	DDR	230,000	237,703	90,340	256,179	269,514	1,083,736
OPS	DPTO	0	0	154,577	0	0	154,577
OPS	LF	0	0	0	0	269,514	269,514
		230,000	237,703	244,917	256,179	539,028	1,507,827

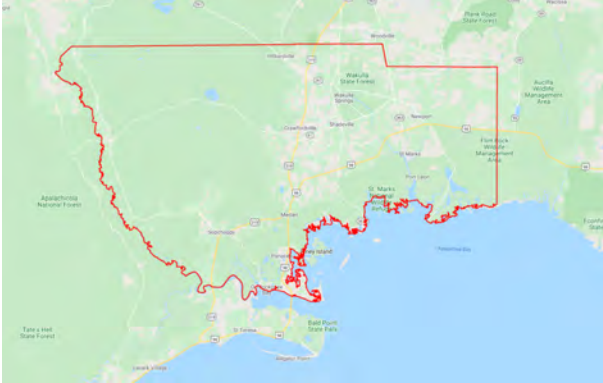
Prior Year Cost: 632,714

Future Year Cost: 0

Total Project Cost: 2,140,541

LRTP: 2045 RMP Page 5-11 - Table 5-10

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



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

Phase	Fund Code	2023	2024	2025	2026	2027	Total
OPS	DU	200,000	205,000	215,000	225,000	235,000	1,080,000
OPS	LF	200,000	205,000	215,000	225,000	235,000	1,080,000
		400,000	410,000	430,000	450,000	470,000	2,160,000

Prior Year Cost: 1,832,821

Future Year Cost: 0

Total Project Cost: 3,992,821

LRTP: 2045 RMP Page 5-11 - Table 5-10

SECTION F - RESURFACING (LOCAL/STATE/FEDERALLY FUNDED)

PAT THOMAS PKWY (SR 267) FROM LIBERTY CO LINE TO S OF I-10 (SR 8)
2188452 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: GADSDEN

Length: 11.46

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: LIBERTY COUNTY LINE

To: S OF I-10 (SR 8)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	DDR	1,180,000	0	0	0	0	1,180,000
PE	DIH	118,000	0	0	0	0	118,000
CST	BRRP	0	0	274,663	0	0	274,663
CST	DDR	0	0	936,733	0	0	936,733
CST	DIH	0	0	96,616	0	0	96,616
CST	DS	0	0	7,806,101	0	0	7,806,101
		1,298,000		9,114,113			10,412,113

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 10,412,113

LRTP: 2045 RMP CFP Table 5-4 P. 5-8

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

4134252 Non-SIS



Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 12,292,426

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

Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: GADSDEN

Length: 4.677

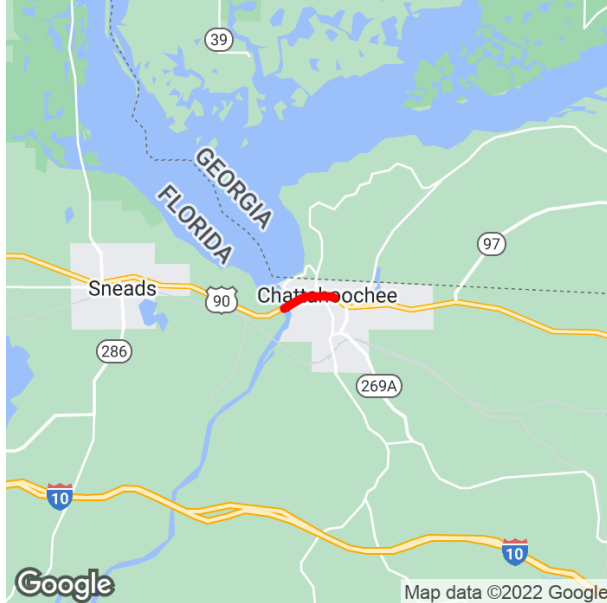
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: W OF 4 LANE

To: MADISON ST (SR 65/CR 12)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	DDR	1,190,000	0	0	0	0	1,190,000
PE	DIH	119,000	0	0	0	0	119,000
CST	ACNR	0	0	8,023,689	0	0	8,023,689
CST	ACSS	0	0	567,793	0	0	567,793
CST	DDR	0	0	1,964,832	0	0	1,964,832
CST	DIH	0	0	110,414	0	0	110,414
CST	DS	0	0	316,698	0	0	316,698
		1,309,000		10,983,426			12,292,426

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



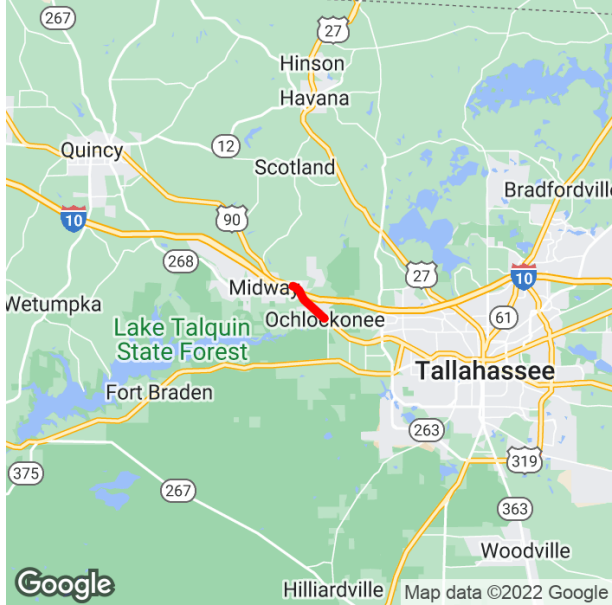
Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: GADSDEN
Length: 1.01
Phase Group: CONSTRUCTION

From: JACKSON COUNTY LINE
To: BATES ST

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	DDR	0	1,309,757	0	0	0	1,309,757
CST	DIH	0	27,489	0	0	0	27,489
CST	SN	0	1,255,838	0	0	0	1,255,838
		2,593,084					2,593,084

Prior Year Cost: 523,778 for PE Phase
Future Year Cost: 0
Total Project Cost: 3,116,862
LRTP: 2045 RMP Page 5-8 - Table 5-4

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



Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: GADSDEN
Length: 1.96
Phase Group: CONSTRUCTION

From: W OF FLYING J
To: LEON COUNTY LINE

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	BRRP	83,335	0	0	0	0	83,335
CST	DDR	3,307,198	0	0	0	0	3,307,198
CST	DIH	44,681	0	0	0	0	44,681
CST	DS	863,037	0	0	0	0	863,037
CST	LF	10,270	0	0	0	0	10,270
		4,308,521					4,308,521

Prior Year Cost: 2,377,794 for PE and ROW Phases
Future Year Cost: 0
Total Project Cost: 6,686,315
LRTP: 2045 RMP Page 5-8 - Table 5-4

FAIRBANKS RD (CR 12) FROM CONCORD RD (CR 157) TO LEON CO LINE - PHASE II

4466372 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY GADSDEN COUNTY

BOARD OF COUNTY COMMISSIONERS

County: GADSDEN

Length: 3.786

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: CR 157 CONCORD RD

To: LEON COUNTY LINE

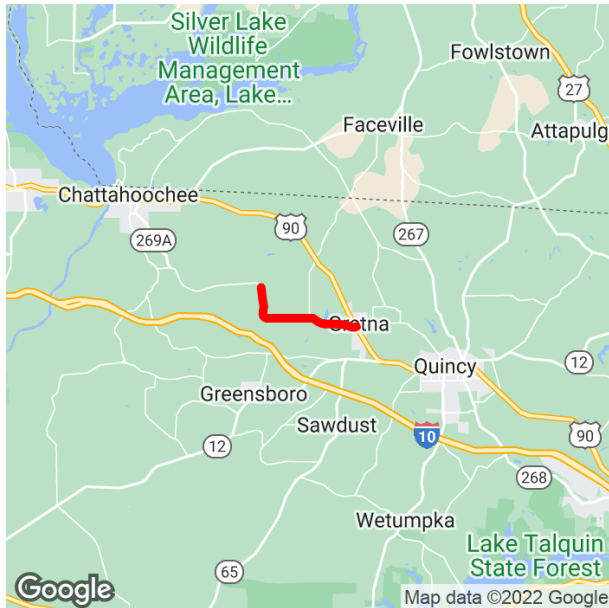
Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	GRSC	0	169,653	0	0	0	169,653
CST	GRSC	0	0	1,328,471	0	0	1,328,471
CST	SCOP	0	0	512,751	0	0	512,751
CST	SCWR	0	0	26,273	0	0	26,273
		169,653	1,867,495				2,037,148

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 2,037,148

LRTP: 2045 RMP Page 5-8 - Table 5-4

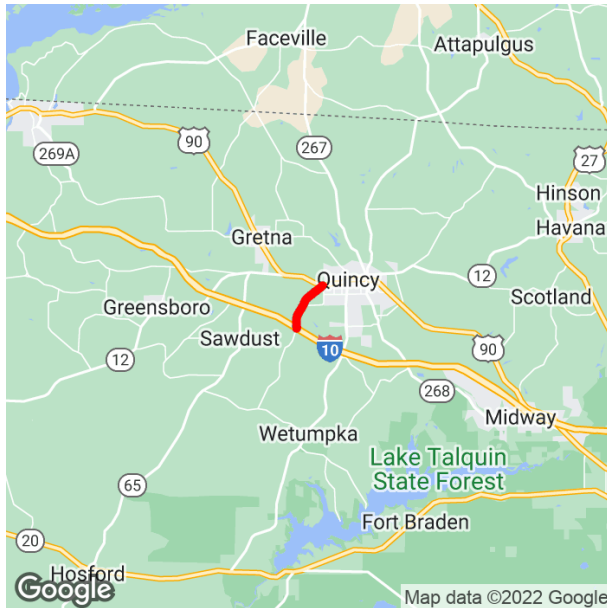
HARDAWAY HIGHWAY/CHURCH ST (CR 268) FROM ATWATER ROAD TO US 90 (SR 10)**4486041 Non-SIS****Project Description:** WIDEN/RESURFACE EXIST LANES**Lead Agency:** MANAGED BY GADSDEN COUNTY **From:** ATWATER ROAD

BOARD OF COUNTY COMMISSIONERS

To: US 90 (SR 10)**County:** GADSDEN**Length:** 5.9**Phase Group:** CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	GRSC	0	1,293,309	0	0	0	1,293,309
CST	SCED	0	1,582,451	0	0	0	1,582,451
CST	SCOP	0	1,216,051	0	0	0	1,216,051
			4,091,811				4,091,811

Prior Year Cost: 352,256 for PE Phase**Future Year Cost: 0****Total Project Cost: 4,444,067****LRTP: 2045 RMP Page 5-8 - Table 5-4**

BEN BOSTIC RD (CR 274) FROM I-10 OVERPASS TO US 90/JEFFERSON ST (SR 10/US 90)**4486111 Non-SIS****Project Description:** WIDEN/RESURFACE EXIST LANES**Lead Agency:** MANAGED BY GADSDEN COUNTY **From:** I-10 OVERPASS

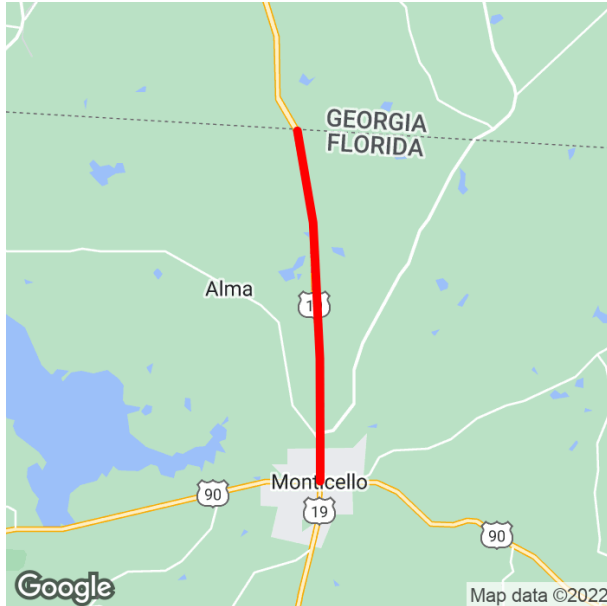
BOARD OF COUNTY COMMISSIONERS

To: US 90/JEFFERSON ST (SR 10)**County:** GADSDEN**Length:** 2.47**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	SCOP	147,325	0	0	0	0	147,325
CST	GRSC	0	1,353,618	0	0	0	1,353,618
CST	SCWR	0	401,459	0	0	0	401,459
		147,325	1,755,077				1,902,402

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 1,902,402****LRTP: 2045 RMP Page 5-8 - Table 5-4**

N JEFFERSON ST (SR 57/US 19) FROM WASHINGTON ST (SR 10/US 90) TO GA STATE LINE
4377571 SIS



Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: JEFFERSON
Length: 8.308
Phase Group: CONSTRUCTION

From: WASHINGTON ST (SR 10/US 90)
To: GA STATE LINE

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	ACNR	0	12,578,231	0	0	0	12,578,231
CST	DDR	0	1,509,388	0	0	0	1,509,388
CST	DIH	0	150,938	0	0	0	150,938
		14,238,557					14,238,557

Prior Year Cost: 1,794,652 for PE Phase

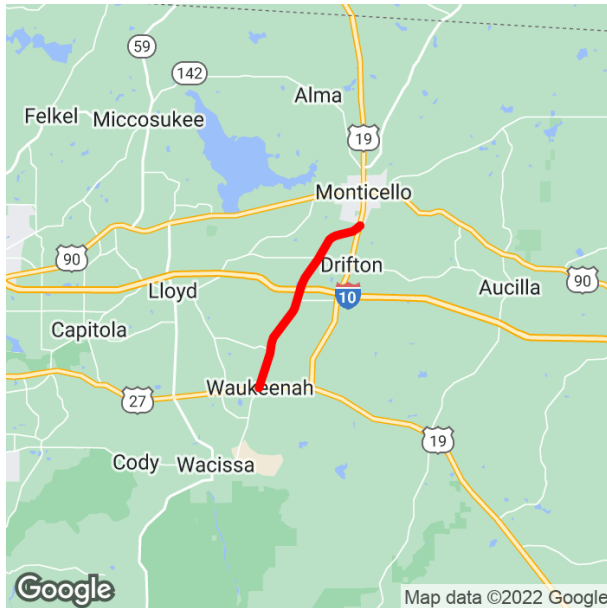
Future Year Cost: 0

Total Project Cost: 16,033,209 LRTP: 2045 RMP

Page 5-8 - Table 5-4

WAUKEENAH HWY (CR 259) FROM W CAPPS HWY (SR 20/US 27) TO S JEFFERSON ST (SR 57/US 19)

4383662 Non-SIS



Project Description: WIDEN/RESURFACE EXIST LANES

Lead Agency: MANAGED BY JEFFERSON COUNTY **From:** W CAPPS HWY (SR 20/US 27)

BOARD OF COUNTY COMMISSIONERS

To: S JEFFERSON ST (SR 57/US 19)

County: JEFFERSON

Length: 9.448

Phase Group: CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	GRSC	2,618,320	0	0	0	0	2,618,320
		2,618,320					2,618,320

Prior Year Cost: 291,785 for PE Phase

Future Year Cost: 0

Total Project Cost: 2,910,105

LRTP: 2045 RMP Page 5-8 - Table 5-4

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

4465901 Non-SIS



Project Description: RESURFACING

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

BOARD OF COUNTY COMMISSIONERS

To: NORTH OF PARKER POND RD

County: JEFFERSON

Length: 1.63

Phase Group: CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	SCRA	743,712	0	0	0	0	743,712
		743,712					743,712

Prior Year Cost: 65,833 for PE Phase

Future Year Cost: 0

Total Project Cost: 809,545

LRTP: 2045 RMP Page 5-8 - Table 5-4

ASHVILLE HWY (CR 146) FROM ST MARGARET CHURCH RD TO BASSETT DAIRY RD **4486051 Non-SIS**



Project Description: WIDEN/RESURFACE EXIST LANES

Lead Agency: MANAGED BY JEFFERSON COUNTY BOARD OF COUNTY COMMISSIONERS

From: ST MARGARET CHURCH RD
To: BASSETT DAIRY RD

County: JEFFERSON

Length: 2.42

Phase Group: CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	GRSC	0	1,651,786	0	0	0	1,651,786
		1,651,786					1,651,786

Prior Year Cost: 142,200 for PE Phase

Future Year Cost: 0

Total Project Cost: 1,793,986

LRTP: 2045 RMP Page 5-8 - Table 5-4

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

4486131 Non-SIS



Project Description: WIDEN/RESURFACE EXIST LANES

Lead Agency: MANAGED BY JEFFERSON COUNTY **From:** FL/GA PKWY (SR 57/US 319)

BOARD OF COUNTY COMMISSIONERS

To: STILL ROAD

County: JEFFERSON

Length: 2.85

Phase Group: CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	SCOP	0	0	289,458	0	0	289,458
CST	SCWR	0	0	1,724,801	0	0	1,724,801
		2,014,259					2,014,259

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 2,014,259

LRTP: 2045 RMP Page 5-8 - Table 5-4

SOUTH WATER ST FROM BOWMAN ST TO WASHINGTON ST (SR 10/US 90)

4497261 Non-SIS



Project Description: RESURFACING
Lead Agency: MANAGED BY CITY OF MONTICELLO
County: JEFFERSON
Length: 0.18
Phase Group: CONSTRUCTION

From: BOWMAN ST
To: WASHINGTON ST (SR 10/US 90)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	SCRC	232,176	0	0	0	0	232,176
		232,176					232,176

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 232,176

LRTP: 2045 RMP Page 5-8 - Table 5-4

CRAWFORDVILLE RD (SR 61/US 319) FROM S OF WAKULLA SPRINGS RD (SR 61 SB) TO ARDEN RD
2194842 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 4.049

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: S OF WAKULLA SPRINGS RD (SR 61 SB)

To: ARDEN RD

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	DDR	925,000	0	0	0	0	925,000
PE	DIH	92,500	0	0	0	0	92,500
CST	ACSS	0	0	40,100	0	0	40,100
CST	DDR	0	0	2,565,290	0	0	2,565,290
CST	DIH	0	0	63,322	0	0	63,322
CST	SA	0	0	3,344,768	0	0	3,344,768
		1,017,500		6,013,480			7,030,980

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 7,030,980

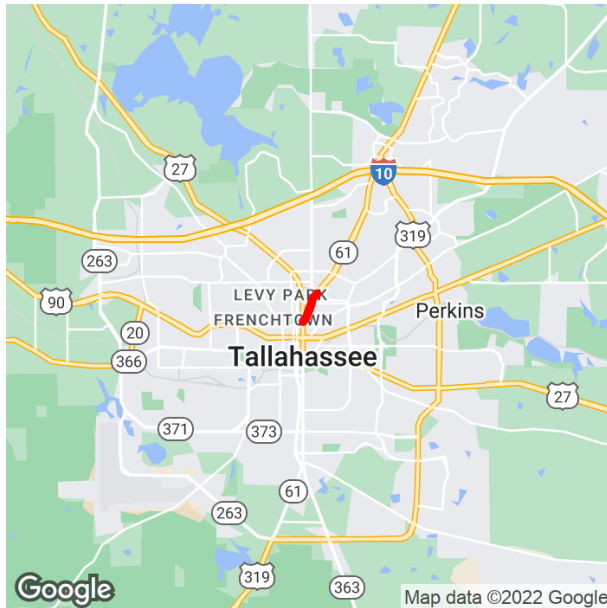
LRTP: 2045 RMP Page 5-8 - Table 5-4

W PENSACOLA ST (SR 366) FROM RAILROAD OVERPASS TO STADIUM DR (SR 366)**2194852 Non-SIS****Project Description:** RESURFACING**Lead Agency:** MANAGED BY FDOT**County:** LEON**Length:** 2.411**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION**From:** RAILROAD OVERPASS**To:** STADIUM DR (SR 366)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	DDR	920,000	0	0	0	0	920,000
PE	DIH	92,000	0	0	0	0	92,000
CST	DDR	0	0	702,318	0	0	702,318
CST	DIH	0	0	52,732	0	0	52,732
CST	DS	0	0	4,394,317	0	0	4,394,317
		1,012,000		5,149,367			6,161,367

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 6,161,367****LRTP: 2045 RMP Page 5-8 - Table 5-4**

THOMASVILLE RD (SR 61) FROM N OF MONROE ST (SR 63/US 27) TO N OF 9TH AVE
2196682 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0.759

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: N OF MONROE ST (SR 63/US 27)

To: N OF 9TH AVE

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	DIH	58,000	0	0	0	0	58,000
PE	DS	580,000	0	0	0	0	580,000
CST	DDR	0	0	193,483	0	0	193,483
CST	DIH	0	0	19,348	0	0	19,348
CST	DS	0	0	1,662,354	0	0	1,662,354
CST	LF	0	0	43,440	0	0	43,440
		638,000		1,918,625			2,556,625

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 2,556,625

LRTP: 2045 RMP Page 5-8 - Table 5-4

CAPITAL CIRCLE (SR 261/US 319) FROM WOODVILLE HWY (SR 363) TO TRAM RD (CR 259)

2196894 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 2.298

Phase Group: CONSTRUCTION

From: WOODVILLE HWY (SR 363)

To: TRAM RD (CR 259)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	ACNR	0	3,606,488	0	0	0	3,606,488
CST	DDR	0	407,969	0	0	0	407,969
CST	DIH	0	57,955	0	0	0	57,955
CST	SA	0	1,285,996	0	0	0	1,285,996
		5,358,408					5,358,408

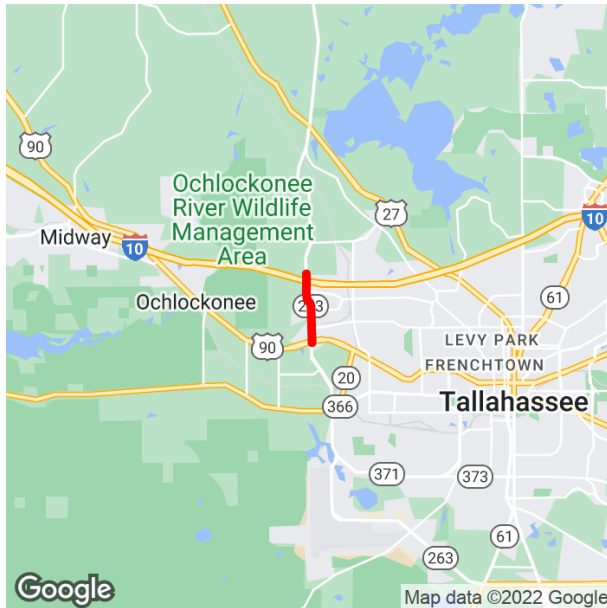
Prior Year Cost: 664,217 for PE Phase

Future Year Cost: 0

Total Project Cost: 6,022,625

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

CAPITAL CIRCLE NW (SR 263) FROM W OF TENNESSEE ST (SR 10/US 90) TO N OF I-10 (SR 8)
2197225 SIS



Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 6,948,348

LRTP: 2045 RMP Page 5-8 - Table 5-4

Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 2.134

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: W OF TENNESSEE ST (SR 10/US 90)

To: N OF I-10 (SR 8)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	DDR	770,000	0	0	0	0	770,000
PE	DIH	77,000	0	0	0	0	77,000
CST	ACSS	0	0	499,982	0	0	499,982
CST	DDR	0	0	584,574	0	0	584,574
CST	DIH	0	0	58,457	0	0	58,457
CST	LF	0	0	86,880	0	0	86,880
CST	SA	0	0	4,871,455	0	0	4,871,455
		847,000		6,101,348			6,948,348

I-10 (SR 8) FROM W OF OLD BAINBRIDGE RD TO W OF OLSON RD
2225896 SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 8.765

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: W OF OLD BAINBRIDGE RD

To: W OF OLSON RD

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	ACNP	0	1,230,000	0	0	0	1,230,000
CST	ACNP	0	0	0	21,563,865	0	21,563,865
			1,230,000		21,563,865		22,793,865

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 22,793,865

LRTP: 2045 RMP Page 5-8 - Table 5-4

TENNESSEE ST (SR 10/US 90) FROM MONROE ST (SR 61/US 27) TO MAGNOLIA DR (SR 265)
4039423 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 1.126

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: MONROE ST (SR 61/US 27)

To: MAGNOLIA DR (SR 265)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	DIH	99,000	0	0	0	0	99,000
PE	DS	990,000	0	0	0	0	990,000
CST	DIH	0	0	50,503	0	0	50,503
CST	DS	0	0	4,713,682	0	0	4,713,682
		1,089,000		4,764,185			5,853,185

Prior Year Cost: 0

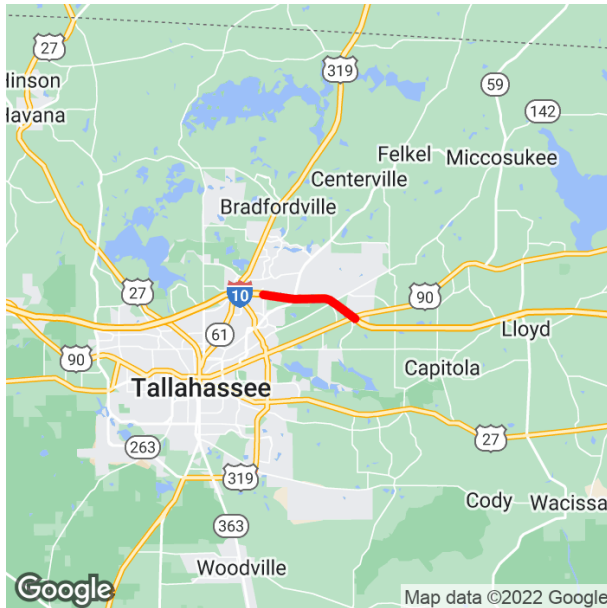
Future Year Cost: 0

Total Project Cost: 5,853,185

LRTP: 2045 RMP Page 5-8 - Table 5-4

I-10 (SR 8) FROM W OF OLSON RD TO E OF MAHAN DR (SR 10/US 90)

4176432 SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 7.559

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: W OF OLSON RD

To: E OF MAHAN DR (SR 10/US 90)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	ACNP	990,000	0	0	0	0	990,000
CST	ACNP	0	0	13,964,635	0	0	13,964,635
		990,000		13,964,635			14,954,635

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 14,954,635

LRTP: 2045 RMP Page 5-8 - Table 5-4

S MONROE ST (SR 61) FROM PERKINS ST TO N OF JEFFERSON ST
4216354 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 1.241

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: PERKINS ST

To: N OF JEFFERSON ST

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	DIH	67,000	0	0	0	0	67,000
PE	DS	670,000	0	0	0	0	670,000
CST	DDR	0	0	533,746	0	0	533,746
CST	DIH	0	0	35,875	0	0	35,875
CST	DS	0	0	2,989,551	0	0	2,989,551
		737,000		3,559,172			4,296,172

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 4,296,172

LRTP: 2045 RMP Page 5-8 - Table 5-4

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



Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 3.951
Phase Group: CONSTRUCTION

From: AENON CHURCH RD (CR 1581)
To: OCALA RD

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	DDR	0	913,406	0	0	0	913,406
CST	DIH	0	91,341	0	0	0	91,341
CST	DS	0	7,611,717	0	0	0	7,611,717
			8,616,464				8,616,464

Prior Year Cost: 1,197,750 for PE Phase
Future Year Cost: 0
Total Project Cost: 9,814,214
LRTP: 2045 RMP Page 5-8 - Table 5-4

MAHAN DR (SR 10/US 90) FROM CAPITAL CIRCLE NE (SR 263/US 319) TO E OF BUCK LAKE RD (CR 1568)
4269612 Non-SIS



Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0.94
Phase Group: CONSTRUCTION

From: CAPITAL CIRCLE NE (SR 263/US 319)
To: E OF BUCK LAKE RD (CR 1568)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	DDR	0	367,775	0	0	0	367,775
CST	DIH	0	36,777	0	0	0	36,777
CST	DS	0	3,064,797	0	0	0	3,064,797
		3,469,349					3,469,349

Prior Year Cost: 589,337 for PE Phase
Future Year Cost: 0
Total Project Cost: 4,058,686
LRTP: 2045 RMP Page 5-8 - Table 5-4

**CAPITAL CIRCLE NE (SR 261/US 319) FROM APALACHEE PKWY (SR 20/US 27) TO PARK AVE
4287392 Non-SIS**



Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 1.077
Phase Group: CONSTRUCTION

From: APALACHEE PKWY (SR 20/US 27)
To: PARK AVE

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	DDR	0	339,965	0	0	0	339,965
CST	DIH	0	33,997	0	0	0	33,997
CST	DS	0	2,833,043	0	0	0	2,833,043
			3,207,005				3,207,005

Prior Year Cost: 553,351 for PE Phase
Future Year Cost: 0
Total Project Cost: 3,760,356
LRTP: 2045 RMP Page 5-8 - Table 5-4

WOODVILLE HWY (SR 363) FROM BRIANDAV ST TO SUNDAY CT
4346701 Non-SIS



Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 1.325
Phase Group: CONSTRUCTION

From: BRIANDAV STREET
To: SUNDAY COURT

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	DDR	0	1,746,223	0	0	0	1,746,223
CST	DIH	0	17,638	0	0	0	17,638
		1,763,861					1,763,861

Prior Year Cost: 495,314 for PE Phase
Future Year Cost: 0
Total Project Cost: 2,259,175
LRTP: 2045 RMP Page 5-8 - Table 5-4

CRAWFORDVILLE HWY (SR 369/US 319) FROM WAKULLA CO LINE TO S OF OAK RIDGE RD (CR 2204)

4377581 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 1.627

Phase Group: CONSTRUCTION

From: WAKULLA COUNTY LINE

To: S OF OAK RIDGE RD (CR 2204)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	DDR	1,354,011	0	0	0	0	1,354,011
CST	DIH	15,211	0	0	0	0	15,211
CST	DS	65,656	0	0	0	0	65,656
		1,434,878					1,434,878

Prior Year Cost: 316,396 for PE Phase

Future Year Cost: 0

Total Project Cost: 1,751,274

LRTP: 2045 RMP Page 5-8 - Table 5-4

MERIDIAN RD (SR 155) FROM THOMASVILLE RD (SR 61) TO LAKESHORE DR (CR 63A)

4456341 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 2.543

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

From: THOMASVILLE RD (SR 61)

To: LAKESHORE DR (CR 63A)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
RRU	LF	300,000	0	0	0	0	300,000
CST	DIH	51,712	0	0	0	0	51,712
CST	DS	4,826,429	0	0	0	0	4,826,429
		5,178,141					5,178,141

Prior Year Cost: 1,001,685 for PE and ROW Phases

Future Year Cost: 0

Total Project Cost: 6,179,826

LRTP: 2045 RMP Page 5-8 - Table 5-4

STADIUM DRIVE (SR 366) FROM PENSACOLA ST TO GAINES ST 4491721 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0.523

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: PENSACOLA ST

To: GAINES ST

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	DIH	61,500	0	0	0	0	61,500
PE	DS	615,000	0	0	0	0	615,000
CST	DDR	0	0	206,383	0	0	206,383
CST	DIH	0	0	20,638	0	0	20,638
CST	DS	0	0	1,719,862	0	0	1,719,862
		676,500		1,946,883			2,623,383

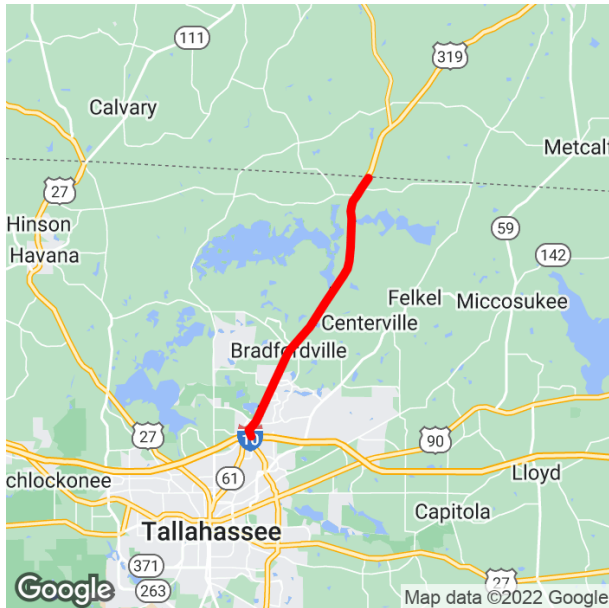
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 2,623,383

LRTP: 2045 RMP Page 5-8 - Table 5-4

THOMASVILLE RD/FL GA PKWY (SR 369/US 319) FROM CAPITAL CIRCLE NE (US 319) NB OFF RAMP TO LEON CO LINE
4193152* Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 3.181

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: CAPITAL CIRCLE NE (US 319) NB OFF RAMP

To: LEON COUNTY LINE

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	DDR	800,000	0	0	0	0	800,000
PE	DIH	80,000	0	0	0	0	80,000
CST	ACNR	0	0	3,872,386	0	0	3,872,386
CST	ACSS	0	0	620,250	0	0	620,250
CST	DDR	0	0	464,686	0	0	464,686
CST	DIH	0	0	46,469	0	0	46,469
		880,000		5,003,791			5,883,791

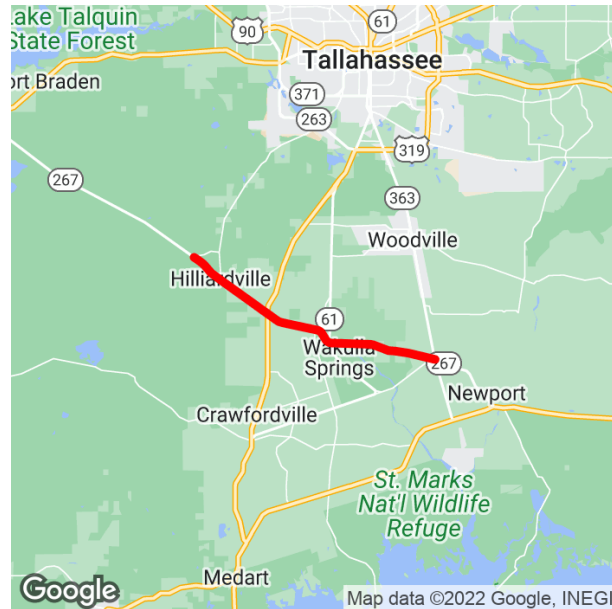
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 5,883,791

LRTP: 2045 RMP Page 5-8 - Table 5-4

*Link to FDOT Work Program will be added when available.

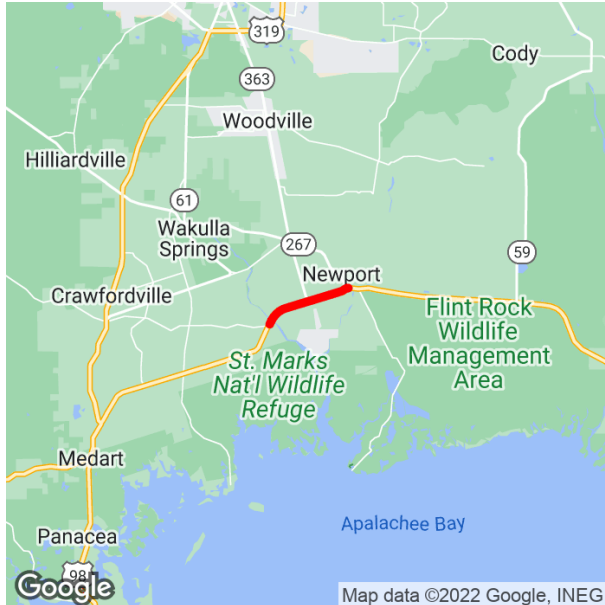
BLOXHAM CUTOFF RD (SR 267) FROM LEON CO LINE TO WOODVILLE RD (SR 363)**4325502 Non-SIS****Project Description:** RESURFACING**Lead Agency:** MANAGED BY FDOT**County:** WAKULLA**Length:** 12.742**Phase Group:** CONSTRUCTION**From:** LEON COUNTY LINE**To:** WOODVILLE RD (SR 363)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	ACNR	0	7,747,810	0	0	0	7,747,810
CST	DDR	0	929,737	0	0	0	929,737
CST	DIH	0	92,973	0	0	0	92,973
		8,770,520					8,770,520

Prior Year Cost: 1,539,959 for PE Phase**Future Year Cost: 0****Total Project Cost: 10,310,479****LRTP: 2045 RMP Page 5-8 - Table 5-4**

COASTAL HWY (SR 30/US 98) FROM W OF WAKULLA RIVER BR TO BLOXHAM CUTOFF RD (SR 267)

4377562 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: WAKULLA

Length: 4.652

Phase Group: CONSTRUCTION

From: W OF WAKULLA RIVER BR

To: BLOXHAM CUTOFF RD (SR 267)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	DDR	0	365,058	0	0	0	365,058
CST	DIH	0	36,506	0	0	0	36,506
CST	DS	0	3,042,153	0	0	0	3,042,153
			3,443,717				3,443,717

Prior Year Cost: 789,710 for PE Phase

Future Year Cost: 0

Total Project Cost: 4,232,887

LRTP: 2045 RMP Page 5-8 - Table 5-4

WAKULLA SPRINGS RD (CR 61) FROM BLOXHAM CUTOFF RD (SR 267) TO LEON CO LINE**4383582 Non-SIS****Project Description:** WIDEN/RESURFACE EXIST LANES**Lead Agency:** MANAGED BY WAKULLA COUNTY**From:** BLOXHAM CUTOFF RD (SR 267)

BOARD OF COUNTY COMMISSIONERS

To: LEON COUNTY LINE**County:** WAKULLA**Length:** 4.107**Phase Group:** CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	SCWR	1,187,141	0	0	0	0	1,187,141
		1,187,141					1,187,141

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 1,187,141****LRTP: 2045 RMP Page 5-8 - Table 5-4**

MLK RD FROM CRAWFORDVILLE RD (SR 61/US 319) TO SPRING CREEK RD (CR 365)

4465861 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY WAKULLA COUNTY

BOARD OF COUNTY COMMISSIONERS

County: WAKULLA

Length: 4.178

Phase Group: CONSTRUCTION

From: CRAWFORDVILLE RD (SR 61/US 319)

To: SPRING CREEK RD (CR 365)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	SCRA	1,694,475	0	0	0	0	1,694,475
		1,694,475					1,694,475

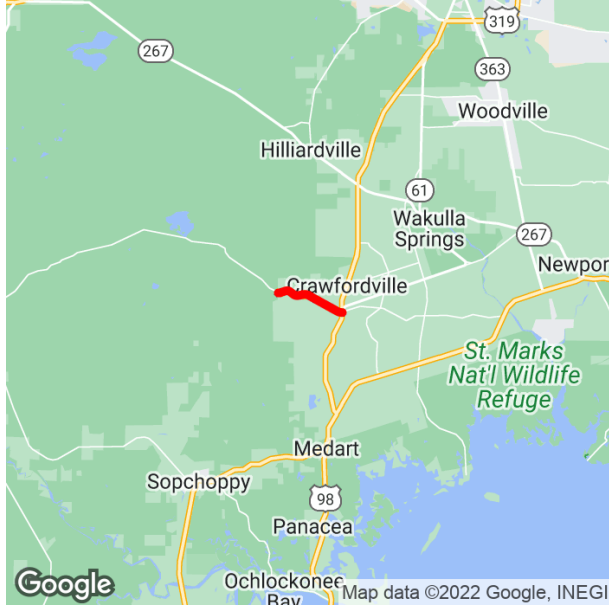
Prior Year Cost: 138,527 for PE Phase

Future Year Cost: 0

Total Project Cost: 1,833,002

LRTP: 2045 RMP Page 5-8 - Table 5-4

ARRAN RD (CR 368) FROM NF-13 TO (SR 61/US 319) CRAWFORDVILLE HWY
4486091 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY WAKULLA COUNTY
 BOARD OF COUNTY COMMISSIONERS

County: WAKULLA

Length: 3.375

Phase Group: CONSTRUCTION

From: NF-13

To: CRAWFORDVILLE HWY (SR 61/US 319)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	GRSC	1,228,038	0	0	0	0	1,228,038
		1,228,038					1,228,038

Prior Year Cost: 103,523 for PE Phase

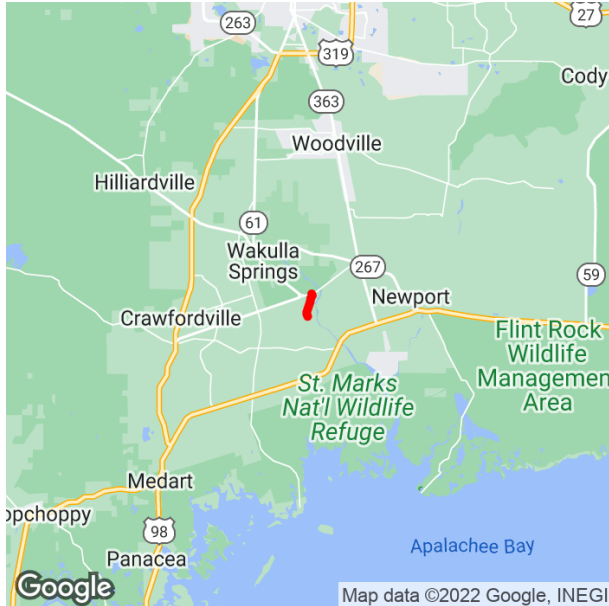
Future Year Cost: 0

Total Project Cost: 1,331,561

LRTP: 2045 RMP Page 5-8 - Table 5-4

TIGER HAMMACK RD FROM S OF MYSTERIOUS WATERS RD TO SHADEVILLE RD (SR 61)

4486191 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY WAKULLA COUNTY BOARD OF COUNTY COMMISSIONERS

County: WAKULLA

Length: 1.344

Phase Group: CONSTRUCTION

From: S OF MYSTERIOUS WATERS RD

To: SHADEVILLE RD (SR 61)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	SCRA	0	476,100	0	0	0	476,100
		476,100					476,100

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 476,100

LRTP: 2045 RMP Page 5-8 - Table 5-4

WHIDDON LAKE RD FROM CRAWFORDVILLE HWY (SR 61/US319) TO STOKLEY RD

4486221 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY WAKULLA COUNTY COMMISSION

County: WAKULLA

Length: 1.15

Phase Group: CONSTRUCTION

From: CRAWFORDVILLE HWY (SR 61/US319)

To: STOKLEY RD

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	SCRA	0	0	573,832	0	0	573,832
				573,832			573,832

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 573,832

LRTP: 2045 RMP Page 5-8 - Table 5-4

LONNIE RAKER LANE FROM EAST IVAN RD TO BLOXHAM CUTOFF RD (SR 267)**4486541 Non-SIS****Project Description:** RESURFACING**Lead Agency:** MANAGED BY WAKULLA COUNTY
BOARD OF COUNTY COMMISSIONERS**County:** WAKULLA**Length:** 2.41**Phase Group:** CONSTRUCTION**From:** EAST IVAN RD**To:** BLOXHAM CUTOFF RD (SR 267)

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	CIGP	599,302	0	0	0	0	599,302
		599,302					599,302

Prior Year Cost: 54,482 for PE Phase**Future Year Cost: 0****Total Project Cost: 653,784****LRTP: 2045 RMP Page 5-8 - Table 5-4**

PARK AVE FROM END OF EXISTING PAVEMENT TO SHELDON ST
4497251 Non-SIS



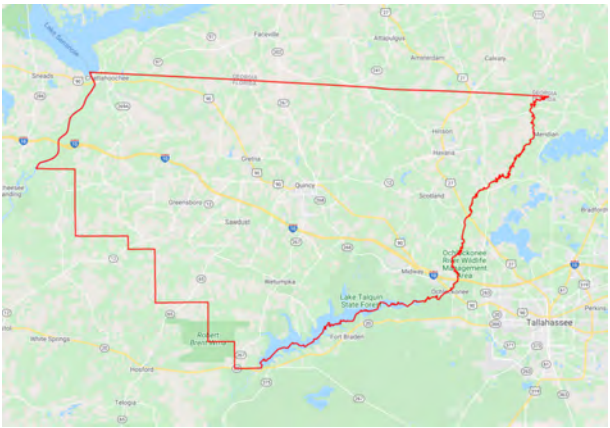
Project Description: FLEXIBLE PAVEMENT RECONSTRUCT.
Lead Agency: MANAGED BY CITY OF SOPCHOPPY **From:** END OF EXITSING PAVEMENT
County: WAKULLA COMMISSIONERS **To:** SHELDON ST
Length: 0.528
Phase Group: CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	SCRC	333,050	0	0	0	0	333,050
		333,050					333,050

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 333,050
LRTP: 2045 RMP Page 5-8 - Table 5-4

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

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



Project Description: TRAFFIC SIGNALS
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
County: GADSDEN
Length: 0
Phase Group: OPERATIONS

From:
To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
OPS	DITS	80,510	82,743	85,263	87,869	90,656	427,041
		80,510	82,743	85,263	87,869	90,656	427,041

Prior Year Cost: 479,407
Future Year Cost: 0
Total Project Cost: 906,448
LRTP: 2045 RMP Page 5-8 - Table 5-4

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



Project Description: SIGNING/PAVEMENT MARKINGS

Lead Agency: MANAGED BY FDOT

From: W OF BYRD RD

County: GADSDEN

To: OPPORTUNITY LN

Length: 2.115

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

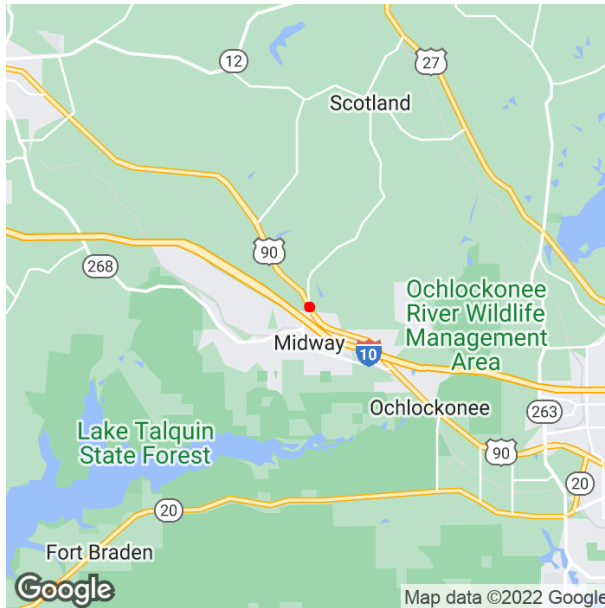
Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	ACSS	0	39,793	0	0	0	39,793
CST	ACSS	0	0	0	220,806	0	220,806
		39,793		220,806		260,599	

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 260,599

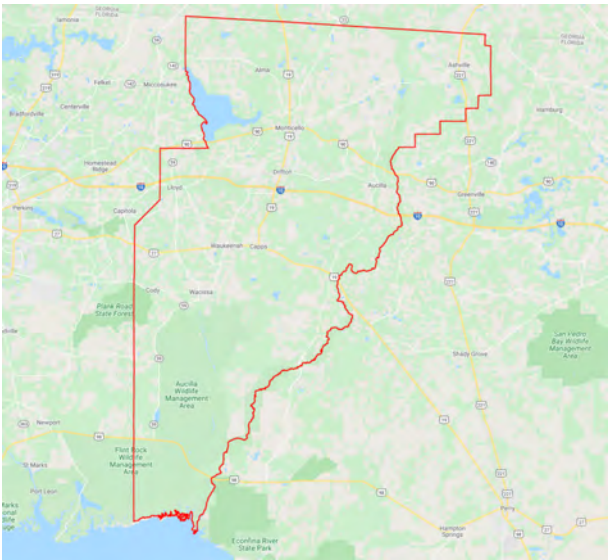
LRTP: 2045 RMP Page 5-8 - Table 5-4

US 90 (SR 10) AT DOVER ROAD INTERSECTION IMPROVEMENTS**4495001 Non-SIS****Project Description:** INTERSECTION IMPROVEMENT**Lead Agency:** MANAGED BY FDOT**County:** GADSDEN**Length:** 0.105**Phase Group:** PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
ROW	DIH	0	40,000	0	0	0	40,000
ROW	DS	0	163,500	0	0	0	163,500
CST	DIH	0	0	19,724	0	0	19,724
CST	DS	0	0	1,430,006	0	0	1,430,006
		203,500	1,449,730				1,653,230

Prior Year Cost: 667,902**Future Year Cost: 0****Total Project Cost: 2,321,132****LRTP: Safety: 2045 RMP Page 5-8 - Table 5-4**

JEFFERSON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS
4367451 Non-SIS



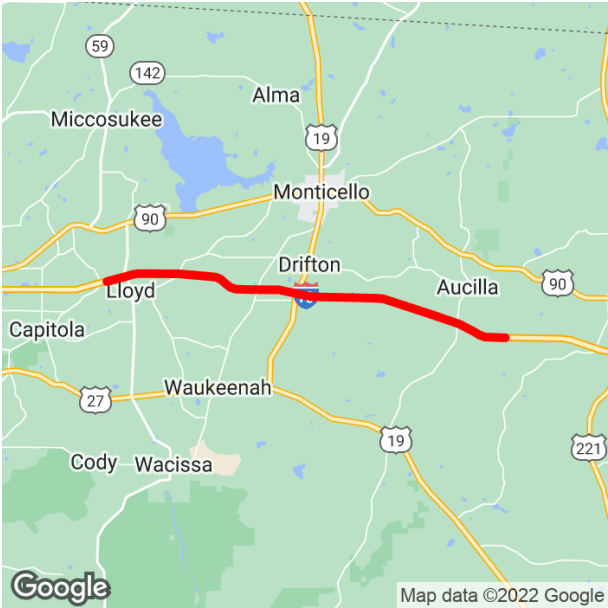
Project Description: TRAFFIC SIGNALS
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
County: JEFFERSON
Length: 0
Phase Group: OPERATIONS

From:
To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
OPS	DITS	7,500	8,262	8,480	8,705	8,952	41,899
		7,500	8,262	8,480	8,705	8,952	41,899

Prior Year Cost: 39,800
Future Year Cost: 0
Total Project Cost: 81,699
LRTP: 2045 RMP Page 5-8 - Table 5-4

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



Project Description: SAFETY PROJECT
Lead Agency: MANAGED BY FDOT
County: JEFFERSON
Length: 19.487
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

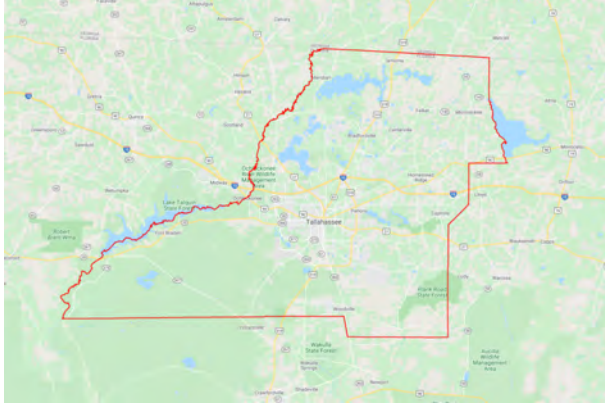
From: LEON COUNTY LINE
To: MADISON COUNTY LINE

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	ACSS	2,615,437	0	0	0	0	2,615,437
		2,615,437					2,615,437

Prior Year Cost: 196,360
Future Year Cost: 0
Total Project Cost: 2,811,797
LRTP: 2045 RMP Page 5-8 - Table 5-4

LEON COUNTY COMPUTER BASED ATMS IMPLEMENTATION/OPERATIONS

2197852 Non-SIS



Project Description: ITS COMMUNICATION SYSTEM

Lead Agency: RESPONSIBLE AGENCY NOT

From:

AVAILABLE

To:

County: LEON

Length: 0

Phase Group: OPERATIONS, CAPITAL

Phase	Fund Code	2023	2024	2025	2026	2027	Total
OPS	DDR	0	500,000	500,000	500,000	500,000	2,000,000
			500,000	500,000	500,000	500,000	2,000,000

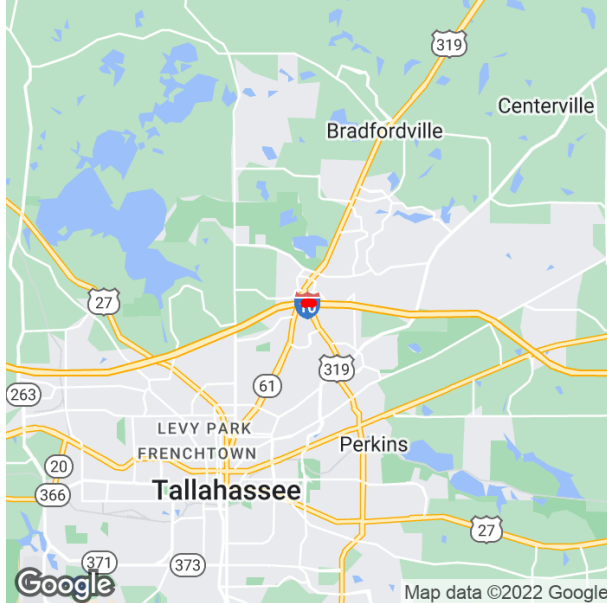
Prior Year Cost: 750,000

Future Year Cost: 0

Total Project Cost: 2,750,000

LRTP: 2045 RMP Page 5-8 - Table 5-4

I-10 (SR 8) INTERCHANGE AT THOMASVILLE RD (SR 61) & CAPITAL CIRCLE NE (SR 261/US 319)
2225936 SIS



Project Description: INTERCHANGE IMPROVEMENT

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 1.413

From: THOMASVILLE RD (SR 61) & CAPITAL CIRCLE NE (SR 261/US 319)

To: THOMASVILLE RD (SR 61) & CAPITAL CIRCLE NE (SR 261/US 319)

Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION

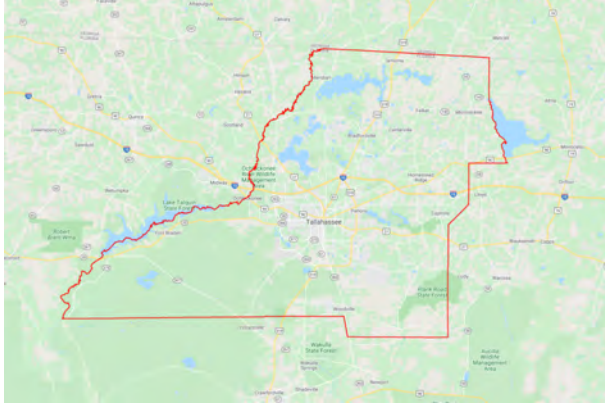
Phase	Fund Code	2023	2024	2025	2026	2027	Total
RRU	DDR	516,000	0	0	0	0	516,000
CST	ACNP	4,810,443	0	0	0	0	4,810,443
		5,326,443					5,326,443

Prior Year Cost: 1,408,942

Future Year Cost: 0

Total Project Cost: 6,735,385

LRTP: 2045 RMP Cost Feasible Roadway
Plan - Page 5-4 (SIS)

LEON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS**4367461 Non-SIS****Project Description:** TRAFFIC SIGNALS**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE**From:****To:****County:** LEON**Length:** 0**Phase Group:** OPERATIONS

Phase	Fund Code	2023	2024	2025	2026	2027	Total
OPS	DDR	904,307	926,897	954,703	983,344	1,257,745	5,026,996
OPS	DITS	194,442	221,888	228,545	235,401	0	880,276
		1,098,749	1,148,785	1,183,248	1,218,745	1,257,745	5,907,272

Prior Year Cost: 6,507,161**Future Year Cost: 0****Total Project Cost: 12,414,433****LRTP: 2045 RMP Page 5-8 - Table 5-4**

PENSACOLA ST (SR 366) FROM APPELYARD DR TO STADIUM DR
4395793 Non-SIS



Project Description: INTERSECTION IMPROVEMENT

Lead Agency: MANAGED BY FDOT

From: APPELYARD DR

County: LEON

To: STADIUM DR

Length: 1.873

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

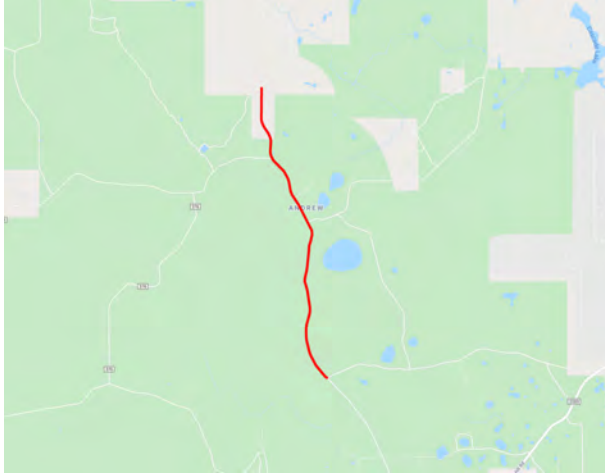
Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	ACSS	385,000	0	0	0	0	385,000
CST	ACSS	0	0	0	1,070,174	0	1,070,174
		385,000			1,070,174		1,455,174

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,455,174

LRTP: 2045 RMP Page 5-8 - Table 5-4

SILVER LAKE RD (CR 260) FROM NFR 358 TO BLOUNTSTOWN HWY (SR 20)**4440301 Non-SIS****Project Description:** SIGNING/PAVEMENT MARKINGS**Notes:** The project limits and length were amended at the May 17, 2022 CRTPA Board Meeting.**Lead Agency:** MANAGED BY LEON COUNTY**From:** NFR 358

BOARD OF COUNTY COMMISSIONERS

To: BLOUNTSTOWN HWY (SR 20)**County:** LEON**Length:** 3.186**Phase Group:** CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	ACSS	89,001	0	0	0	0	89,001
		89,001					89,001

Prior Year Cost: 127,831**Future Year Cost: 0****Total Project Cost: 216,832****LRTP: 2045 RMP Page 5-8 - Table 5-4**

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



Project Description: LIGHTING

Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE

County: LEON

Length: 1.158

Phase Group: CONSTRUCTION

From: CAPITAL CIRCLE SW (SR 263)

To: MCKENZIE DR

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	ACSS	252,004	0	0	0	0	252,004
		252,004					252,004

Prior Year Cost: 104,513

Future Year Cost: 0

Total Project Cost: 356,517

LRTP: 2045 RMP Page 5-8 - Table 5-4

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



Project Description: SAFETY PROJECT

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0.317

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: CALIARK ST

To: W BREVARD ST

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	ACSS	0	0	191,693	0	0	191,693
CST	ACSS	0	0	0	544,443	0	544,443
				191,693	544,443		736,136

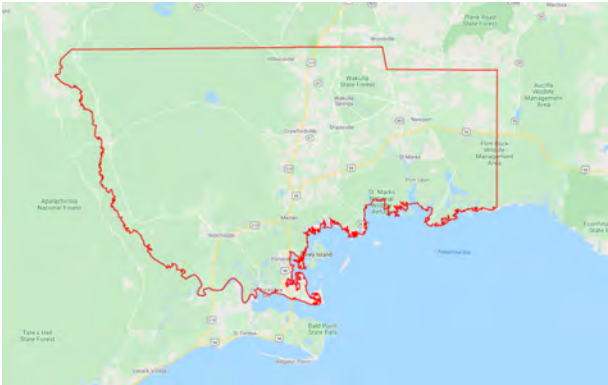
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 736,136

LRTP: 2045 RMP Page 5-8 - Table 5-4

WAKULLA COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS
4367511 Non-SIS



Project Description: TRAFFIC SIGNALS
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
County: WAKULLA
Length: 0
Phase Group: OPERATIONS

From:
To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
OPS	DITS	33,000	33,957	34,975	36,059	37,152	175,143
		33,000	33,957	34,975	36,059	37,152	175,143

Prior Year Cost: 206,685
Future Year Cost: 0
Total Project Cost: 381,828
LRTP: 2045 RMP Page 5-8 - Table 5-4

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



Project Description: SAFETY PROJECT

Lead Agency: MANAGED BY FDOT

County: WAKULLA

Length: 0.4

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: CR 61 WAKULLA SPRINGS RD

To: CR 61 WAKULLA SPRINGS RD

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	ACSS	0	32,837	0	0	0	32,837
CST	ACSS	0	0	0	205,708	0	205,708
		32,837		205,708		238,545	

Prior Year Cost: 0

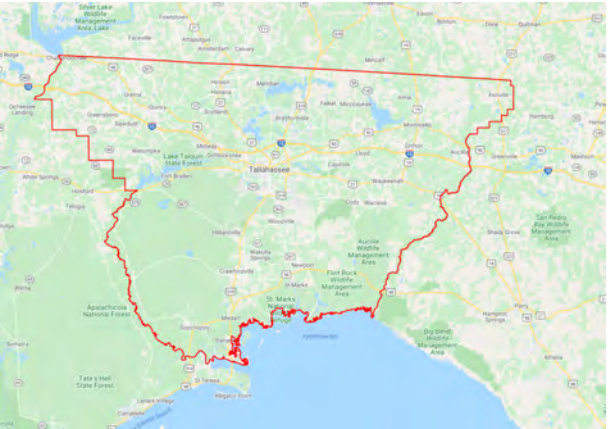
Future Year Cost: 0

Total Project Cost: 238,545

LRTP: 2045 RMP Page 5-8 - Table 5-4

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

MIDWAY OPERATIONS CENTER EMERGENCY GENERATOR COMPONENTS REPLACEMENT
4483302 Non-SIS



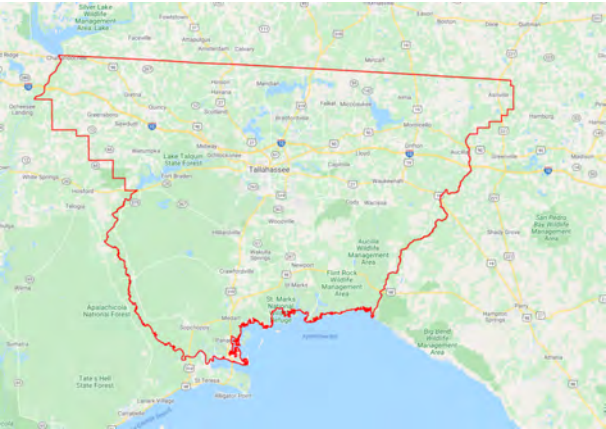
Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT
County: GADSDEN
Length: 0
Phase Group: BRDG/RDWDY/CONTRACT MAINT

From:
To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
MNT	D	5,500	5,500	5,500	5,500	0	22,000
		5,500	5,500	5,500	5,500		22,000

Prior Year Cost: 9,600
Future Year Cost: 0
Total Project Cost: 31,600
LRTP: Not Applicable

MIDWAY OPERATIONS CENTER CONSTRUCT POLE BARN
4499561 Non-SIS



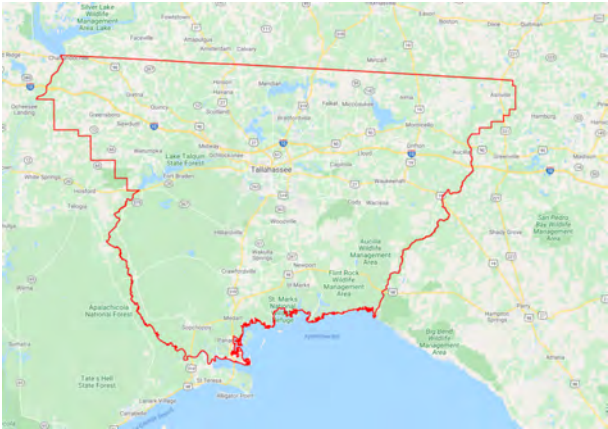
Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 65,280
LRTP: Not Applicable

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

From:
To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	FCO	65,280	0	0	0	0	65,280
		65,280					65,280

MIDWAY OPERATIONS CENTER PAINTING INTERIOR
4499571 Non-SIS



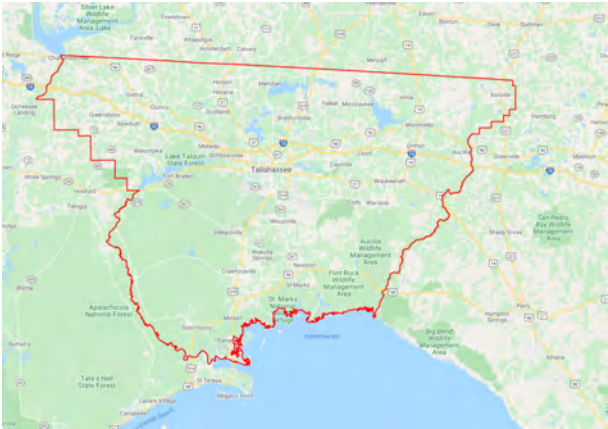
Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT
County: GADSDEN
Length: 0
Phase Group: BRDG/RDWDY/CONTRACT MAINT

From:
To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
MNT	D	5,000	0	0	0	0	5,000
		5,000					5,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 5,000
LRTP: Not Applicable

MIDWAY OPERATIONS CENTER PAINTING/CLEANING EXTERIOR
4499581 Non-SIS



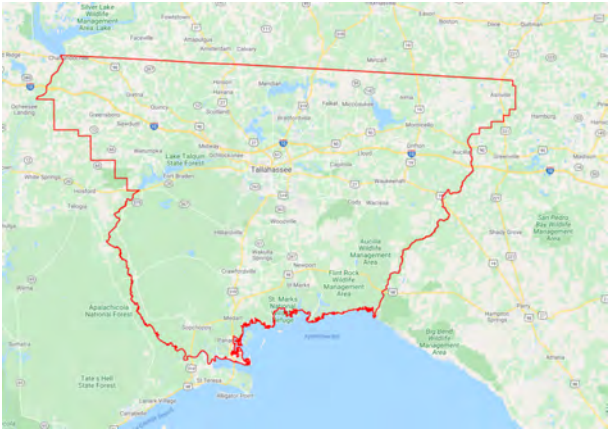
Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT
County: GADSDEN
Length: 0
Phase Group: BRDG/RDWDY/CONTRACT MAINT

From:
To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
MNT	D	3,500	2,500	0	0	0	6,000
		3,500	2,500				6,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 6,000
L RTP: Not Applicable

MIDWAY OPERATIONS CENTER REMODEL BATHROOM STALL PARTITION/COUNTER TOPS
4499591 Non-SIS



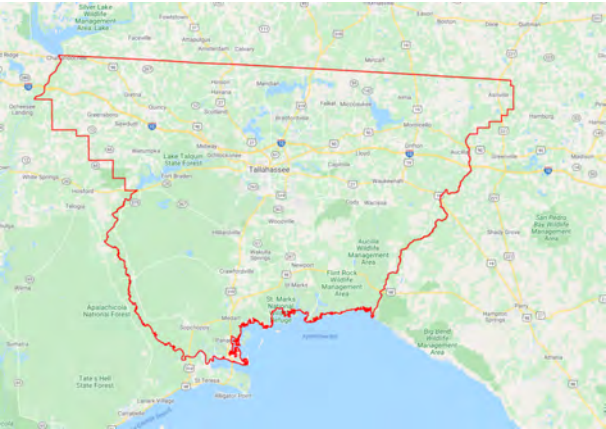
Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT
County: GADSDEN
Length: 0
Phase Group: CONSTRUCTION

From:
To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	FCO	27,000	0	0	0	0	27,000
		27,000					27,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 27,000
L RTP: Not Applicable

MIDWAY OPERATIONS CENTER ROOF REPAIRS
4499601 Non-SIS



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

From:
To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
MNT	D	2,500	0	0	0	0	2,500
		2,500					2,500

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,500
L RTP: Not Applicable

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



Project Description: REST AREA

Lead Agency: MANAGED BY FDOT

County: JEFFERSON

Length: 0.471

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION

From:

To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	DIH	20,726	0	0	0	0	20,726
CST	DRA	1,687,641	0	0	0	0	1,687,641
		1,708,367					1,708,367

Prior Year Cost: 1,485,777

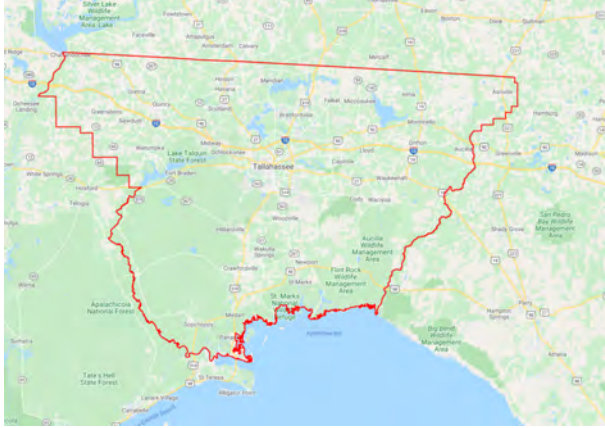
Future Year Cost: 0

Total Project Cost: 3,194,144

LRTP: 2045 RMP Page 5-8 - Table 5-4

APL- APPROVED PRODUCT LIST - PRODUCT EVALUATION WEBSITE ENHANCEMENTS

4428671 Non-SIS



Project Description: INFORMATION SYSTEMS

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0

Phase Group: PRELIMINARY ENGINEERING

From:

To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	DC	2,137	0	0	0	0	2,137
		2,137					2,137

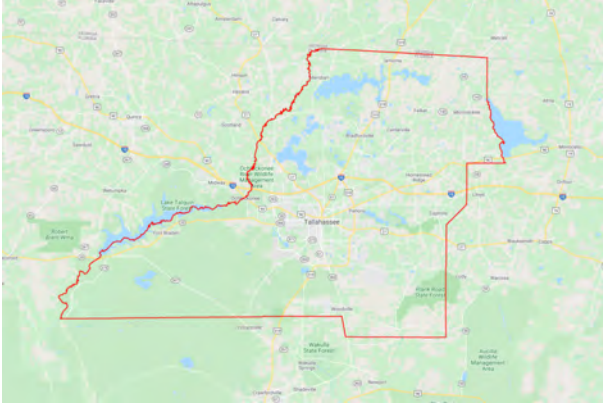
Prior Year Cost: 575,976

Future Year Cost: 0

Total Project Cost: 578,113

LRTP: Not Applicable

SPRINGHILL ADMIN BLDG. ROOF REPLACEMENT
4482661 Non-SIS



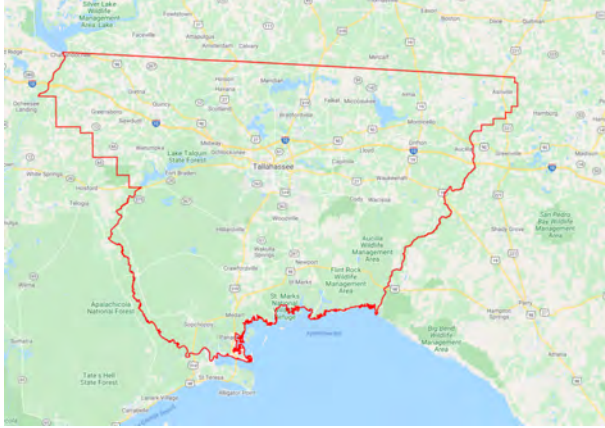
Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0
Phase Group: CONSTRUCTION

From:
To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	FCO	40,000	0	40,000	0	0	80,000
		40,000		40,000			80,000

Prior Year Cost: 192,000
Future Year Cost: 0
Total Project Cost: 332,000
L RTP: Not Applicable

**SPRINGHILL ROAD WELDING SHOP ROOF - CO
4482662 Non-SIS**



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

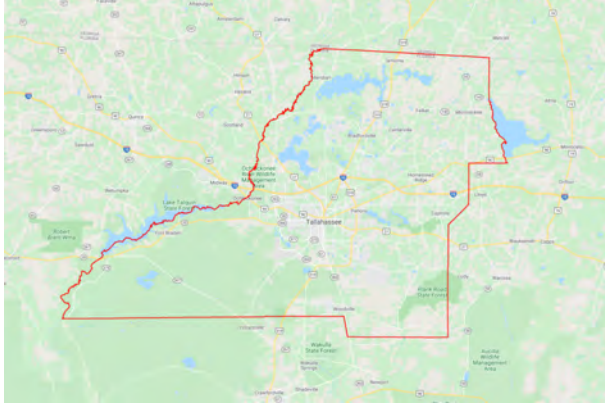
From:
To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	FCO	30,000	0	0	30,000	0	60,000
		30,000			30,000		60,000

Prior Year Cost: 192,000
Future Year Cost: 0
Total Project Cost: 332,000
L RTP: Not Applicable

BURNS BLDG - WALLPAPER REMOVAL/WALL REPAIR/PAINTING - ELEVATOR

4482711 Non-SIS



Project Description: FIXED CAPITAL OUTLAY

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0

Phase Group: CONSTRUCTION, BRDG/RDWY/CONTRACT MAINT

From:

To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	FCO	150,000	0	0	0	0	150,000
		150,000					150,000

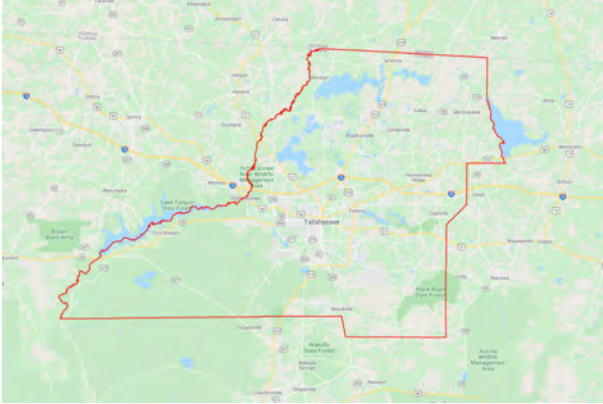
Prior Year Cost: 35,000

Future Year Cost: 0

Total Project Cost: 185,000

LRTP: Not Applicable

ADA RENOVATIONS - GROUP AND SINGLE USE RESTROOM - BURNS BLDG. PHASE I 4502831 Non-SIS



Project Description: FIXED CAPITAL OUTLAY

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0

Phase Group: CONSTRUCTION

From:

To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	FCO	550,000	0	0	0	0	550,000
		550,000					550,000

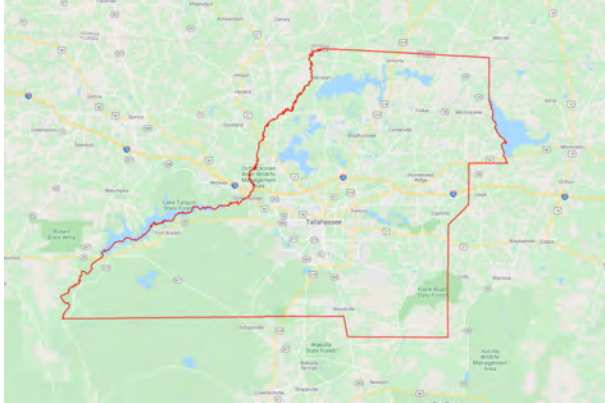
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 550,000

LRTP: Not Applicable

CO HEADQUARTERS TALLAHASSEE - KITCHEN STUDY
4502841 Non-SIS



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

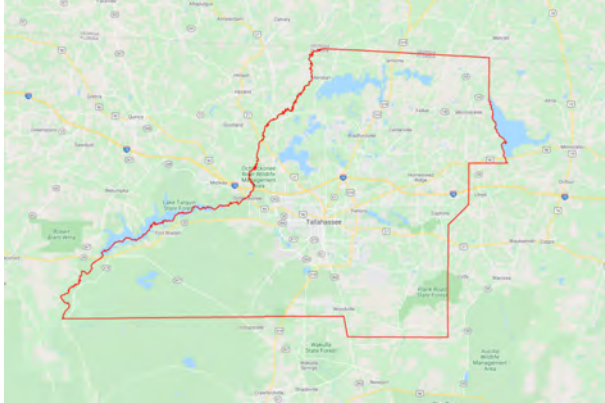
From:
To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	FCO	0	40,000	0	0	0	40,000
			40,000				40,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 40,000
LRTP: Not Applicable

CO CAFETERIA SEATING AREA RENOVATIONS - DESIGN/CONSTRUCTION

4502851 Non-SIS



Project Description: FIXED CAPITAL OUTLAY

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0

Phase Group: PRELIMINARY ENGINEERING

From:

To:

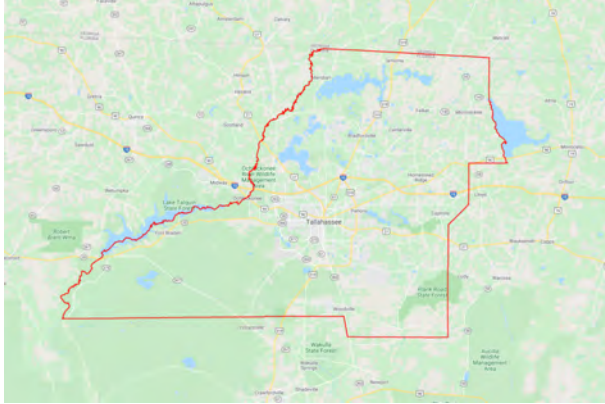
Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	FCO	0	0	0	90,000	900,000	990,000
					90,000	900,000	990,000

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 990,000

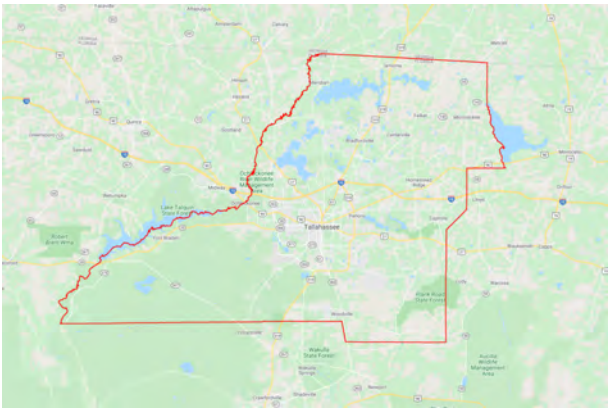
L RTP: Not Applicable

ADA RENOVATIONS - GROUP AND SINGLE USE RESTROOMS - PHASE II BURNS**4502881 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** MANAGED BY FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION**From:****To:**

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	FCO	0	350,000	0	0	0	350,000
		350,000					350,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 350,000****LRTP: Not Applicable**

CO - LANDSCAPE MASTER CAMPUS PLAN
4502891 Non-SIS



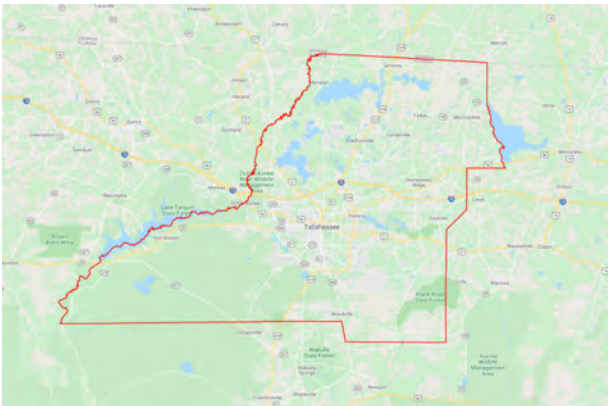
Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0
Phase Group: CONSTRUCTION

From:
To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	FCO	0	35,000	175,000	0	0	210,000
			35,000	175,000			210,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 210,000
L RTP:

CO HEADQUARTERS - PARKING GARAGE STUDY
4502901 Non-SIS



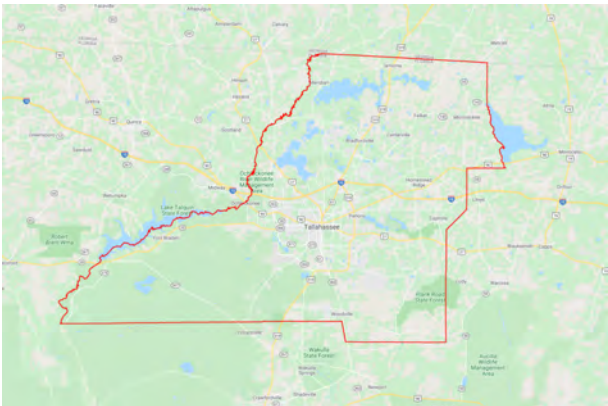
Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0
Phase Group: CONSTRUCTION

From:
To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	FCO	0	0	0	50,000	0	50,000
					50,000		50,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 50,000
L RTP: Not Applicable

CO HEADQUARTERS - RE-DESIGN/RENOVATE - MAIN LOBBY
4502911 Non-SIS



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

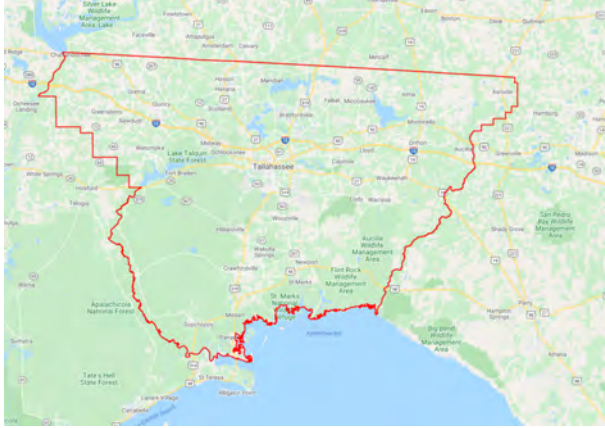
From:
To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	FCO	0	80,000	750,000	0	0	830,000
			80,000	750,000			830,000

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 830,000
LRTP: Not Applicable

SECTION I - TRANSPORTATION PLANNING

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

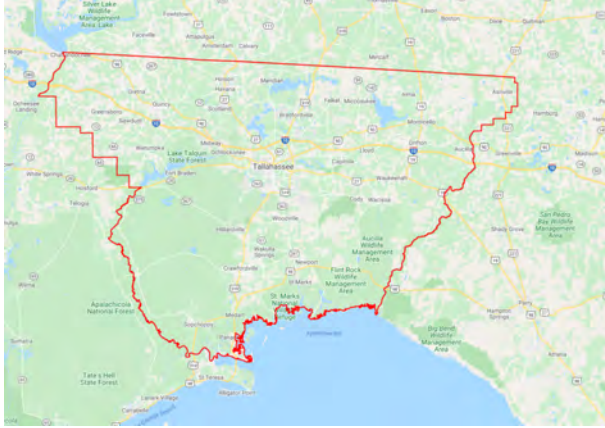


Project Description: FUNDING ACTION
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0
Phase Group: CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	SU	0	0	3,531,016	3,478,715	3,396,975	10,406,706
				3,531,016	3,478,715	3,396,975	10,406,706

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 10,406,706 LRTP:
2045 RMP Table 5-1 - Page 5-2

CRTPA CONTINGENCY BOX FOR CRTPA URBAN FUNDS
2197939 Non-SIS

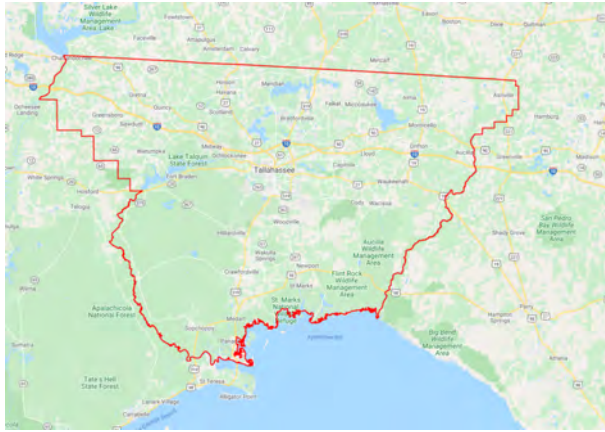


Project Description: FUNDING ACTION
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0
Phase Group: RIGHT OF WAY, CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
CST	SU	130,031	124,318	0	0	0	254,349
		130,031	124,318				254,349

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 254,349
LRTP: 2045 RMP Page 5-8 - Table 5-4

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



Project Description: TRANSPORTATION PLANNING
Lead Agency: CAPITAL REGION TRANSPORTATION
 PLANNING AGENCY
County: LEON
Length: 0
Phase Group: PLANNING

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PLN	CM	0	450,000	0	0	0	450,000
PLN	PL	813,826	750,907	0	0	0	1,564,733
PLN	SU	1,050,000	250,000	0	0	0	1,300,000
		1,863,826	1,450,907				3,314,733

Prior Year Cost: 0

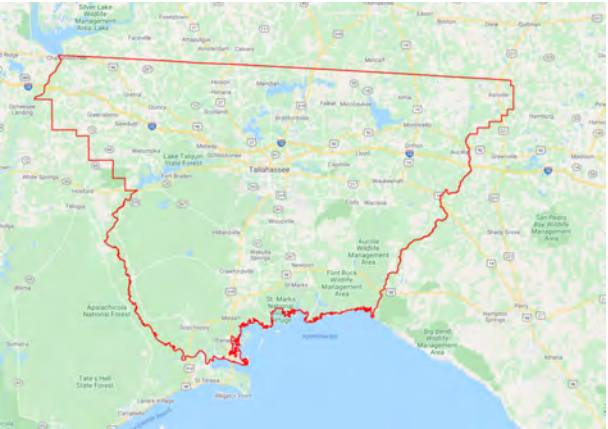
Future Year Cost: 0

Total Project Cost: 3,314,733

L RTP: 2045 RMP Page 5-8 - Table 5-4

PLANNING STUDIES FUNDED IN THE CRTPA's UPWP		
PROJECT	FY 23	FY 24
Task 3 2,0 Data Collection		
Enterprise Data and Research Tool	\$ 40,000	\$ 40,000
Task 3.0 Long-Range Planning		
L RTP Update		\$ 450,000
Task 4.0 Short-Range Planning		
TIP Software	\$ 12,000	\$ 12,000
Task 5.0 Mobility Planning		
Tallahassee to Havana Multi-Use Trail Feasibility Study	\$ 52,700	
Bloxham Cutoff Road/SR 267 Multi-Use Trail Feasibility Study	\$ 98,700	
Congestion Management Plan Process Update	\$ 146,600	
Task 7.0 Special Projects		
Freight Study	\$ 175,000	
Telecommute Study	\$ 75,000	

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

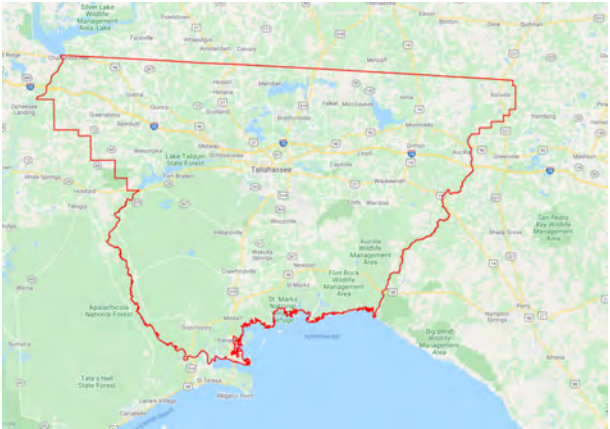


Project Description: TRANSPORTATION PLANNING
Lead Agency: CAPITAL REGION TRANSPORTAION
PLANNING AGENCY
County: LEON
Length: 0
Phase Group: PLANNING

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PLN	PL	0	0	758,742	766,733	0	1,525,475
				758,742	766,733		1,525,475

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,525,475
LRTP: 2045 RMP Page 5-8 - Table 5-4

CAPITAL REGION TPA (TALLAHASSEE) FY 2026/2027-2027/2028 UPWP
4393236 Non-SIS

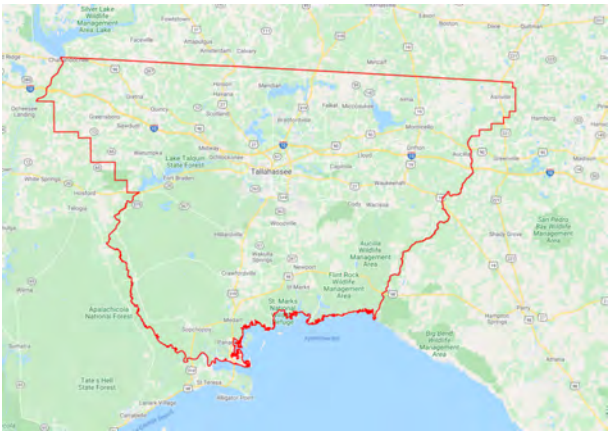


Project Description: TRANSPORTATION PLANNING
Lead Agency: CAPITAL REGION TRANSPORTATION
PLANNING AGENCY
County: LEON
Length: 0
Phase Group: PLANNING

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PLN	PL	0	0	0	0	766,733	766,733
						766,733	766,733

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 766,733
L RTP: 2045 RMP Page 5-8 - Table 5-4

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



Project Description: TRANSPORTATION PLANNING

Lead Agency: MANAGED BY FDOT

From:

County: LEON

To:

Length: 0

Phase Group: PLANNING

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PLN	PL	672,952	672,952	0	0	0	1,345,904
		672,952	672,952				1,345,904

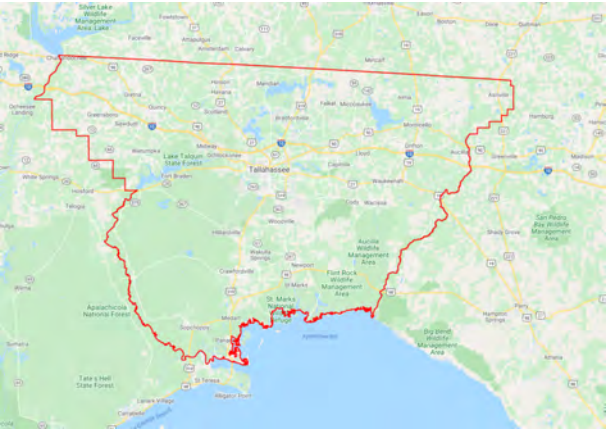
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,345,904

L RTP: 2045 RMP Page 5-8 - Table 5-4

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



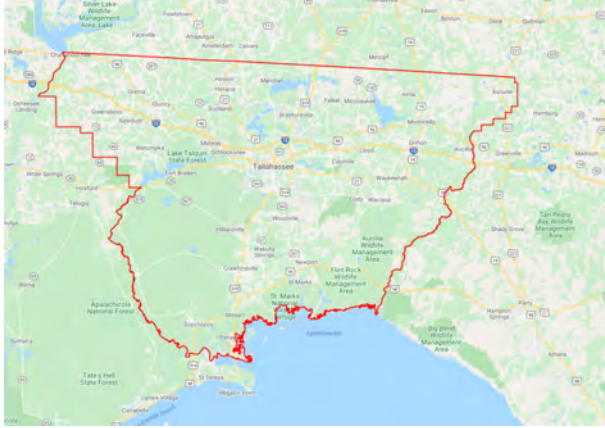
Project Description: TRANSPORTATION PLANNING
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0
Phase Group: PLANNING

From:
To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PLN	PL	0	0	672,952	672,952	0	1,345,904
				672,952	672,952		1,345,904

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,345,904
LRTP: 2045 RMP Page 5-8 - Table 5-4

MPO ADVISORY COMMITTEE STAFF FY 2026/2027-2027/2028 UPWP
4393396 Non-SIS



Project Description: TRANSPORTATION PLANNING

Lead Agency: MANAGED BY FDOT

From:

County: LEON

To:

Length: 0

Phase Group: PLANNING

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PLN	PL	0	0	0	0	672,952	672,952
						672,952	672,952

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 672,952

LRTP: 2045 RMP Page 5-8 - Table 5-4

APPENDICES

Appendix A

TIP Abbreviations, Acronyms and Fund Codes

TIP Abbreviations/Acronyms & Definitions

ARPA	American Rescue Plan Act of 2021
BPIA	Blueprint Intergovernmental Agency –local agency that implements a portion of the Leon County penny sales tax funding for use on infrastructure and natural resource management in Tallahassee/Leon County.
CMAC	Citizens Multimodal Advisory Committee – one of the two committees that advises the CRTPA Board and is comprised of individuals in the community.
CPGA	Consolidated Planning Grant Agreement
CRTPA	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.
CTD	Florida Commission for the Transportation Disadvantaged, a state agency.
FAA	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.
FAST Act	On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.
FDOT	Florida Department of Transportation – the state transportation agency responsible for transportation planning in Florida.
FHWA	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.
FTA	Federal Transit Administration – the federal agency within the United States Department of Transportation that provides technical assistance to local public transit systems.
ITS	Intelligent Transportation Systems – related to transportation, ITS are techniques and methods for relieving congestion, improving road and transit safety, and increasing economic productivity.
PPL	Priority Project List(s) – the annually adopted CRTPA listing of project priorities providing funding guidance to the FDOT.
RMP	Regional Mobility Plan – The CRTPA’s long range transportation plan that identifies needed transportation projects in the CRTPA region over a 20-year time period to address the region’s mobility.
SIS	Strategic Intermodal System – a transportation system in Florida that is comprised of facilities and services of statewide and interregional significance.
STIP	State Transportation Improvement Program - is a federally mandated document which must include a listing of projects planned with federal participation in the next four fiscal years.

SUNTrail	The Florida Shared-Use Nonmotorized (SUN) Trail Network -state program directing FDOT to make use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP).
TAC	Technical Advisory Committee – one of the two committees that advises the CRTPA Board and comprised of local and state planners and engineers with expertise in the area of transportation planning, engineering or management.
TATMS	Tallahassee Advanced Traffic Management System – the region's traffic management center.
TD	Transportation Disadvantaged - Transportation disadvantaged are those who cannot obtain their own transportation due to a disability, age, or income.
TIP	Transportation Improvement Program – CRTPA document adopted annually that provides a prioritized listing of transportation projects within the CRTPA region over a five-year period that have received identified funding and is consistent with the agency's long range transportation plan.
TPM	Transportation Performance Measures
TRIP	Transportation Regional Incentive Program – competitive FDOT program providing state funding for regionally significant projects.

Project Phase Information

The following provides information detailing the project phase abbreviations contained on the project pages within the TIP.

Phase Group	Description	Phase Type	Description
1	Planning (PLN)/Feasibility Study (FS)	1	In-House/Consultant
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)		

TIP 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, Work Program Instructions, September 10, 2021, Schedule "A"



Work Program Instructions

FY 22/23 – 26/27

September 10th, 2021

Schedule A - Federal Funds Distribution Matrix

FUND		ALLOCATION CHARACTERISTICS		
Code	Description	Level	Method	Comment
ARPA	American Rescue Plan Act	Statewide	Needs	Section 9901 amended Title VI of the Social Security Act adding s. 602, and s. 603, to establish the Fiscal
BRT	Bridge Replacement Program, On System	Statewide	Needs	SAFETEA-LU, Section 1101(a)(3) and 1114 and Title 23 U.S.C, Section 144
BRTZ	Bridge Replacement Program, Off-System	Statewide	Needs	FAST Act, Section 1109(
CM	Congestion Mitigation	District	Federal	FAST Act, Section 1101(a)(1); Section 1114 and Title 23 U.S.C., Section 149(b)(4)
DU	State Primary, Federal Reimbursable Funds	District	Federal	Federal Law provides distribution based upon Rural or Elderly Handicapped Population
DUCA	Transit Cares Act	District	Federal	Public Law No: 116-136 Coronavirus Aid, Relief, and Economic Security Act or the CARES Act
EB	Equity Bonus	District	Statutory%	SAFETEA-LU, Section 1104 and Title 23 U.S.C., Section 105
EBBP	Equity Bonus Supplement, Bridges	Statewide	Needs	SAFETEA-LU, Section 1104 and Title 23 U.S.C., Section 105
EBNH	Equity Bonus Supplement, NH System	Statewide	Needs	SAFETEA-LU, Section 1104 and Title 23 U.S.C., Section 105
GFBR	General Funds Bridge Repair / Replace	Statewide	Needs	Department of Transportation Appropriations Act, 2020, title I of division H, (P.L. 116-94)
GFSA	General Funds STPBG Any Area	District	Statutory%	Title 23 U.S.C., Section 133(8)(1)(A) and USDOT Appropriations Act FFY2018, Title I of Division L, Public Law 115-141
GFSL	General Funds STPBG <200k >5k [Small Urban]	District	Population	Title 23 U.S.C., Section 133(8)(1)(A) and USDOT Appropriations Act FFY2018, Title I of Division L, Public Law 115-142
GFSL	General Funds STPBG <5k [Rural]	District	Rural Miles	Title 23 U.S.C., Section 133(8)(1)(A) and USDOT Appropriations Act FFY2018, Title I of Division L, Public Law 115-143
GFSP	General Funds Safety Program	Statewide	Needs	Title 23 U.S.C., Section 133(8)(1)(A) and USDOT Appropriations Act FFY2018, Title I of Division L, Public Law 115-144
GFSP	General Funds Safety Program	Statewide	Needs	Title 23 U.S.C., Section 133(8)(1)(A) and USDOT Appropriations Act FFY2018, Title I of Division L, Public Law 115-144
GFSP	General Funds STPBG >200k [Urban]	District	Population	Title 23 U.S.C., Section 133(8)(1)(A) and USDOT Appropriations Act FFY2018, Title I of Division L, Public Law 115-144
HP	Highway Planning	Statewide	Needs	FAST Act, Section 1104(e)(6) and Title 23 U.S.C., Section 505
HR	Highway Research	Statewide	Needs	FAST Act, Section 1104(e)(6) and Title 23 U.S.C., Section 505
HRRR	High Risk Rural Roads	Districts	Rural Miles	FAST Act, Section 1113, and Title 23 U.S.C., Section 148
HSID	Set Aside of NHPP for Intersection Improvement	Statewide	Needs	Funds transferred from NHPP for intersection improvement
HSLD	Set Aside of NHPP for Lane Departure Improvement	Statewide	Needs	Funds transferred from NHPP for lane departure improvement
HSP	Highway Safety Program	Statewide	Needs	FAST Act, Section 1101(a)(1); Section 1113, and Title 23 U.S.C., Section 104(b)(3); Section 148
HSPT	Transfer from HSP for Education	Statewide	Needs	Funds transferred from HSP for Safety Educational Programs
IM	Interstate Maintenance	Statewide	Needs	SAFETEA-LU, Section 1101(a)(1) and Title 23 U.S.C., Section 119
NFP	National Freight Program	Statewide	Needs	FAST Act, Section 1101(a)(1); Section 1116 and Title 23 U.S.C. Section 104(b)(5); Section 167
NFPD	National Freight Program, Discretionary	Statewide	Needs	FAST Act, Section 1116 and Title 23 U.S.C., Section 167
NFPI	National Freight Program, Intermodal	Statewide	Needs	FAST Act, Section 1116 and Title 23 U.S.C., Section 167(i)(5)(B)
NH	National Highway System	Statewide	Needs	SAFETEA-LU, Sections 1101 (a)(1) and Title 23, U.S.C., Section 119
NHBR	National Highway Bridges	Statewide	Needs	FAST Act, Section 1106 and Title 23, U.S.C., Section 119
NHEX	National Highway Performance Program Exempt	Statewide	Needs	FAST Act, Section 1102(b)(13) and Title 23, U.S.C., Section 119
NHPP	National Highway Performance Program	Statewide	Needs	FAST Act, Section 1101(a)(1); Section 1106 and Title 23, U.S.C., Section 119; Section 104(b)(1)
NHRE	National Highway Performance Program, Resurfacing	District	Needs	FAST Act, Section 1106 and Title 23, U.S.C., Section 119
PL	Metropolitan Planning	Statewide	Needs	FAST Act, Section 1101(a)(1); Section 1201, and Title 23 U.S.C., Section 104; Section 134
RECT	Recreational Trails	Statewide	Needs	FAST Act, Section 1109(b)(7), and Title 23 U.S.C., Section 133
RED	Redistribution of Certain Authorized Funds	Statewide	Needs	FAST Act, Section 1102(f)
RHH	Rail Highway Crossings, Hazard Devices	Statewide	Needs	FAST Act, Section 1108 and Title 23 U.S.C., Section 130
RHP	Rail Highway Crossings, Protective Devices	Statewide	Needs	FAST Act, Section 1108 and Title 23 U.S.C., Section 130(e)(1)(B)
SA	Surface Transportation Program, Any Area	District	Statutory%	FAST Act, Section 1101(a)(1); Section 1109 and Title 23, U.S.C., Section 133, Section 104(b)(2)
SAAN	Surface Transportation Program, Not on NHS	Statewide	Needs	MAP 21, Section 1108 and Title 23, U.S.C., Section 133
SE	Surface Transportation Program, Enhancement	District	Statutory%	SAFETEA-LU, Section 1101(a)(4) and 1113 and Title 23, U.S.C., Section 133
SL	Surface Transportation Program, Population <= 200K	District	Population	FAST Act, Section 1109(b)(1) and Title 23, U.S.C., Section 133
SN	Surface Transportation Program, Population <= 5K	District	Rural Miles	FAST Act, Section 1109(b)(1) and Title 23, U.S.C., Section 133
SR2E	Safe Routes to School, Either	District	% Enrollment	SAFETEA-LU, Section 1101(a)(17) and 1404, Title 23, U.S.C., Section 402
SR2N	Safe Routes to School, Non-Infrastructure	District	% Enrollment	SAFETEA-LU, Section 1101(a)(17) and 1404, Title 23, U.S.C., Section 402
SR2S	Safe Routes to School, Infrastructure	District	% Enrollment	SAFETEA-LU, Section 1101(a)(17) and 1404, Title 23, U.S.C., Section 402
SR2T	Safe Routes to School, Transfer	Statewide	Needs	FHWA HQ & FL Division Office authorized the transfer of MAP-21 HSP Safety Funds to SR2T Funds
SU	Surface Transportation Program, Population > 200K	District	Population	FAST Act, Section 1109(b)(1) and Title 23, U.S.C., Section 133
TALL	Transportation Alternative Program, Population <= 200K	District	Population	FAST Act, Section 1109(b)(7), and Title 23 U.S.C., Section 133
TALN	Transportation Alternative Program, Population <= 5K	District	Rural Miles	FAST Act, Section 1109(b)(7), and Title 23 U.S.C., Section 133
TALT	Transportation Alternative Program, Any Area	District	Statutory%	FAST Act, Section 1109(b)(7), and Title 23 U.S.C., Section 133

TALU	Transportation Alternative Program, Population > 200K	District	Population	FAST Act, Section 1109(b)(7), and Title 23 U.S.C., Section 133
TIFR	Redistribution of TIFIA Funds	Statewide	Needs	Title 23 U.S.C., Section 608(a)(4)

Schedule A - State Funds Distribution Matrix

FUND		ALLOCATION CHARACTERISTICS		
Code	Description	Level	Method	Comment
AC	Advanced Construction	District	Statutory%	Revolving AC allocation by district
ART	Arterial Highways Program	Statewide	Needs	Section 339.66, F.S., Section 339.67, F.S., SB 100 and SB1126
ARTW	Arterial Widening Program	Statewide	Needs	Section 339.66, F.S., Section 339.67, F.S., Section 339.68, F.S., SB 100 and SB1126
BNBR	Amendment 4 Bonds	District	Needs	337.276, FS
BNCA	Bonds, Controlled Access	District	Statutory%	337.276, FS
BNDS	Bonds, State	District	Statutory%	337.276, FS
BNIR	Intrastate RW Bridge Bonds	Statewide	Needs	337.276, FS
BRP	Bridge Replacement Program	Statewide	Needs	339.135(4)(a), FS
BRRP	Bridge Repair and Rehabilitation	District	Needs	339.135(4)(a), FS
CIGP	County Incentive Grant Program	District	Statutory%	339.2817, FS
DC	State Primary PE Consultants	Statewide	Needs	State 100%
DOR	District Dedicated Revenue	District	Statute	206.608, FS
DEM	Environmental Mitigation	Statewide	Needs	253, FS; 267, FS and 373 (Part IV), FS
DEMW	Environmental Mitigation, Wetlands	Statewide	Needs	253, FS; 267, FS and 373 (Part IV), FS
DI	Statewide Inter/Intrastate Highway	Statewide	Needs	339.135(4)(a)2., FS and 339.65(6), FS
DIH	District In-House	District	Budget	District PE,RW and CEI manpower/support costs in LBR
DIS	Strategic Intermodal System	Statewide	Needs	339.61, FS and 339.65(6), FS
DITS	Statewide Intelligent Transportation System	Statewide	Needs	Intelligent Transportation Systems (ITS) Program
DL	Public Transportation Office, Local	Statewide	Needs	State 100%
DPTO	Public Transportation Office, State	District	Needs	206.46(3), FS; 341.302, FS; 332.006, FS; 341.053, FS; 311.14, FS; 341, FS and 331.360, FS
ORA	Rest Areas	Statewide	Needs	State 100%
DS	State Primary Highways and Public Transportation Office:			
	Resurfacing	District	Needs	339.135(4)(a), FS
	Formula	District	Statutory%	339.135(4)(a), FS
	Rental Car Fees	District	Statute	212.0606, FS
DSPC	Service Patrol Contract	District	Needs	
DWS	Weigh Stations	Statewide	Needs	State 100%
FINC	FOOT Financing Corporation	Statewide	Needs	339.0809, FS
GMR	Growth Management, Strategic Intermodal System	Statewide	Needs	201.15, FS and 339.65(6), FS
GREM	General Revenue Emergency Management	District	Budget	Executive Order 18-360
GRSC	Growth Management, Small County Outreach Program	Statewide	Eligible Counties	201.15, FS and 339.2818, FS
MCOR	Multi-Use Cor. S.338.2278, F.S.	District		SB 7068 Section 338.2278, F.S.
NSTP	New Starts Transit	Statewide	Needs	201.15, FS
NSWR	Wheels on the Road, New Starts Transit	Statewide	Needs	320.072, FS
PKED	Turnpike Access Roads	Statewide	Needs	339.0801, FS
POED	Seaport Investment program	Statewide	Needs	339.0801, FS
PORB	Port Funds Returned from Bonds	District	Needs	320.20(3) & (4), FS and 311.07, FS
PORT	Seaports	Statewide	Needs	320.20(3) & (4), FS and 311.07, FS
RBRP	Reimbursable Structure Repair	Statewide	Needs	339.135(4)(a), FS
ROWR	ROW Lease Revenues	District	Needs	Proceeds from the sale/lease of real property; 23 U.S. Code Section 156
SAFE	Secure Airports for Florida Economy	Statewide	Needs	320.08058(32), FS and 332.007, FS
SCED	Small County Outreach Program, from Motor Vehicle Title Fee	District	Eligible Counties	339.0801, FS; 319.32, FS and 339.2818, FS
SCMC	SCOP Mcorr s.338.2278, F.S.	District	Eligible Counties	SB 7068 Section 338.2278, F.S.
SCOP	Small County Outreach Program, from Excise Tax	District	Eligible Counties	201.15, FS and 339.2818, FS
SCRA	Small Counties Resurfacing Assistance	District	Eligible Counties	339.2816, FS and 336.025(1)(a), FS
SCRC	SCOP for Rural Communities	Statewide	Eligible Counties	339.2818, FS; 288.0656(7)(a), FS and 288.0656(2)(d) & (e), FS
SCWR	Wheels on the Road, Small County Outreach Program	District	Eligible Counties	320.072, FS
SIWR	Wheels on the Road, Strategic Intermodal System	Statewide	Needs	320.072, FS
SPN	Sponsorship Agreement	Statewide	Needs	Established to track revenue and projects funded with proceeds from sponsorship agreements
STED	Strategic Economic Corridors	Statewide	Needs	339.0801, FS
SRMC	SCRAP Mcorr s.338.2278, F.S.	District		SB 7068 Section 338.2278, F.S.
SROM	SunRail Revenues for Operations and Maintenance	Statewide	Needs	Established to track SunRail revenues
TDDR	Transportation Disadvantaged, DOR Use	Statewide	Needs	427, FS
TOED	Transportation Disadvantaged, \$10M	District	Needs	338.0801(3), FS
TDHC	Transportation Disadvantaged, Healthcare	Statewide	Needs	427, FS
TDMC	TD. Mcorr. S.338.2278, F.S.	Statewide		SB 7068 Section 338.2278 F.S.

Schedule A - State Funds Distribution Matrix

FUND		ALLOCATION CHARACTERISTICS		
Code	Description	Level	Method	Comment
TDTF	Transportation Disadvantaged, Trust Fund	Statewide	Needs	427, FS
TLWR	Wheels on the Road, Trail Network	Statewide	Needs	320.072, FS
TRIP	Transportation Regional Incentive Program	District	Statutory%	201.15, FS and 339.2819, FS
TRWR	Wheels on the Road, Transportation Regional Incentive Program	District	Statutory%	320.072, FS
WFMC	WF. Mcorr. S.338.2278. F.S.	Statewide		338.2278 F.S.
WKBL	Transfer Beachline East to Turnpike	Statewide	Needs	338.165(10), FS
WKOC	Repayment of OOC Debt	Statewide	Needs	348.757, FS

APPENDIX B

Project Status

Project Name/Limits	Project Description & Project No.	Current Status
Capital City to the Sea: Coastal Trails Project <i>Limits : US 98 (approximately 24 miles)</i>	Construct multiuse trail on US 98.	S. of Tower Rd to US 319 CST in FY 22 Surf Rd to S of Tower Rd CST FY20 Woodville Hwy to Lighthouse Rd. CST FY24 Wakulla HS to St. Marks Trail is completed.
Orange Avenue (SR 373) <i>Limits : Capital Circle SW to Monroe Street (SR 61)</i>	Widen Orange Avenue to 4 lanes and multi-modal enhancements Project No. 437902 Leon County)	Cypress Lake St to Monroe St. Design (PE) is funded in FY 22. Seeking Right-of-Way funding.
Woodville Highway (SR 363) <i>Limits : Capital Circle to Paul Russell Rd (2.1 miles)</i>	Widen roadway to 4 lanes. Project Nos. 4240094 (Leon County) Project Nos. 4240095	Right-of-way acquisition underway.
Capital Circle, SW (SR 263) <i>Limits : Springhill Rd to Orange Ave (3.4 miles)</i>	Construct 6 lane roadway and multi-modal enhancements. Project No. 4157829 (Leon County)	Construction (CST) funded in FY 22
Capital Circle, SW (SR 263, US 319) <i>Limits : Crawfordville Rd to Springhill Rd (2.3 miles)</i>	Construct 6 lane roadway and multi-modal enhancements. Project No. 2197492 (Leon County)	Right-of-way acquisition underway.
Capital Circle, SW (SR 263) <i>Limits : Springhill Rd to Orange Ave (3.4 miles)</i>	Construct 6 lane roadway and multi-modal enhancements. Project No. 2197492 (Leon County)	Construction (CST) funded in FY 21,
Crawfordville Road (US 319) <i>Limits : Leon County Line to US 98</i>	Widen roadway to 4 lanes. Project Nos. 2204953, 2204954, 2204956, 2204957 and 2204958 (Wakulla County)	S of East Ivan to S of SR61 Intersection Construction is funded Seeking Design for Southern Segments
Crawfordville Road (US 319) <i>Limits: LL Wallace Rd to S of SR61 Intersection Wakulla Co Line to LL Wallace Rd</i>	Widen roadway to 4 lanes. Project Nos. 219881-1, 219881-4 and 219881-5 (Leon County)	Right-of-Way acquisition underway.
Thomasville Road (SR 61) Multi-Use Path <i>Betton Rd to Metropolitan Blvd.</i>	Construct multiuse trail on Thomasville Road. Project No. 4488681	Design (PE) funded in FY 22.
US 90 Multi-Use Path <i>Tallahassee to Monticello</i>	Construct multiuse trail on US 90	PD&E funding requested.

APPENDIX C

TRANSPORTATION DISADVANTAGED SUMMARY (Listed by CRTPA County)

SOURCE

State of Florida Commission for the Transportation
Disadvantaged, 2020 Annual Performance Report



2020-2021 Annual Operating Report

County Summaries and Data Tables

January 1, 2022

2020-21 COORDINATED TRANSPORTATION OPERATING DATA REPORT

Each September, CTCs are required to compile and submit operating data on their respective service areas within the AOR to CTD (s. 427.0155(2), F.S., and Rule 41-2.007(6), F.A.C.). The AOR provides a **macro-level, systemwide** overview of all coordinated transportation services provided to the TD population, including trips funded by CTD and other purchasing agencies.

The AOR data reflect aggregate totals of all trips (sponsored and non-sponsored) provided in the fiscal year, including:

- Total unduplicated passenger head count (UDPHC) served by the Coordinated System;
- Total number of Coordinated System trips and miles provided by service type (e.g., fixed route, paratransit, Transportation Network Company or Taxicab, etc.), revenue source, passenger type (i.e., person with a disability, older adult, etc.), and trip purpose;
- Total number of unmet trip requests, no-shows, complaints, and commendations;
- A summary of revenues from each of the purchasing agencies and expenses categorized by the source (labor, benefits, services, supplies, taxes, etc.); and
- Qualitative data on the CTC, such as network type (not-for-profit, for-profit, governmental), operating environment (rural or urban), whether the CTC provides out-of-county trips, and listings of any transportation operators.

Additionally, a county's AOR may include data on services provided by "coordination contractors," which are agencies that have a written contract with the CTC to perform some, if not all, of its own transportation services to a segment within the TD population (e.g., a day program serving individuals with IDD). The contractor provides data on its services (trips and miles) to the CTC, which is compiled within the AOR.

As the AOR represents a compilation of data derived from the submission of each individual CTC, there are inconsistencies in the way this data is gathered and reported from some 60 different sources. This inconsistency is increased when the CTC includes information from coordination contractors, where the CTC does not have oversight or ability to verify the data submitted by these organizations. Though the AOR may provide a "summary" of services provided in each county, CTD cannot currently authenticate the accuracy of data reported across all performance measures within the AOR.

Fiscal Year 2020-2021

Statewide Summary

Florida Commission for the
 Transportation Disadvantaged
 Contact: 605 Suwannee Street, MS 49
 Tallahassee, FL 32399-0450
 850-410-5700
 800-983-2435
 Website: <https://ctd.fdot.gov>

Demographics	Number
Statewide Population	21,733,312
Unduplicated Head Count	170,888



Trips By Type of Service	2019	2020	2021
Fixed Route (FR)	10,063,915	8,109,202	1,498,093
Deviated FR	576,343	437,359	266,244
Complementary ADA	2,758,483	2,472,749	1,985,644
Paratransit	7,448,940	5,173,999	3,250,426
TNC	24,500	21,470	16,526
Taxi	188,693	150,612	52,987
School Board (School Bus)	26,265	14,982	4,943
Volunteers	16,224	10,234	866
TOTAL TRIPS	21,103,363	16,390,607	7,075,729

Vehicle Data	2019	2020	2021
Vehicle Miles	95,241,016	75,325,995	59,227,853
Roadcalls	4,140	3,574	2,625
Accidents	497	520	381
Vehicles	4,580	4,779	4,694
Drivers	6,831	7,205	5,692

Passenger Trips By Trip Purpose			
Medical	4,387,367	3,405,522	1,886,228
Employment	3,025,009	2,485,224	1,160,481
Ed/Train/DayCare	3,232,580	2,539,793	1,458,114
Nutritional	1,908,632	1,390,337	380,393
Life-Sustaining/Other	8,549,775	6,569,731	2,190,513
TOTAL TRIPS	21,103,363	16,390,607	7,075,729

Financial and General Data			
Expenses	\$302,854,277	\$291,219,584	\$254,109,370
Revenues	\$301,051,923	\$296,229,425	\$259,110,385
Commendations	4,114	3,218	2,934
Complaints	12,243	10,091	5,606
Passenger No-Shows	211,526	189,550	164,136
Unmet Trip Requests	245,556	117,320	9,349

Passenger Trips By Revenue Source			
CTD	9,941,361	7,679,816	1,577,234
AHCA	331,430	301,787	134,690
APD	1,379,161	861,555	564,455
DOEA	638,836	483,883	151,381
DOE	174,085	170,528	47,832
Other	8,638,490	6,893,038	4,600,137
TOTAL TRIPS	21,103,363	16,390,607	7,075,729

Performance Measures			
Accidents per 100,000 Miles	0.52	0.69	0.64
Miles between Roadcalls	23,005	21,076	22,563
Avg. Trips per Passenger	75.36	63.17	41.41
Cost per Trip	\$14.35	\$17.77	\$35.91
Cost per Paratransit Trip	\$26.93	\$34.02	\$45.55
Cost per Total Mile	\$3.18	\$3.87	\$4.29
Cost per Paratransit Mile	\$3.10	\$3.72	\$4.25

Trips by Provider Type			
CTC	13,107,576	10,059,065	2,918,861
Transportation Operator	4,498,188	3,789,792	2,785,362
Coordination Contractor	3,497,599	2,541,750	1,371,506
TOTAL TRIPS	21,103,363	16,390,607	7,075,729

2020-21 County Summaries

County: Gadsden
 CTC: Big Bend Transit, Inc.
 Contact: Shawn Mitchell
 Post Office Box 1721
 Tallahassee, FL 32302
 850-574-6266

Email: smitchell@bigbendtransit.org

Demographics Number

Total County Population	45,277
Unduplicated Head Count	1,502



Trips By Type of Service	2019	2020	2021	Vehicle Data	2019	2020	2021
Fixed Route (FR)	0	0	0	Vehicle Miles	845,644	670,288	589,548
Deviated FR	51,254	45,631	34,001	Roadcalls	19	10	10
Complementary ADA	0	0	0	Accidents	0	0	0
Paratransit	48,344	35,477	17,812	Vehicles	19	19	19
TNC	0	0	0	Drivers	12	9	6
Taxi	0	0	0				
School Board (School Bus)	0	0	0				
Volunteers	0	0	0				
TOTAL TRIPS	99,598	81,108	51,813				

Passenger Trips By Trip Purpose

Medical	18,432	12,004	5,986
Employment	47,847	39,163	34,608
Ed/Train/DayCare	21,678	17,184	0
Nutritional	129	40	52
Life-Sustaining/Other	11,512	12,717	11,167
TOTAL TRIPS	99,598	81,108	51,813

Passenger Trips By Revenue Source

CTD	18,791	13,585	9,302
AHCA	14,509	9,110	3,716
APD	10,254	7,814	0
DOEA	0	0	0
DOE	0	0	10
Other	56,044	50,599	38,785
TOTAL TRIPS	99,598	81,108	51,813

Trips by Provider Type

CTC	99,598	81,108	51,813
Transportation Operator	0	0	0
Coordination Contractor	0	0	0
TOTAL TRIPS	99,598	81,108	51,813

Financial and General Data

Expenses	\$1,713,648	\$1,462,285	\$1,566,572
Revenues	\$1,624,594	\$1,575,610	\$1,747,334
Commendations	1	3	1
Complaints	3	0	3
Passenger No-Shows	3,113	2,206	1,088
Unmet Trip Requests	8	0	0

Performance Measures

Accidents per 100,000 Miles	0	0	0
Miles between Roadcalls	44,508	67,029	58,955
Avg. Trips per Passenger	34.27	35.23	34.50
Cost per Trip	\$17.21	\$18.03	\$30.24
Cost per Paratransit Trip	\$17.21	\$18.03	\$30.24
Cost per Total Mile	\$2.03	\$2.18	\$2.66
Cost per Paratransit Mile	\$2.03	\$2.18	\$2.66

County: Jefferson
 CTC: Big Bend Transit, Inc.
 Contact: Shawn Mitchell
 Post Office Box 1721
 Tallahassee, FL 32302
 850-574-6266

Email: smitchell@bigbendtransit.org

Demographics

Total County Population	14,543
Unduplicated Head Count	192



Trips By Type of Service	2019	2020	2021	Vehicle Data	2019	2020	2021
Fixed Route (FR)	0	0	0	Vehicle Miles	363,898	323,886	280,783
Deviated FR	0	0	0	Roadcalls	4	8	3
Complementary ADA	0	0	0	Accidents	0	0	0
Paratransit	18,329	15,523	10,492	Vehicles	9	9	11
TNC	0	0	0	Drivers	8	7	6
Taxi	0	0	0				
School Board (School Bus)	0	0	0				
Volunteers	0	0	0				
TOTAL TRIPS	18,329	15,523	10,492				

Passenger Trips By Trip Purpose

Medical	7,318	6,409	4,486
Employment	3,176	2,714	2,883
Ed/Train/DayCare	2,683	2,296	1,404
Nutritional	4,986	3,842	1,414
Life-Sustaining/Other	166	262	305
TOTAL TRIPS	18,329	15,523	10,492

Financial and General Data

Expenses	\$803,370	\$797,444	\$920,574
Revenues	\$767,109	\$781,891	\$954,176
Commendations	3	2	2
Complaints	1	0	0
Passenger No-Shows	263	342	135
Unmet Trip Requests	2	0	0

Passenger Trips By Revenue Source

CTD	9,530	8,760	7,450
AHCA	5,712	4,331	1,153
APD	2,289	1,765	1,453
DOEA	0	0	0
DOE	0	0	0
Other	798	667	436
TOTAL TRIPS	18,329	15,523	10,492

Performance Measures

Accidents per 100,000 Miles	0	0	0
Miles between Roadcalls	90,974	40,486	93,594
Avg. Trips per Passenger	49.01	44.61	54.65
Cost per Trip	\$43.83	\$51.37	\$87.74
Cost per Paratransit Trip	\$43.83	\$51.37	\$87.74
Cost per Total Mile	\$2.21	\$2.46	\$3.28
Cost per Paratransit Mile	\$2.21	\$2.46	\$3.28

Trips by Provider Type

CTC	18,329	15,523	10,492
Transportation Operator	0	0	0
Coordination Contractor	0	0	0
TOTAL TRIPS	18,329	15,523	10,492

County: Leon
 CTC: StarMetro - City of Tallahassee
 Contact: Bill Hearndon
 555 South Appleyard Drive
 Tallahassee, FL 32304
 850-891-5411
 Email: William.Hearndon@TalGov.com

Demographics	Number
Total County Population	295,460
Unduplicated Head Count	1,139



Trips By Type of Service	2019	2020	2021
Fixed Route (FR)	5,376	10,704	6,528
Deviated FR	9,157	7,687	4,294
Complementary ADA	71,747	52,578	37,781
Paratransit	55,530	45,847	21,209
TNC	0	0	0
Taxi	18,962	23,229	13,434
School Board (School Bus)	0	0	0
Volunteers	0	0	0
TOTAL TRIPS	160,772	140,045	83,246

Passenger Trips By Trip Purpose	2019	2020	2021
Medical	30,543	30,062	17,870
Employment	40,144	38,963	23,161
Ed/Train/DayCare	45,116	36,592	21,751
Nutritional	2,280	1,790	1,063
Life-Sustaining/Other	42,689	32,638	19,401
TOTAL TRIPS	160,772	140,045	83,246

Passenger Trips By Revenue Source	2019	2020	2021
CTD	22,726	29,211	20,958
AHCA	0	0	0
APD	22,281	19,326	2,374
DOEA	0	0	0
DOE	0	0	0
Other	115,765	91,508	59,914
TOTAL TRIPS	160,772	140,045	83,246

Trips by Provider Type	2019	2020	2021
CTC	87,351	49,344	20,631
Transportation Operator	73,421	90,701	62,615
Coordination Contractor	0	0	0
TOTAL TRIPS	160,772	140,045	83,246

Vehicle Data	2019	2020	2021
Vehicle Miles	1,649,921	1,401,681	833,198
Roadcalls	50	108	73
Accidents	0	1	1
Vehicles	24	126	123
Drivers	15	140	74

Financial and General Data	2019	2020	2021
Expenses	\$2,630,772	\$2,635,243	\$1,707,997
Revenues	\$2,630,772	\$2,635,243	\$1,707,997
Commendations	0	3	2
Complaints	187	167	115
Passenger No-Shows	4,678	2,833	2,482
Unmet Trip Requests	0	0	0

Performance Measures	2019	2020	2021
Accidents per 100,000 Miles	0	0.07	0.12
Miles between Roadcalls	32,998	12,979	11,414
Avg. Trips per Passenger	79.24	82.92	73.09
Cost per Trip	\$16.36	\$18.82	\$20.52
Cost per Paratransit Trip	\$17.48	\$22.98	\$24.70
Cost per Total Mile	\$1.59	\$1.88	\$2.05
Cost per Paratransit Mile	\$1.49	\$1.89	\$2.04

County: Wakulla
 CTC: Wakulla Senior Citizens Council, Inc.
 Contact: Sandi McDaniel
 33 Michael Drive
 Crawfordville, FL 32327
 850-888-1015

Email: s.mcdaniel@wakullasenioreitizens.com

Demographics

Total County Population	34,319
Unduplicated Head Count	363



Trips By Type of Service	2019	2020	2021	Vehicle Data	2019	2020	2021
Fixed Route (FR)	0	0	0	Vehicle Miles	239,093	236,344	211,535
Deviated FR	0	0	0	Roadcalls	0	1	0
Complementary ADA	0	0	0	Accidents	0	0	0
Paratransit	13,492	11,421	10,748	Vehicles	12	11	11
TNC	0	0	0	Drivers	11	8	7
Taxi	0	0	0				
School Board (School Bus)	0	0	0				
Volunteers	0	0	0				
TOTAL TRIPS	13,492	11,421	10,748				

Passenger Trips By Trip Purpose

Medical	6,830	4,924	5,399
Employment	876	1,234	1,010
Ed/Train/DayCare	385	782	64
Nutritional	2,621	2,756	3,389
Life-Sustaining/Other	2,780	1,725	886
TOTAL TRIPS	13,492	11,421	10,748

Passenger Trips By Revenue Source

CTD	6,582	6,334	6,248
AHCA	4,100	2,042	939
APD	332	0	0
DOEA	0	2,756	0
DOE	0	285	184
Other	2,478	4	3,377
TOTAL TRIPS	13,492	11,421	10,748

Trips by Provider Type

CTC	13,492	11,421	10,748
Transportation Operator	0	0	0
Coordination Contractor	0	0	0
TOTAL TRIPS	13,492	11,421	10,748

Financial and General Data

Expenses	\$730,170	\$678,812	\$480,795
Revenues	\$670,644	\$568,799	\$510,640
Commendations	0	0	0
Complaints	0	0	0
Passenger No-Shows	263	90	61
Unmet Trip Requests	60	0	41

Performance Measures

Accidents per 100,000 Miles	0	0	0
Miles between Roadcalls	0	236,344	0
Avg. Trips per Passenger	34.07	34.50	29.61
Cost per Trip	\$54.12	\$59.44	\$44.73
Cost per Paratransit Trip	\$54.12	\$59.44	\$44.73
Cost per Total Mile	\$3.05	\$2.87	\$2.27
Cost per Paratransit Mile	\$3.05	\$2.87	\$2.27

APPENDIX D

List of FHWA and FTA Federally Obligated Projects

ANNUAL LISTING OF FHWA OBLIGATED FEDERAL FUNDING/IMPLEMENTED PROJECTS FY 2021

FHWA OBLIGATED FUNDING

PROJECT NUMBER	PROJECT NAME	COUNTY	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
2225305	SR 8 (I-10) FROM W OF SR 10 (US 90) TO LEON CO LINE/OCHLOCKONEE RIVER	GADSDEN	PD&E/EMO STUDY	2.714	941,498	NFP	941,498
4286241	CR 159 OVER ATTAPULGUS CREEK BRIDGE NO. 500033	GADSDEN	BRIDGE REPLACEMENT	0.241	127,196	BRTZ	
					200	BRTZ	127,396
4358021	CR 65A JUNIPER CR RD OVER JUNIPER CREEK BRIDGE NO. 504050	GADSDEN	BRIDGE REPLACEMENT	0.223	1,008,189	BRTZ	
					17,565	BRTZ	1,025,754
4366151	CR 268 HIGH BRIDGE RD FROM JOE ADAMS ROAD TO BRICKYARD ROAD E	GADSDEN	SAFETY PROJECT	8.844	5,293,900	HSP	
					-18,873	HSP	5,275,027
4369921	CR 268 ADAMS ST FROM CR 274 MARTIN LUTHER KING JR BLVD TO CLARK ST	GADSDEN	SIDEWALK	0.576	10,000	TALT	10,000
4377611	SR 267 FROM SR 10 (US 90) JEFFERSON ST TO THE GEORGIA STATE LINE	GADSDEN	RESURFACING	8.488	2,543,834	SA	2,543,834
4381271	HAVANA MIDDLE SCHOOL SIDEWALK EXTENSION	GADSDEN	SIDEWALK	0.535	-9,763	SA	-9,763
4381272	11TH AVENUE FROM 3RD STREET TO 5TH STREET SIDEWALK	GADSDEN	SIDEWALK	0.062	-246	SR2T	-246
4382721	SR 10 (US 90) @ RIVER BIRCH RD/WATER MANAGEMENT DR	GADSDEN	SAFETY PROJECT	0.121	-3,852	HSP	-3,852
4382722	SR 10 (US 90) @ LANIER RD INTERSECTION	GADSDEN	SAFETY PROJECT	0.133	380	HSP	380
4393741	CR 159 SALEM ROAD OVER SWAMP CREEK BRIDGE NO. 500032	GADSDEN	BRIDGE REPLACEMENT	0.674	2,000	BRTZ	
					56,169	BRTZ	58,169
4403851	RALPH STRONG RD FROM CROSSROADS SCH ENTRANCE TO SR 10 (US 90)	GADSDEN	SIDEWALK	0.863	500	SR2T	
					783,161	SR2T	
					3,000	SR2T	786,661

PROJECT NUMBER	PROJECT NAME	COUNTY	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
4406471	CR 159 DOVER/SCOTLAND RD FROM SR 10 (US 90) TO SR 63 (US 27)	GADSDEN	GUARDRAIL	7.570	-687	HSP	
					-41,730	HSP	-42,417
4406491	CR 153 IRON BRIDGE RD FROM OCHLOCKONEE RIVER TO CR 157	GADSDEN	GUARDRAIL	0.767	-2,931	HSP	
					-62,108	HSP	-65,039
4413471	GADSDEN CO SAFE ROUTES TO SCHOOL - MULTIPLE LOCATIONS	GADSDEN	SIDEWALK	2.122	403,511	SR2T	
					16,140	SR2T	419,651
4413473	GADSDEN SAFE ROUTES TO SCHOOL - TOWN OF HAVANA LIGHTING	GADSDEN	LIGHTING	0.026	1,000	SR2T	
					7,876	SR2T	8,876
4413474	GADSDEN SAFE ROUTES TO SCHOOL - CITY OF QUINCY LIGHTING	GADSDEN	LIGHTING	0.345	30,000	SR2T	
					1,000	SR2T	31,000
4436431	SR 10 (US 90) FROM OPPORTUNITY LANE TO W OF SR 8 (I-10)	GADSDEN	RESURFACING	6.234	338,292	NHRE	
					5,447,696	SA	5,785,988
4484511	SR 10/SR 12 (US 90) JEFFERSON ST FROM CHALK ST TO RALPH STRONG RD	GADSDEN	SIDEWALK	1.073	188,967	TALT	188,967
2194012	CR 257B SALT ROAD CROSSING NO. 625529Y	JEFFERSON	RAIL SAFETY PROJECT	0.007	450,000	RHH	450,000
4304761	CR 158 OLD LLOYD RD OVER BRANCH OF LLOYD CK BRIDGE NO. 540044	JEFFERSON	BRIDGE REPLACEMENT	0.030	-3,015	NHBR	-3,015
4322891	CR 259 OVER WARD CREEK BRIDGE NO. 540043	JEFFERSON	BRIDGE REPLACEMENT	0.025	10	BRTZ	10
4340321	CR 257A OVER AUCILLA RIVER BRIDGE NO. 544061	JEFFERSON	BRIDGE REPLACEMENT	0.281	1,000	NHBR	1,000
4357821	CURTIS MILL RD OVER BUGGS CREEK BRIDGE NO. 544077	JEFFERSON	BRIDGE REPLACEMENT	0.088	308,720	BRTZ	308,720
4393661	CR 259 OVER SCL RAILROAD BRIDGE NO. 540027	JEFFERSON	BRIDGE REPLACEMENT	0.359	1,000	NHBR	
					6,042	NHBR	7,042
4397291	SR 10 (US 90) MONTICELLO HWY FROM WILLOW ST TO MADISON COUNTY LINE	JEFFERSON	RESURFACING	9.911	160,940	SA	160,940

PROJECT NUMBER	PROJECT NAME	COUNTY	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
4415431	SR 20 (US 27) FROM LEON CO LINE TO W OF CHITTLING ST	JEFFERSON	RESURFACING	7.108	-127,960	SN	-127,960
4439731	SR 8 (I-10) FROM E OF CR 158 OLD LLOYD HWY TO E OF SR 57 (US 19)	JEFFERSON	RESURFACING	5.969	342,712	NHPP	342,712
2197492	SR 263 (US 319) C.C. FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	LEON	ADD LANES & RECONSTRUCT	2.341	4,000	SA	
					3,175,923	SA	
					1,933,862	SU	5,113,785
2225306	SR 8 (I-10) FROM GADSDEN CO LINE TO WEST OF SR 263 CAPITAL CIRCLE	LEON	ADD LANES & RECONSTRUCT	1.488	1,017,107	NFP	1,017,107
2225936	SR 8 (I-10) INTERCHANGE AT SR 61 & SR 261 (US 319)	LEON	INTERCHANGE IMPROVEMENT	1.413	526,243	NHPP	526,243
4065853	SR 8 (I-10) FROM E OF SR 261 CAPITAL CIRCLE TO SR 59 GAMBLE RD	LEON	PD&E/EMO STUDY	13.372	63,118	NFP	63,118
4157829	SR 263 CAPITAL CIRCLE FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVE	LEON	ADD LANES & RECONSTRUCT	4.470	97,689	NHPP	97,689
4240095	SR 363 WOODVILLE HWY FROM GAILE AVENUE TO SR 363/PAUL RUSSELL RD	LEON	ADD LANES & RECONSTRUCT	1.483	1,000	SU	
					20,972	GFSU	21,972
4325591	SR 63 (US 27) FROM N OF JOHN KNOX ROAD TO S OF SR 61 THOMASVILLE ROAD	LEON	RESURFACING	1.869	-127,464	CM	-127,464
4365701	ADAMS STREET R/R CROSSING NO. 625587-U	LEON	RAIL SAFETY PROJECT	0.034	-337,381	RHH	-337,381
4365721	CR 261 WEEMS ROAD R/R CROSSING NO. 625577N	LEON	RAIL SAFETY PROJECT	0.001	-24,487	RHH	-24,487
4366211	CR 361 OLD BAINBRIDGE RD FROM SR 63 (US 27) TO GADSDEN COUNTY LINE	LEON	PAVE SHOULDERS	3.737	483,546	HSP	
					3,669	HSP	487,215
4369911	GLENVIEW DR FROM W OF ATLANTIS PLACE TO SR 61 THOMASVILLE RD PH I	LEON	SIDEWALK	0.445	-4,243	TALT	
					-3,255	TALU	
					276,946	TALU	269,448
4381401	SR 63 (US 27) MONROE ST @ TALPECO RD INTERSECTION	LEON	TRAFFIC SIGNALS	0.209	182,472	SU	182,472

PROJECT NUMBER	PROJECT NAME	COUNTY	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
4382701	CR 361 OLD BAINBRIDGE RD @ KNOTS LANE	LEON	SIGNING/PAVEMENT MARKINGS	0.119	141,548	HSP	
					896	HSP	
					-3	HSP	
					-236	HSP	142,205
4395772	SR 263 (US 319) FROM SR 363 WOODVILLE HWY TO RAMP TO SR 8 (I-10) WB	LEON	LIGHTING	11.758	-147,652	RED	
					-4,616	RED	-152,268
4395792	SR 366 W PENSACOLA S FROM APPLEYARD DR TO CHAPEL DR	LEON	LIGHTING	1.622	45,066	HSP	45,066
4397271	SR 20 (US 27) APALACHEE PKWY FROM SR 261 (US 319) C.C. TO JEFFERSON CL	LEON	RESURFACING	9.252	-270	SA	-270
4397281	SR 61 (US 319) TVILLE RD FROM S OF MACLAY RD TO TIMBERWOLF CROSSING	LEON	RESURFACING	4.604	337,466	CM	
					5,787,823	GFSA	
					1,534,709	GFSU	7,659,998
4403791	TALLAHASSEE SAFE ROUTES TO SCHOOL - MULTIPLE LOCATIONS	LEON	SIDEWALK	0.692	50,949	SR2T	
					-110,638	SR2T	
					-2,387	SR2T	-62,076
4403831	SR 63 (US 27) MONROE STREET FROM CLARA KEE BLVD TO HARRIETT DRIVE	LEON	SIDEWALK	0.412	-1,940	SR2T	-1,940
4406551	CR 361 (OLD BAINBRIDGE RD) FROM SR 8 (I-10) TO SR 263 (CAPITAL CIRCLE)	LEON	SIGNING/PAVEMENT MARKINGS	4.279	74,974	HSP	
					8,591	HSP	83,565
4420601	CR 375 SMITH CREEK ROAD FROM S OF FIRE DEPT TO SR 20 BLOUNTSTOWN HWY	LEON	BIKE LANE/SIDEWALK	1.300	226,624	SE	
					1,000	SE	
					-2,007	SE	
					-66	SE	225,551
4420602	CR 375 SMITH CREEK ROAD FROM NF-320 TO S OF FIRE DEPT	LEON	BIKE LANE/SIDEWALK	1.300	843,705	PLH	

PROJECT NUMBER	PROJECT NAME	COUNTY	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
					2,500	PLH	
					-2,007	SE	
					-1,491	SE	842,707
4429441	MICCOSUKEE ROAD OVER UNNAMED BRANCH BRIDGE NO. 550051	LEON	BRIDGE REPLACEMENT	0.015	1,000	NHBR	1,000
4450521	SR 61 (US 27) S MONROE ST FROM HARRISON ST TO FAMU WAY	LEON	SIDEWALK	0.082	-20,509	SU	-20,509
4450531	SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD	LEON	SIDEWALK	0.888	69,481	SU	69,481
4456341	SR 155 MERIDIAN RD FROM SR 61 THOMASVILLE RD TO CR 63A LAKESHORE DR	LEON	RESURFACING	2.543	382,448	SA	382,448
4466331	BLOUNTSTOWN ST FROM SR 10 (US 90) TENN ST TO CR 158 THARPE ST	LEON	SIDEWALK	0.697	18,769	SU	18,769
4470421	LEON COUNTY RETROFIT PEDESTRIAN SAFETY LIGHTING	LEON	LIGHTING	10.275	222,898	HSP	222,898
4470422	LEON COUNTY RETROFIT PEDESTRIAN SAFETY LIGHTING	LEON	LIGHTING	12.051	988,000	HSP	988,000
2204954	SR 61 (US 319) FROM SR 30 (US 98) TO LOST CREEK BRIDGE	WAKULLA	PRELIM ENG FOR FUTURE CAPACITY	4.034	-90,861	SA	-90,861
2204957	SR 369 (US 319) FROM SOUTH OF EAST IVAN ROAD TO NORTH OF SR 267	WAKULLA	ADD LANES & RECONSTRUCT	3.878	5,560,898	NHPP	5,560,898
2204958	SR 369 (US 319) FROM NORTH OF SR 267 TO LEON COUNTY LINE	WAKULLA	ADD LANES & RECONSTRUCT	2.243	3,612,807	NHPP	3,612,807
4301466	SR 30 (US 98) COASTAL HWY FROM DAVISVILLE WAY TO ST. MARKS TRAIL	WAKULLA	BIKE PATH/TRAIL	3.377	-31,681	SU	-31,681
4340341	CR 375 OVER SMITH CREEK BRIDGE NO. 590020	WAKULLA	BRIDGE REPLACEMENT	0.017	-2,668	NHBR	-2,668
4358001	FH 356 LAWHON MILL RD OVER UNSIGNED STREAM BR NO. 594005	WAKULLA	BRIDGE REPLACEMENT	0.180	1,226,611	BRTZ	
					34,560	BRTZ	1,261,171
4377561	SR 30 (US 98) FROM E OF SR 61 (US 319) TO W OF WAKULLA RIVER BRIDGE	WAKULLA	RESURFACING	9.319	5,056,115	SA	5,056,115
4399263	SR 30 (US 98) COASTAL HWY FROM S OF TOWER ROAD TO SR 61 (US 319)	WAKULLA	BIKE PATH/TRAIL	0.000	366,377	SU	366,377

PROJECT NUMBER	PROJECT NAME	COUNTY	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
4393232	CAPITAL REGION TPA (TALLAHASSEE) FY 2018/2019-2019/2020 UPWP	LEON	TRANSPORTATION PLANNING	0.000	7,405	CM	
					407,642	SA	
					691,654	SU	1,106,701
4393233	CAPITAL REGION TPA (TALLAHASSEE) FY 2020/2021-2021/2022 UPWP	LEON	TRANSPORTATION PLANNING	0.000	552,653	PL	
					484,568	SU	1,037,221
4393392	MPO ADVISORY COMMITTEE STAFF FY 2018/2019-2019/2020 UPWP	LEON	TRANSPORTATION PLANNING	0.000	-48,158	PL	-48,158
4393393	MPO ADVISORY COMMITTEE STAFF FY 2020/2021-2021/2022 UPWP	LEON	TRANSPORTATION PLANNING	0.000	1,125,165	PL	1,125,165
GRAND TOTAL						54,908,762	

List of FTA Federally Obligated Projects

FAIN	Description	Budget	Balance
1095-2021-3	2021 5307	\$ 3,793,127	\$ 3,494,771
1095-2022-1	2021 5307 ARP	\$ 9,274,902	\$ 3,053,216
1095-2022-3	2021 5307 CRRSA	\$ 3,796,435	\$ 2,718,694
1095-2022-4	2020 5307 CARES 2	\$ 6,534,660	\$ 2,599,440
FL-2016-020	2014 5307 Technology Upgrade 2	\$ 3,128,606	\$ 274
FL-2017-078	2016 5310	\$ 246,614	\$ 62,956
FL-2019-102	2018 5339(c) Low No	\$ 1,000,000	\$ 42,152
FL-2020-089	2017 2018 2019 5307	\$ 9,512,530	\$ 60,065
FL-2020-100	2019 5339 Mobile Dispatch Syst	\$ 766,249	\$ 156,473
FL-2021-029	2020 HOPE Grant	\$ 400,000	\$ 400,000
FL-2021-034	2020 5307 CARES 1	\$ 3,208,512	\$ -
FL-2021-038	2020 5307 5339	\$ 3,857,292	\$ 210,682
FL-2021-045	2019 2020 5310	\$ 370,470	\$ 196,864
TBD	2021 5310 ARP	\$ 32,932	\$ 32,932
TBD	2021 5310 CRRSAA	\$ 32,931	\$ 32,931
TBD	2022 5307	\$ 4,875,568	\$ 4,875,568
TBD	2022 5339	\$ 410,135	\$ 410,135
TBD	2022 5310	\$ 283,017	\$ 283,017
	TOTAL	\$ 51,523,980	\$ 18,630,170

APPENDIX E

CRTPA FY 2023 – FY 2027 Priority Project Lists (Adopted on June 15 & November 16, 2021)



June 21, 2021

Mr. Phillip Gainer, PE, Secretary
Florida Department of Transportation, District Three
Post Office Box 607
Chipley, FL 32428

Subject: Adopted FY 2023 – FY 2027 CRTPA Project Priority Lists

Dear Secretary Gainer:

The purpose of this letter is to inform you that on June 15, 2021 the Capital Region Transportation Planning Agency (CRTPA) Board adopted the following Fiscal Year (FY) 2023 – FY 2027 CRTPA Project Priority Lists (PPLs):

- Regional Mobility Plan Roadways PPL
- Regional Mobility Plan Bicycle and Pedestrian PPL
- Regional Trails PPL
- Transportation Systems Management and Safety PPL
- Intelligent Transportation Systems PPL
- StarMetro PPL
- Tallahassee International Airport PPL

Attachment I contains the adopted Project Priority Lists and Attachment II provides an overview of the changes reflected in the adopted lists. The PPL for the Transportation Alternative Program (TAP) was adopted by the Board at the May 18, 2021 meeting and provided to the District TAP Coordinator.

We are looking forward to meeting with you to discuss the programming of the CRTPA's projects. If you have any questions, please do not hesitate to contact me or Suzanne Lex at (850) 891-8627.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Slay", is written over a light blue horizontal line.

Greg Slay, AICP
Executive Director
Capital Region Transportation Planning Agency

Enclosures: 2

cc: Mr. Tim Smith, P.E., FDOT District Three, with attachments (via email)
Ms. Regina Battles, P.E., FDOT District Three with attachments (via email)
Mr. Bryant Paulk, AICP, FDOT District Three, with attachments (via email)

300 South Adams Street · Tallahassee, FL 32301
(850) 891-8630 · www.crtpa.org

Gadsden County · Jefferson County · Leon County · Wakulla County · Chattahoochee · Greensboro · Gretna · Havana
Midway · Monticello · Quincy · Sopchoppy · St. Marks · Tallahassee · Leon County School Board



September 14, 2021

Mr. Phillip Gainer, PE, Secretary
Florida Department of Transportation, District Three
PO Box 607
Chipley, FL 32428

Subject: Amended FY 2023 – FY 2027 Roadway Project Priority List

Dear Secretary Gainer:

The purpose of this letter is to inform you that, on September 13, 2021, the Capital Region Transportation Planning Agency (CRTPA) Board adopted an Amended Fiscal Year (FY) 2023 – FY 2027 Regional Mobility Plan Roadway Project Priority List (PPL). This action revises Project Priority No. Three (3), the Crawfordville Road segment from Lost Creek Bridge to East Ivan Road, to be consistent with the adopted Connections 2045 Regional Mobility Plan.

As amended, the segment is divided into two (2) projects. The limits for the southern project are from Lost Creek Bridge to Wakulla Arran Road. The next project extends north from Wakulla Arran Road to the existing East Ivan Road termini. This modification divides the 4.4 mile segment roughly into two (2) equal sections, the northern project is ranked third on the Roadway PPL, and the southern project is ranked fourth. The intent of this change is to facilitate funding for the higher priority northern segment, including improvements at the Crawfordville Road and Wakulla Arran Road intersection.

The CRTPA requests that Florida Department of Transportation revise the Crawfordville Road segment from Lost Creek Bridge to East Ivan Road, Work Program Project No. 220495-3, into two projects consistent with the CRTPA's Amended FY 2023 – FY 2027 Roadway PPL. Thank you for consideration of this request.

If you have any questions, please do not hesitate to contact me or Suzanne Lex at 850 891-8627.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Greg Slay'.

Greg Slay, AICP
Executive Director
Capital Region Transportation Planning Agency

Enclosures: 1

cc: Mr. Tim Smith, P.E., FDOT District Three, with attachments (via email)
Mr. Bryant Paulk, AICP, FDOT District Three, with attachments (via email)
Commissioner Randy Merritt, P.E., Wakulla County Board of County Commissioners



FY 23 - FY 27 Roadway PPL

Priority Rank	Project Name/Limits	FDOT WP #	Programmed Funding						Project/Strategy	County	Length	Phase ** Funding Sought
1	Woodville Highway ¹ (Capital Circle, SE to Gaile Ave.) (Gaile Ave. to Paul Russell Rd.)	424009-4 424009-5	Phase	2022	2023	2024	2025	2026	Widen to 4 lanes	Leon	2.1	CST (\$19.5M) CST (\$8.7M)
2	Capital Circle, Southwest ² (Crawfordville Rd. to Springhill Rd.)	219749-2	Phase	2022	2023	2024	2025	2026	Widen to 6 lanes	Leon	2.34	CST (\$32.1M)
			CST									
3	Crawfordville Road (Lost Creek Bridge to East Ivan Rd.)	220495-3	Phase	2022	2023	2024	2025	2026	Widen to 4 lanes	Wakulla	4.4	ROW(\$33.99M) CST (\$43.8M)
4	Crawfordville Road (N. of Alaska Way to Lost Creek Bridge)	220495-6	Phase	2022	2023	2024	2025	2026	Widen to 4 lanes	Wakulla	3.6	ROW(\$31.09M) CST (\$50.5M)
			ROW		\$2.6 M							
5	Orange Avenue ² (N Lake Bradford Road to Monroe St) (Capital Circle, SW to N. Lake Bradford Rd)	437902-4	Phase	2022	2023	2024	2025	2026	Widen to 4 lanes	Leon	4.3	ROW (19.1M) PE (\$3.2 M)
			PE	\$1.9 M								
6	Thomasville Road (Midtown Plan) ³ (Seventh Ave. to Monroe St.)		Phase	2022	2023	2024	2025	2026	Corridor Improvements	Leon	0.5	PE
7	Mahan Drive and Capital Circle, NE (Intersection Improvements)		Phase	2022	2023	2024	2025	2026	Intersection Improvements	Leon	0	FS
8	Pensacola Street (West Side Student Corridor Gateway ¹)		Phase	2022	2023	2024	2025	2026	Widen to 4 lanes	Leon	0.8	PD&E (\$1.6)

Roadway PPL

- Priority No. 5: Limits extended from Springhill Ave west to N. Lake Bradford Road
- Priority No. 14: Limits extended to N. Roberts Road

Bike/Ped PPL

- Priority No. 5: Added to the list N Monroe Street Sidewalks from John Knox to
- Priority No. 5: Another addition, S Monroe Street Sidewalks from John Knox to Lakeshore Drive

Regional Trail PPL

- Priority No. 5: Added to the list is the Iron Bridge Road (Bainbridge Road) Trail from Orchard Pond Road to US 27 in Havana.
- Two projects, the Coastal Trail (St. Marks Trail to Lighthouse Rd.) and Capital Cascades Segment Four, are fully funded in FY24 and FY25 and therefore removed from the Project Priority List. These were Project Priority No. 1 and No. 4, respectively, through last year.

Transit PPL

- Priority No. 4: Electric Bus Fleet Charging Infrastructure replaces the prior year Project Priority. The previous project was Operational Upgrades at CK Steele Plaza.

Transportation System Management and Safety PPL

- Two projects are removed from the list. Previously listed as Priority No. 1, annual funding for the operations of the Regional Transportation Management Center is moved to the recently introduced Intelligent Transportation System Project Priority List. The second Project Priority, No. 2 Thomasville Road Midtown Safety Improvements, is constructed and therefore deleted from the list.
- ***Springhill Rd/Lake Bradford Rd/Stadium Dr/Gaines St/Varsity Dr Intersection:*** This project is added as Priority No. 4.

Intelligent Transportation System PPL

- Consistent with the FDOT Work Program, the Intelligent Transportation System PPL includes funding requests annually over the five-year period.

Airport PPL

- Consistent with the FDOT Work Program, the Airport PPL includes funding requests annually over the five year period. This lists reflects the most recent programming information.

FY 23 - FY 27 Roadway PPL

Priority Rank	Project Name/Limits	FDOT WP #	Programmed Funding						Project/Strategy	County	Length	Phase ** Funding Sought
9	Crawfordville Road LL Wallace Rd to beginning of 4-lane Wakulla County Line to LL Wallace Rd		Phase	2022	2023	2024	2025	2026	Widen to 4 lanes	Leon	1.7 2.1	PE
10	Lake Bradford Road/Springhill Road ¹ Capital Circle SW to Gaines St		Phase	2022	2023	2024	2025	2026	Corridor Improvements	Leon	3.8	PE
11	Tharpe Street ² Capital Circle NW to Ocala Rd		Phase	2022	2023	2024	2025	2026	Widen to 4 lanes	Leon	2.7	PD&E
12	Thomasville Road (Midtown Plan) ³ Bradford/Betton Rds to Seventh Ave.		Phase	2022	2023	2024	2025	2026	Corridor Improvements	Leon	0.9	PE
13	Bannerman Road ² Preservation Rd to Qual Commons Dr		Phase	2022	2023	2024	2025	2026	Widen to 4 lanes w/ enhancements	Leon	1.7	CST
14	Northeast Gateway, Welaunee Blvd Extension ¹ Fleischmann Rd to Roberts Rd.	444999-1	Phase	2022	2023	2024	2025	2026	New 4 lane road	Leon	6.5	PE/CST
			LAR		\$1.5 M							
15	Welaunee Blvd./I-10 Interchange		Phase	2022	2023	2024	2025	2026	New Interchange	Leon	-	IJR

Additional Information Roadway Projects

ABBREVIATIONS:

FS - Feasibility Study
 PD&E - Project Development & Environment Study
 ROW - Right of Way
 PE - Preliminary Engineering
 CST - Construction
 IJR - Interchange Justification Report
 (FDOT provides long-range estimate.)

[1 Blueprint Gateway Project](#)
[2 Blueprint Regional Mobility Project](#)
[3 BP Midtown Placemaking, CRTPA Midtown Area Transportation Plan](#)



**Capital Region Transportation Planning Agency
Draft Bicycle and Pedestrian Project Priority List
Fiscal Year 2023 - Fiscal Year 2027**

Bicycle and Pedestrian Project Priority List													
Priority Rank	Project Name/Limits	FDOT Work Program ID #	Programmed Funding						Project/Strategy	County	Length (miles)	Phase **	Notes
1	Monticello Bike Trail Extension <i>US 19 FL GA PKWY from CR 57A David Rd to Martin Rd</i>	403931-3	Phase	2022	2023	2024	2025	2026	Shared Use Path	Jefferson	2.7	CST	CRTPA Monticello Trail Extension Study 2019 PD&E is currently underway.
			PE		\$760,000								
2	Thomasville Rd. Multi-Use Path* <i>Betton Rd to Metropolitan Boulevard</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	2.4	PE	CRTPA Feasibility Study 2021 Feasibility study is currently underway.
3	Bloxxham Cutoff Rd. Trail - CC2ST <i>Wakulla Springs State Park to St. Marks Trail</i>	410172-2	Phase	2022	2023	2024	2025	2026	Shared Use Path	Wakulla	4.78	CST	Important connector between two recreational amenities. CRTPA Feasibility study funded.
			PE				\$630,000						
4	Oak Ridge Rd. Trail <i>Crawfordville Rd to Woodville Hwy</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	5.2	PE	Tallahassee -Leon County Greenways Master Plan
			FS										
5	Apalachee Pkwy Trail Connector <i>Sutor Rd to Conner Boulevard</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	0.6	PE	Tallahassee -Leon County Greenways Master Plan
6	N Monroe St Sidewalk <i>John Knox Rd to Lakeshore Dr</i>	445053-1	Phase	2022	2023	2024	2025	2026	Sidewalk	Leon	0.88	CST	Design scheduled to begin in mid-2021. Sidewalk on the west side of Monroe St.
7	S. Monroe St Sidewalk Reconstruction <i>Jefferson St to Park Ave</i>		Phase	2022	2023	2024	2025	2026	Sidewalk	Leon	0.2	CST	Repair and expansion of existing sidewalk, upgrades for for pedestrain safety and ADA.
8	Goose Pond Trail* <i>Mahan Dr/Fort Knox to Weems Rd</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	1.2	PD&E	Tallahassee -Leon County Greenways Master Plan
9	US 90 Trail <i>Midway to Quincy</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Gadsden	10.7	PD&E	SUN Trail Network: Gadsden County to Tallahassee
* Also a Blueprint Intergovernmental Agency project													
** ABBREVIATIONS:													
FS - Feasibility Study													
PD&E - Project Development and Environment Study													
PE - Preliminary Engineering													
CST - Construction													
ROW - Right-of-Way													
													



**Capital Region Transportation Planning Agency
Regional Trails Project Priority List
Fiscal Year 2023 - Fiscal Year 2027**

Regional Trails Project Priority List													
Priority Rank	Project Name/Limits	FDOT Work Program ID #	Programmed Funding						Project/Strategy	County	Length (miles)	Phase**	Notes
1	US 90 Trail West <i>Pedrick Rd to Leon County Line at Lake Miccosukee</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	13	PD&E	CRTPA Feasibility Study
													Proposed 10-12 Foot multi-use path.
2	US 90 Trail East <i>Jefferson County Line at Lake Miccosukee to Monticello Trail</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Jefferson	7.1	PD&E	CRTPA Feasibility Study
													Proposed 10-12 Foot multi-use path.
3	Iron Bridge Road Trail * <i>Orchard Pond Rd to Main St (US 27) Havana</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon	5.1	Feasibility Study	Multi-use trail to connect to downtown Havana.
4	Forest Trail North <i>Trout Pond to Lake Henrietta</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Leon County	6.5	Feasibility Study	A shared use path between Lake Munson and Trout Pond
5	Nature Coast Trail <i>Lighthouse Road to Taylor County Line</i>		Phase	2022	2023	2024	2025	2026	Shared Use Path	Wakulla & Jefferson	14	Feasibility Study	Multi-use trail - regional connector.

**Capital Region Transportation Planning Agency
Intelligent Transportation System Project Priority List
Fiscal Year 2023 - Fiscal Year 2027**

Draft Intelligent Transportation System Safety Project Priority List												
Priority Rank	Project Name/Limits	FDOT Work Program ID #	Programmed Funding						County	Phase **	Funding Sought	Notes
1	Annual Operations and Maintenance <i>COT Regional Transportation Management Cntr.</i>	219785-2	Phase	2022	2023	2024	2025	2026	Leon	OPS	\$500,000	Annual funding request for operations and maintenance.
					\$500,000	\$500,000						
2	I-10 Trailblazers <i>Major Arterials - Various Locations</i>		Phase	2023	2024	2025	2026	2027	Leon	CST	3.26 M	FDOT has completed a cost analysis and provided the project estimate.
3	Advanced Traffic Management System Software Upgrades <i>Major Arterials - Various Locations</i>		Phase	2023	2024	2025	2026	2027	Leon	CST	\$60,000	Request funding amount biennially beginning in FY 23.
4	Cabinet Upgrades <i>Various Locations</i>		Phase	2023	2024	2025	2026	2027	Leon	CST	\$1M	Request funding amount annually for five years beginning in FY23. Total project cost estimated 5.3 M.
5	Transit Signal Priority* Software Integration <i>Various Locations on StarMetro Transit Routes</i>		Phase	2023	2024	2025	2026	2027	Leon	CST	\$400,000	The hardware for the signal prioritization is installed. Project is listed as priority No. 3 on StarMetro Project List.

**Capital Region Transportation Planning Agency
StarMetro Project Priority List
Fiscal Year 2023 - Fiscal Year 2027**

StarMetro Project Priority List												
Priority Rank	Project Name/Limits	FDOT Work Program ID #	Programmed Funding					Project/Strategy	County	Phase** and Funding Sought	Notes	
1	South City Transit Center <i>Meridian Rd and Orange Ave</i>		Phase	2022	2023	2024	2025	2026	Construct multi-bay bus Super-Stop	Leon	CST (\$2,000,000)	Superstop to serve the south side of Tallahassee.
2	Planning Feasibility Study <i>Redevelopment of C.K. Steele Plaza</i>		Phase	2022	2023	2024	2025	2026	Access Management Enhancements	Leon	FS (\$500,000)	Redevelop the Plaza from a single-use transit facility into a mixed-use, multistory intermodal facility
3	Bus Transit <i>Signal Prioritization</i>		Phase	2022	2023	2024	2025	2026	Intersection Improvement	Leon	PE (\$400,000)	Signal prioritization for transit vehicles to reduce delay if bus is behind schedule.
4	Electric Bus Fleet Charging Infrastructure <i>To support an all-Electric Bus Fleet</i>		Phase	2022	2023	2024	2025	2026	Operational Improvement	Leon	\$5,000,000	Install depot charging for 66 electric buses at StarMetro's bus barn.
* Also a Blueprint Intergovernmental Agency project ** ABBREVIATIONS: FS - Feasibility Study PD&E - Project Development and Environment Study PE - Preliminary Engineering CST - Construction ROW - Right-of-Way												



StarMetro

2023-2027 Project Priority List

1. Construction of multi-bay SuperStop in the South City area of Tallahassee **South City Transit Center** - (Meridian and Orange). This SuperStop will provide an off-street location and possibly on street bus bays for customers to transfer between multiple routes, serve as a layover point for operators, will assist to improve system performance, will have public restrooms, an information booth, supervisor offices, and meeting space. The building will be constructed with solar panels on the roof, overhead charging stations for transit buses and plug in chargers for staff vehicles. In addition, the SuperStop will allow StarMetro to develop neighborhood circulators on the Southside to efficiently provide transportation options for elderly, disabled and low-income individuals located in the area and improve service to the Veteran's Administration Clinic. **Estimated cost for construction - \$2,000,000**
2. **Redevelopment of C.K. Steele Plaza Planning Study** – Initiate an environmental assessment, feasibility study, and preliminary design of C.K. Steele Plaza to identify the needs, challenges, opportunities, and funding options to transform the Plaza from a single-use transit facility into a mixed-use, multistory intermodal facility with opportunities for housing StarMetro Administrative Staff; leasable space for office, restaurants, and retail activities; and connections to intercity transportation such as the Gadsden Express, Monticello Express, Greyhound, Megabus, Flixbus. **Estimated cost - \$500,000**
3. **Bus Transit Signal Prioritization** – The City of Tallahassee is starting to replace the existing infrared based traffic signal preemption system for emergency vehicles with a more advanced global positioning system (GPS) based system. This system will allow for a much more efficient routing of emergency vehicles with less disruption to the traffic signal network. The GPS system also allows for adding signal prioritization to transit vehicles. Signal prioritization extends the green time or shortens the red time for approaching buses depending on the system parameters such as a bus running behind schedule. Signal prioritization is shown to improve overall transit system performance and efficiency by at least 10%. It costs approximately \$3,000 per bus for the signal prioritization devices. **Estimated cost - \$400,000**
4. **Charging Infrastructure to support an all-Electric Bus Fleet** - cost estimates for installing depot charging for 66 buses at StarMetro's bus barn including electrical, structural, and civil engineering, design, and remote monitoring. **Estimated cost - \$5,000,000**

**Capital Region Transportation Planning Agency
Transportation Systems Management and Safety Project Priority List
Fiscal Year 2023 - Fiscal Year 2027**

Transportation Sytems Management and Safety Project Priority List													
Priority Rank	Project Name/Limits	FDOT Work Program ID #	Programmed Funding						Project/Strategy	County	Length (miles)	Phase **	Notes
1	Orange Avenue (SR 373)		Phase	2022	2023	2024	2025	2026	Pedestrian Safety Improvements	Leon	1.2	PE/CST	Address safety issues through the addition of a midblock crossing(s) & sidewalk improvements.
2	Pensacola Street (SR 366)		Phase	2022	2023	2024	2025	2026	Access Management Enhancements	Leon	0.3	PE/CST	Address identified high crash rate. Traffic and Operations Analysis by RS&H for the CRTPA
3	Orange Avenue (SR 373)		Phase	2022	2023	2024	2025	2026	Intersection Improvement	Leon	0.1	PE	Address congestion at this intersection. Interim improvement until capacity project constructed.
4	Lake Bradford Rd/Stadium Dr/Gaines St/Varsity Dr		Phase	2022	2023	2024	2025	2026	Intersection/Operational Improvement	Leon	0.1	PE	An Operational Analysis is underway by the CRTPA. RS&H is the consultant firm completing the work.
* Also a Blueprint Intergovernmental Agency project													
** ABBREVIATIONS:													
FS - Feasibility Study													
PD&E - Project Development and Environment Study													
PE - Preliminary Engineering													
CST - Construction													
ROW - Right-of-Way													
													



FY 23 - FY 27 Airport PPL

Fiscal Year 2023						
Priority Ranking	FDOT WP#	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Design	190,000		1,710,000	1,900,000
2	442109-1	Terminal PLB Acquisition and Installation	546,754	546,754		1,093,508
3	442109-7	Parking Area Improvements	1,000,000	1,000,000		2,000,000
FY23 Total			1,736,754	1,546,754	1,710,000	4,993,508

Fiscal Year 2024						
Priority Ranking	FDOT WP#	Description	Local	FDOT	FAA	Total
1		Terminal Modernization	1,200,000	1,200,000		2,400,000
FY24 Total			1,200,000	1,200,000	0	2,400,000

Fiscal Year 2025						
Priority Ranking	FDOT WP#	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Construction	500,000	500,000	9,000,000	10,000,000
2		Terminal Modernization	1,104,620	1,104,620		2,209,240
FY25 Total			1,604,620	1,604,620	9,000,000	12,209,240

FY 23 - FY 27 Airport PPL

Fiscal Year 2026						
Priority Ranking	FDOT WP#	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Construction	450,000	450,000	8,100,000	9,000,000
FY26 Total			450,000	450,000	8,100,000	9,000,000

Fiscal Year 2027						
Priority Ranking	FDOT WP#	Description	Local	FDOT	FAA	Total
1		Air Carrier Apron Improvements	1,450,000	1,450,000		2,900,000
2		Taxiway Charlie, Zulu and T-Hangar Rehabilitation & Lighting and Helicopter Parking (design)	175,000	175,000	3,150,000	3,500,000
FY27 Total			1,625,000	1,625,000	3,150,000	6,400,000

Capital Region Transportation Planning Agency
ADOPTED Transportation Alternatives Project Priority List
 Fiscal Year (FY) 2023 - FY 2027

Priority	Project Name	Limits	Funding Sought	Phase
1	Spring Creek Highway Paved Off Road Bike Path Sponsor: Wakulla County	Dr. Martin Luther King, Jr. Road to CR 61 (Shadeville Highway) (1.77 miles)	\$733,716	Seeking Design, Construction & CEI
2	Dr. MLK, Jr. Memorial Road Paved Off Road Bike Path Sponsor: Wakulla County	US 319 to CR 365 (Spring Creek Highway) (4.17 miles)	\$1,500,237	Seeking Design, Construction & CEI
3	St. Hebron Road Sidewalk Project Sponsor: Gadsden County	(St Hebron Road: Pt. Milligan Road to Fontana Trail) (Fontana Trail: Fontana Trail to St. Hebron Park) (2.16 miles)	\$3, 130,726	Seeking Design, Construction & CEI

NOTE: The following fully funded project is not yet constructed and is retained on the list until all programmed funding is within the first three (3) years of the Transportation Improvement Program:

Project Name	Limits	Years Funded & Phase	Amount
US 90 Sidewalk Project (WPI #4484511) Sponsor: City of Quincy	Chalk Street to Strong Road (1.06 miles)	FY 24 - Construction FY 25 - Construction	\$476,000 \$480,000

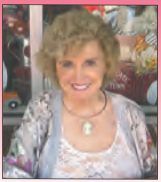
APPENDIX F

FHWA – Eastern Federal Lands Highway Division Projects & Informational Items

APPENDIX G

Public Involvement

Nurse Judy's Nook
By Judy Conlin
A Trip with a Diva



The trip to Orlando started off smoothly, but just as on the two previous trips I made outside our area, after about 75 miles, the air conditioning quit.

The car was in the shop both those times and supposedly fixed.

Ha! I am disheartened.

Although it was uncomfortable, I was able to tolerate it, but Nurse Judy, my diva-alter-ego, whined and carried on the whole almost 600-mile round trip.

If that wasn't bad enough when I was on the turnpike, the first service stations I pulled into did not have gas. I could wait there for a half hour and then they would have gas again.

Not wanting to be late arriving, I said I'd get it at the next service station.

They told me its pumps were also down, so I drove on without a fill-up.

With Nurse Judy dramatically feigning swooning due to the heat and my own worries about being sitting on the side of the highway out of gas, it was not pleasant.

To make matters worse, my GPS announced we were at our destination and then turned off.

I looked around at an empty field that did not in the least resemble the Marriott World Trade Center.

After several more tries, I accidentally stumbled on the correct way into our destination.

While Nurse Judy had

only been pretending to faint because of the heat, I became dizzy and nauseous when I found out valet parking was \$40 per day.

It was completely necessary, however, considering all the carry-ons I needed for my meetings and all the unnecessary bags, boxes and bins holding Nurse Judy froufrou.

There was no way my old knees would be able to cart all this stuff in from the distant parking lot.

We had enough food in that car to feed an entire nation for a year.

It was criminal and because of the heat build-up in that little car, probably inedible.

Once checked in and minus many more dollars, things began to look up - for Nurse Judy at least.

She had us dressed in gold fringe and sequined attire from our head to our toes which, by the way, were covered in sparkly gold polish for the reception.

We were the center of attention since most everyone else was wearing HOSA dress uniforms.

Nurse Judy simpered and smiled and strutted around taking in compliments left and right, while I huddled in my seat shivering in this wonderful new invention called air conditioning and feeding my face with all the fine cuisine as if I hadn't stuffed myself the entire trip from Nurse Judy's food bag.

I will say she had us looking like we were used to such a plush environment.

My stuffing my face with every delicacy I could grab did mar that pretty image a bit.

The board meeting - our first zoom meeting - went well, except for the fact that the HOSA director had to carry the computer around so people could see and hear.

At least this kept Nurse Judy off camera most of the time.

At the awards ceremony Nurse Judy really had her time to shine.

She had me dressed in some kind of a gauzy outfit that made me look like I was going to a ball rather than to hand out scholarships and awards.

I wrote and recited a speech about those thousands of wonderful students who had come to compete in health care tests and skills.

It was a hit.

The students started yelling "Judy, Judy, Judy, we love you."

Now, I'm Judy.

She's Nurse Judy, but she responded to this outburst as if it was all about her.

After the session students and their advisors kept coming up asking to have their picture taken with that gauzy gowned star-not with me, the hard worker, writer, and foundation manager.

I left her to it.

She flitted around like a rock star.

I went off looking for food. I was hungry again.

More later about Judy, her hot-alter-ego, and their unbearably hot trip....

Judy,

nursejudyinfo.com

From *City Elections* on page A1

Previously, Group 7 was held by Councilwoman Warkeen Jordan, who did not register for reelection this year; Loughmiller was the only applicant to run for the position, and so will be entering the town council position unopposed.

The Town of Greensboro will be having an election this year, as the council currently has three new names on the list of potential candidates for the council.

Group 1 has Kimberly Boyer and Brenda Kaye Martinez both vying for the seat.

Group 2 has incumbent William Michael Pitts running for reelection against newcomer

Justin Lamar Alday.

While Havana, Gretna, and Chattahoochee will not be holding a municipal election (as no opposition was presented to its candidates), both Greensboro and Quincy will be holding an election for their town councils on April 26.

Polls will be open from 7 a.m. until 7 p.m. on Tuesday, April 26 for residents of Quincy and Greensboro.

The Quincy polling place will be Quincy City Hall, located at 404 West Jefferson Street.

The Greensboro polling place will be Greensboro Town Hall, located at 150 East 11th Street.



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**GADSDEN COUNTY
BOARD OF COUNTY COMMISSIONERS**
ADVERTISEMENT FOR INVITATION TO BID
Fairbanks Ferry Road
Bid Date Extended Due to Addendum No. 2

The Gadsden County Board of County Commissioners is seeking sealed bids from qualified person, company or corporation interested in providing construction services for the following project: **Fairbanks Ferry Road**. This project will include the resurfacing of Fairbanks Ferry Road from Fifth Avenue to Concord Road intersection.

Bid No.	22-02	Contracting Officer:	Justin Ford
Bid Opening Date:	April 28, 2022	Pre-Bid Meeting Date:	NA
Bid Time:	10:00 a.m.	Bid Issue Date:	April 21, 2022

Sealed bids must be delivered at the address below:

Management Services Department
ATTN: Omesha S. James
5-B E. Jefferson Street
Room 204
Quincy, Florida 32351

All bids shall be submitted in duplicate (one original and three copies) in sealed envelopes/packages addressed to the Management Services Department and marked "**B.I.D. NO. 22-02 Fairbanks Ferry Road**". Any bids received after the designated date will be returned unopened.

Sealed bids will be received by the County at the Gadsden County Management Services Department, until 5:00 p.m. local time on Wednesday, April 27, 2022. Bids received after that time will not be accepted. Bids will be opened and read aloud at that time and that place.

Plans and specifications can be obtained at Dewberry Engineers Inc., 20684 Central Avenue East, Blountstown, Florida 32424, (850) 674-3300. For questions, please contact Justin Ford at (850) 674-3300 or jford@dewberry.com. The bid must conform to Section 287.133(3) Florida Statutes, on public entity crimes.

Federal funds will be used for the construction of the proposed improvements associated with this project. The contractor shall comply with all federal funding requirements as outlined in the contract documents

Cost for Plans and Specifications will be **\$50.00 per set** and is non-refundable. Checks should be made payable to DEWBERRY ENGINEERS INC. Digital copies will be available free of charge.

Completion date for this project will be **120 days** from the date of the Notice to Proceed presented to the successful bidder.

Liquidated damages for failure to complete the project on the specified date will be set at \$200.00 per day.

Bids will be received **until 5:00p.m. (EST) on Wednesday, April 27, 2022**, at the Gadsden County Management Services Department, Room 204, 5B East Jefferson Street, Quincy, Florida 32351, and will be opened and read aloud **on Thursday, April 28, 2022, at 10:00 a.m. (EST)** at the County Administrator's Conference Room at 9B East Jefferson Street, Quincy, Florida 32351.

The Bid will be awarded to the lowest responsive bidder.

This advertisement is EXTENDED due to Addendum No. 2

The County reserves the right to accept or reject any and all bid and to waive any technicalities or irregularities therein. The County further reserves the right to award the agreement to that bidder whose bid best complies with the specifications. Bidders may withdraw their bid by notifying the County in writing at any time prior to the deadline for bid submittal. After the deadline, the bid will constitute an irrevocable offer for a period of sixty (60) days. Once opened, bids become a record of the County and will not be returned to the bidders. EEO/AA



VIRTUAL and IN-PERSON PUBLIC MEETINGS
Transportation Plans and Projects

Gadsden County

Virtual: Thursday, April 28, 2022, from 5 pm - 7 pm
In-Person: Wednesday, May 4, 2022, from 11 am – 1 pm
Gadsden County Commission Chambers
9 East Jefferson St., Quincy, FL 32351

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Gadsden County
Board of County Commissioners

2022 Summer Youth Employment Opportunity & Initiative Program

Gadsden County announces its Summer Youth Employment Opportunity and Initiative Program, designed to allow current and graduated students the opportunity to obtain work experience in a real-world environment. For seven (7) weeks, youth between the ages of 14 and 19 will be introduced to the workplace, gain valuable employment skills, and industry recognized credentials all while earning a modest income.

Youth selected will work up to 20 hours per week earning \$10.00 per hour.
The program begins Monday, June 13th and ends Friday, July 29th

Applications Accepted:
Monday, April 11th through Friday, April 29th
Applications can be obtained from the Gadsden County BOCC's website – www.gadscdencountyfl.gov, any of the three branch libraries, local county high schools, or from the Gadsden County employment board located on the 1st floor of the Edward Butler Governmental Complex Building
9B East Jefferson Street, Quincy, Florida 32351

Applications must include:

- **Most recent report card for the 2021-2022 school year to that includes grades, attendance, and conduct**
- **Copy of High School Diploma or GED if applicant is a graduate**
- **Proof of Residency Form**

Applications will not be accepted without a report card, high school diploma or GED and Proof of Residency Form
Progress reports will not be accepted in place of report cards

Qualifications to Participate in the Program:

- **Must be a Gadsden County Resident**
- **Must be between the ages of 14 – 19 on the date the program starts**
- **Acceptable school attendance and school conduct**
- **Must have a 2.0 GPA or a graduate from an accredited High School or GED Program**

Applications should "ONLY" be submitted to:
Gadsden County Board of County Commissioners
Location: Edward Butler Building
9B East Jefferson Street, 1st Floor, HR Dropbox
Quincy, Florida 32351
or
E-mailed to: HR@gadscdencountyfl.gov

For more information, please visit the County's website at: www.gadscdencountyfl.gov or contact Human Resources at (850) 875-8648 or (850) 627-5334.



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CRIME BEAT

ALL INFORMATION IS PRINTED AS TAKEN FROM THE JEFFERSON COUNTY SHERIFF'S OFFICE.
ALL SUSPECTS SHOULD BE CONSIDERED INNOCENT UNTIL PROVEN GUILTY IN A COURT OF LAW.

Cesar Chox-Ixquiactap, booked April 1, 2022. Charged with possession of marijuana, more than 20 grams. Florida Highway Patrol was the arresting agency.

Jaycob Cook, booked April 1, 2022. Charged with possession of marijuana more than 20 grams. Florida Highway Patrol was the arresting agency.

Brian Tate Ryals II, booked April 1, 2022. Charged with burglary of an occupied dwelling while unarmed and grand larceny theft of more than \$750 and less than \$5,000. Jefferson County Sheriff's Office was the arresting agency.

Dusty Daniel Anne Shiver, booked April 2, 2022. Charged with failure to appear in court on felony charge. Jefferson County Sheriff's Office was the arresting agency.

Dennis Lee Chappell, booked April 2, 2022. Charged with trafficking in seven grams of more of oxycodone, possession of a controlled substance without prescription, possession and/or use of drug paraphernalia, possession of counterfeited driver's license or identification card (two counts) and possession of a stolen card. Florida Highway Patrol was the arresting agency.

Jerome Merritt, booked April 3, 2022. Charged with failure to appear in court on a misdemeanor charge. Jefferson County Sheriff's Office was the arresting agency.

Ja'boree Simmons, booked April 5, 2022. Charged with possession of controlled substance

without prescription. Florida Highway Patrol was the arresting agency.

Charles Newell, booked April 6, 2022. Charged with violation of probation. Jefferson County Sheriff's Office was the arresting agency.

Earl Lee Harris, booked April 6, 2022. Charged with violation of probation. Jefferson County Sheriff's Office was the arresting agency.

Tavoris Devont Morris, booked April 7, 2022. Charged with violation of probation; distribution of cocaine, schedule II; distribution of opium or derivative, schedule I or II; and possession of drug paraphernalia. Jefferson County Sheriff's Office was the arresting agency.

Britanny Britton, booked April 7, 2022. Charged with driving while license suspended, third offense. Florida Highway Patrol was the arresting agency.

Samuel Boule, booked April 7, 2022. Charged with simple assault (threat to do violence) and resisting officer without violence. Jefferson County Sheriff's Office was the arresting agency.

Isabel Maria Fuentes, booked April 8, 2022. Charged with grant theft of more than \$750 but less than \$5,000 and fraudulent swindle (taking nursery stock with intent to defraud). Jefferson County Sheriff's Office was the arresting agency.

Lakisha Darling, booked April 8, 2022. Charged with three counts of simple battery, causing property damage of more than \$200 but less than \$1,966 and resisting officer without violence. Monticello Police Department was the arresting agency.

Kerry Brooks, booked April 9, 2022. Charged with driving under the influence of alcohol or drugs. Florida Highway Patrol was the arresting agency.

Newspaper bundles

50-100 papers each

Purchase at
ECB Publishing, Inc.
180 W. Washington St.
Monticello, Fla. 32345

When the news gets old, you save!





April 18, 1952

Ed Clayton, Bill White and Bill Scruggs attended a 40 and 8 meeting in Lake City.
Mary Bassett enjoyed a party and **Easter egg hunt** on her birthday.

April 20, 1962

A freak cold spell sent the mercury plummeting to a low 36 degrees.
Nine people were injured in a car wreck at Waukeenah.
The Southernares opened a show in Madison.

April 20, 1972

Gellings Flower and Gift Shop, well-known in Monticello for many years, has a new owner. **Mrs. Velma Buzbee** purchased this business from **Mr. and Mrs. Silas Rooks** on April 1.
O. Dixon Hunter, Jr., of Monticello has enlisted in the **400th MP POW Camp**, a local **U.S. Army Reserve** unit.
Los Angeles Rams defensive left end, **Jack Youngblood**, was the guest speaker at the annual **Florida Crown Conference All Sports Banquet** held last Saturday night in Perry.
The Big Bend Bend Nurserymen's Association met April 10 at **Powell's Nursery** in Thomasville, **BBNA** is a ten-year old organization composed of nurseries in North Fla. and South Ga.

April 22, 1982

A semi-rig hauling diesel fuel ran over some road debris in Monticello last Thursday at 9:30 a.m., puncturing one of the tanks. Diesel fuel drained onto the road all the way from **Bishop's Store** to south of town across from the Jefferson County Jail.
Jeanie Kilpatrick, daughter of **Mr. and Mrs. Kelly Kilpatrick**, has been named **Valedictorian** of this year's **JCHS Senior Class**.

Salutatorian this year is **Donna Frey**, daughter of **Dr. and Mrs. Andrew Frey**.
For the first time ever, Monticello has a female police officer. **Sgt. Phyllis Lewis**, a 17-year resident of Jefferson County, became a full-time member of the force April 15.

April 22, 1992

Samantha Cooksey prepared a book with Illustrations for the **International Reading Association** meeting.

April 24, 2002

Ashley Bailey, left, and **Erica Prushcen** study the dangers of smoking using mechanical smokers to see the effects smoking can have on lungs students at **ACA**.

April 25, 2012

The Jefferson Community Marching Band provided lively drum music in the parking lot of **ECB Publishing** building on Saturday morning.

THANK YOU

The family of Mr. Charles Livingston deeply appreciated your kindness, generosity and compassion you extended to our family during our time of Grief.

May God bless you always.

Mrs. Elouise Howard Livingston and the Livingston Family



VIRTUAL PUBLIC MEETING

Transportation Plans and Projects

Gadsden, Jefferson, Leon and Wakulla Counties

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Police probe daylight shooting

Victim left with life-threatening injuries

William L. Hatfield
Tallahassee Democrat
USA TODAY NETWORK – FLORIDA

Tallahassee police are investigating a broad daylight shooting that has left a man with life-threatening injuries. The shooting happened just before 4 p.m. in the roadway near the intersection of Gaines Street and Martin Luther King Jr. road. The victim has been hospitalized, according to Tallahassee Police Department spokesperson Alicia Turner. Turner said the investigation is still in its early stages, and few details can be released. She said the latest incidents of gunfire was not a drive-by shooting. When asked if there were any suspects, she said “all parties have been identified,” adding that more details will be coming later. There have been at least 45 serious shootings in the capital city and county since the new year, resulting in at least 27 injuries and nine deaths, according to an analysis of gun violence by the Tallahassee Democrat. Detectives ask anyone who may have witnessed the latest shooting but did not speak with an officer on scene, to call 850-891-4200. They may also remain anonymous by calling Crime Stoppers at 850-574-TIPS. *Reach Editor William Hatfield at whatfield@tallahassee.com.*

Hospitalizations rise as BA.2 subvariant spreads in Florida

Experts expect current wave to be less severe

Chris Persaud
Palm Beach Post
USA TODAY NETWORK

Coronavirus-positive patients are filling up Florida’s hospitals once again, but their numbers remain smaller than before the original omicron wave engulfed the state. Medical staff statewide tended to an average of 738 COVID-positive patients this week, data released Friday by the U.S. Health and Human Services Department shows. That’s higher than the week before, but still lower than the four-digit levels recorded in late November and early December. HHS also reported an average of 92 adults per day this week in intensive care units in Florida, the lowest level on record. Health officials have been documenting a rise in new infections since mid-March, but the post-omicron number of COVID-positive hospital patients hasn’t risen until this week. Florida has logged an average of 18,186 new cases each week since April 8, the last time state health officials published a report on coronavirus statistics. That’s the highest weekly increase in case counts since Feb. 25, on the tail end of the original omicron wave. Health experts have said they expect the current coronavirus wave to be less severe than previous ones because most people have either been vaccinated or infected with the pathogen’s main omicron strain. Most new infections are caused by omicron subvariants. The state Health Department has logged 5,899,188 cases since the pandemic began. About 6.1% of COVID-19 tests have come back positive in the past week,



The omicron subvariant BA.2, also known as “stealth omicron,” currently accounts for 74% of COVID-19 infections in the United States. PROVIDED

the Health Department reported Friday, an increase from 3.8% two weeks ago. Omicron subvariant BA.2 remains the dominant strain in the southeastern United States. It comprises about 72% of tests in the Southeast that detect variants, the Centers for Disease Control and Prevention reported April 16. But the quickly rising BA.2 descendant BA.2.12.1 comprises about 19% of cases, nearly double the estimated 11% recorded April 9. Florida’s death toll increased by an average of 146 victims per week in between April 8 and Friday. That’s the lowest weekly increase since Dec. 24. The number of new deaths has slowed since February. But fatalities can take weeks to be processed and added to official statistics. Florida health officials cut the state’s

vaccination count by 1,292 people between April 8 and Friday. The state Health Department offered no explanation when they released their biweekly report after 5 p.m. Friday. The official total number of Floridians vaccinated has barely budged in the past two weeks, sitting at just under 15.5 million with at least one shot, covering 76% of inoculation-eligible residents ages 5 and older. That includes nearly 5.2 million people with boosters, or about one in four vaccine-eligible residents. But the official counts for total vaccinations is at least 600,000 higher than it should be because vaccine providers have erroneously recorded non-residents as residents. Gov. Ron DeSantis’ administration has said it has no plans to investigate.

Markel murder

Continued from Page 1A

whose longtime boyfriend was later charged and convicted in Markel’s murder. “The piece of evidence was something that I did think was important, and I’ve always felt like if we could just get that clarified, that would make a big difference potentially in the case,” Cappleman said. “So I was really happy to have that piece of evidence to present to the grand jury.” On Wednesday, a Leon County grand jury returned an indictment against both Adelson and Magbanua on charges of first-degree murder, conspiracy to commit first-degree murder and solicitation to commit first-degree murder. On Thursday, State Attorney Jack Campbell announced the new charges and evidence. The indictment was sealed. But Cappleman, the lead prosecutor in one of Tallahassee’s most notorious murders, confirmed in an interview that Adelson bank-rolled the killing. It was carried out by Sigfredo Garcia, the father of Magbanua’s two children, and Luis Rivera, who drove to Tallahassee in a rented Prius, shot Markel point-blank in his Betton Hills garage and were later convicted in the case. Neither Cappleman nor Campbell would say which portion of the video prompted the charges. During the conversation, Adelson appeared to include himself in “the story” of what happened to Markel. He told Magbanua that whoever approached his mom “knows information” and would “be back” for more money if the \$5,000 were paid to him. “They didn’t mention my name,” Adelson said, “which makes me think — makes me think that they don’t — these people only know part of the story or they think they know part of the story.” Neither Adelson nor Magbanua ever referred to Markel by name or uttered the word “murder” during their meeting at the restaurant. Adelson, however, talked about evidence in the case, including a rented car, and what might happen if the family went to the police to report a blackmail attempt. “I wish it was a cop playing games,” Adelson said, referring to the man who intercepted his mother. “Why didn’t they know it was me?” Adelson went on to question why the agent didn’t speak to him if he were in fact a “cop” or “investigator.” “Like, go to the talk to the person who’s involved; not f----- people who aren’t involved,” Adelson said. “And I’m



Assistant state attorney Georgia Cappleman answers questions from the media regarding the arrest of Charlie Adelson in connection with the murder of former Florida State University law professor Dan Markel on Thursday. ALICIA DEVINE/TALLAHASSEE DEMOCRAT

not involved.” Later, he added, “They needed to talk to someone who knew what the f--- went on.” **Will the May 16 trial of Katie Magbanua go on as planned?**

Lawyers for Adelson and Magbanua were quick to cast doubt on the newly enhanced recording, telling the Tallahassee Democrat on Thursday that it was a sign of desperation on the part of prosecutors. Magbanua’s lawyers, Tara Kawass and Christopher DeCoste of Miami, said in a Friday court filing that the transcripts and captions are “inaccurate and misleading” and inadmissible. DeCoste, in an interview, said the video didn’t capture the first half hour of the conversation. “We want all the evidence out there,” DeCoste said, “but we want the actual truth. It doesn’t have to go through the government’s prism of guilt where they created these transcripts that are inaccurate, where they change evidence.” Magbanua, whose trial with Garcia in 2019 ended in a hung jury for her and a guilty verdict against her longtime boyfriend, was set to be retried in just a few weeks. However, Campbell acknowledged the evidence could prompt another continuance, though neither side has asked for one. “The tape itself ... was always going to be an issue for the defense and the court,” Campbell said Thursday after announcing the new charges. “Will (the trial) go? I don’t know. It could. It could

not. I don’t dare to guess where it will go at this point.” Magbanua’s lawyers filed another motion Thursday demanding a speedy trial and asking that the court maintain her current trial date of May 16. DeCoste also complained that release of the video tainted potential jurors.

Prosecutors praise arrest of ‘another person that was culpable in the case’

The FBI arrested Adelson on Thursday morning at his home in Fort Lauderdale and booked into the Broward County jail. Cappleman said he will be transported to the Leon County Detention Facility “soon.” He had his first court appearance Friday via Zoom. Meeting with the press outside her office, Cappleman said she was “super grateful” for the efforts of law enforcement and her team of prosecutors for their work that led to the new indictment. Campbell, too, praised the Tallahassee Police Department and the FBI. “We’re thrilled to be able to announce that another person that was culpable in the case has been arrested,” she said. Both Cappleman and Campbell declined to say whether anyone else remains under suspicion. Prosecutors have long suspected that the motive stemmed from Markel’s bitter divorce from his wife, Wendy, and her family’s wishes to have their two young sons move to South Florida. “Certainly if we get more evidence, we’re going to continue just like in this situation,” Campbell said. *Contact Jeff Burlew at jburlew@tallahassee.com or follow @JeffBurlew on Twitter.*



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TD-GFG0005000-01



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The public may submit questions or comments prior to the May 17, 2022 CRTPA meeting. Comments may be provided in several ways. Written comments may be emailed to Suzanne.Lex@crtpa.org or at the CRTPA website Contact Us (www.crtpa.org/contact-us/) or mailed to: CRTPA, 300 S. Adams St. A-19, Tallahassee, FL 32301. Comments received by Monday, May 16, 2022, at 5 p.m. will be provided to the CRTPA members.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, income or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who need translation services (free of charge) should contact Suzanne Lex, CRTPA Title VI Coordinator, at 850-891-8627 or by email at Suzanne.Lex@crtpa.org. Si necesita asistencia en ESPAÑOL, por favor póngase en contacto con nosotros.

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This notice and meeting satisfy StarMetro's Program-of-Projects requirements of the Section 5307 Urbanized Area Formula Program Grant as administered by the Federal Transit Administration.



Photos by Nancy Floyd Richardson / Wakulla News
ABOVE: Young anglers wait for the kayak winner to be announced Sunday, April 24, during Rock the Dock at Woolley Park in Panama. **TOP LEFT:** The family of Walt Widener, an avid kayak fisherman, donated a \$5,000 prize drawing in his memory. **BOTTOM LEFT:** Tom & the Cats perform Friday, April 22, after the Captains' Meeting for Rock the Dock, at Woolley Park in Panama.

Fishing tourney still knows how to 'Rock the Dock'

Anglers of all ages competed for prizes and bragging rights over the past weekend for the Panama Waterways 12th annual Rock the Dock Fishing Tournament. Festivities kicked off Friday, April 22, at Woolley Park in Panama with a Captains' Meeting, followed by dinner from Posey's Steam Room and Oyster Bar and music from Tom & the Cats. Anglers fished for two days with a final weigh in at 4 p.m. on Sunday, April 23. Thousands of dollars were awarded to participants as prizes, boats, and gift items, including a 2022 Skeeter SX210 Bay Boat valued at \$49,995. Funds raised will go toward a scholarship for a student from Panama.



Michael Lentz won a \$1,000 prize in a drawing from Sea Tow on Sunday, April 24, during Rock the Dock at Woolley Park in Panama.



The Good Problem Fishing Team celebrate their success. They have won first place three years in a row.

VIRTUAL and IN-PERSON PUBLIC MEETINGS Transportation Plans and Projects

Virtual: Thursday, April 28, 2022, from 5 pm - 7 pm
In-Person: Monday, May 2, 2022, from 1 pm - 4 pm
Wakulla County Community Center, St. Mark's Room
318 Shadeville Rd, Crawfordville, FL 32327

The Capital Region Transportation Planning Agency (CRTPA) is hosting a virtual meeting to provide the public the opportunity to learn about the transportation projects in the CRTPA Capital Region (Gadsden, Jefferson, Leon and Wakulla Counties) that have received funding, as well as the agency's proposed project priorities for the Region. The Fiscal Year (FY) 2023 - FY 2027 Transportation Improvement Plan (TIP) and Project Priority Lists (PPLs) are scheduled to be adopted at the May 17, 2022, CRTPA meeting.

- **The TIP identifies transportation projects (including roadway, transit, bicycle, pedestrian and aviation) located within the Capital Region that have received state and federal funding.**
- **The PPLs are adopted annually and identify the agency's regional transportation priorities for projects seeking state and federal funding.**

The April 28th virtual meeting will be held from 5 pm to 7 pm. Links to the April 28th virtual meeting and the TIP and PPL documents may be accessed on the CRTPA webpage (www.crtpa.org). Staff will also be present to meet with the public on May 2, 2022 from 1 pm to 4 pm at the Wakulla Co. Community Center.

The public may submit questions or comments prior to the May 17, 2022 CRTPA meeting. Comments may be provided in several ways. Written comments may be emailed to Suzanne.Lax@crtpa.org or at the CRTPA website Contact Us (www.crtpa.org/contact-us/) or mailed to: CRTPA, 300 S. Adams St. A-19, Tallahassee, FL 32301. Comments received by Monday, May 16, 2022, at 5 p.m. will be provided to the CRTPA members.

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ATTN: PARENTS



Congratulate the Wakulla County seniors at our public and private schools, in the special annual Graduation section!
Deadline to submit your message is May 6th.
Call 850-926-7103 for details.



VIRTUAL and IN-PERSON PUBLIC MEETINGS Transportation Plans and Projects

Wakulla County

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In-Person: Monday, May 2, 2022, from 1 pm - 4 pm
Wakulla County Community Center, St. Mark's Room
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[illegible]



RESOURCES

PROJECTS

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LATEST News

LATEST Documents

INTERACTIVE TRANSPORTATION IMPROVEMENT PROGRAM

Interactive TIP

The CRTPA's Interactive Transportation Improvement Program (TIP) provides you an opportunity to view the projects that have received funding in the [CRTPA's most recent FY 23 – FY 27 TIP](#). Simply click on each project identified on the map and find out more information! The CRTPA TIP provides a five-year listing of state and federally funded transportation projects within the capital region (Gadsden, Jefferson, Leon and Wakulla counties).

[Learn More](#)

CONTACT US

300 S. ADAMS STREET A-19
TALLAHASSEE, FL 32301
TEL: (850) 891-8630

APPENDIX H

SUMMARY of FUNDS

5-YEAR SUMMARY OF FUNDING SOURCE

FUND SOURCE	2023	2024	2025	2026	2027	Total Program
Federal	30,623,127	54,426,148	42,195,295	34,229,879	7,373,522	168,847,971
Local	7,569,516	6,059,719	3,940,106	3,655,804	3,666,736	24,891,881
SIB	25,500,000	-	-	-	-	25,500,000
State 100%	50,895,336	44,288,754	48,410,243	6,025,861	6,081,797	155,701,991
Grand Total: 374,941,843						

5-YEAR SUMMARY OF FUNDING SOURCE GADSDEN

FUND SOURCE	2023	2024	2025	2026	2027	Total Program
Federal	1,164,566	1,879,339	9,059,319	220,806	-	12,324,030
Local	20,270	10,000	10,000	10,000	10,000	60,270
State 100%	12,015,933	8,458,030	15,724,045	653,369	800,656	37,652,033
Total	13,200,769	10,347,369	24,793,364	884,175	810,656	50,036,333

5-YEAR SUMMARY OF FUNDING SOURCE JEFFERSON

FUND SOURCE	2023	2024	2025	2026	2027	Total Program
Federal	3,365,437	18,654,780	-	-	-	22,020,217
State 100%	5,320,075	3,320,374	2,022,739	8,705	8,952	10,680,845
Total	8,685,512	21,975,154	2,022,739	8,705	8,952	32,701,062

5-YEAR SUMMARY OF FUNDING SOURCE LEON

FUND SOURCE	2023	2024	2025	2026	2027	Total Program
Federal	25,156,124	25,276,382	28,424,840	32,037,101	7,138,522	118,032,969
Local	7,349,246	5,844,719	3,715,106	3,420,804	3,421,736	23,751,611
SIB	25,500,000	-	-	-	-	25,500,000
State 100%	27,340,584	23,774,248	29,543,497	5,327,728	5,235,037	91,221,094
Total	85,345,954	54,895,349	61,683,443	40,785,633	15,795,295	258,505,674

5-YEAR SUMMARY OF FUNDING SOURCE WAKULLA

FUND SOURCE	2023	2024	2025	2026	2027	Total Program
Federal	937,000	8,615,647	4,711,136	1,971,972	235,000	16,470,755
Local	200,000	205,000	215,000	225,000	235,000	1,080,000
State 100%	6,218,744	8,736,102	1,119,962	36,059	37,152	16,148,019
Total	7,355,744	17,556,749	6,046,098	2,233,031	507,152	33,698,774

APPENDIX I

FDOT Review Checklist

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVIEW CHECKLIST

The following TIP Review Checklist is provided to assist in the review of the TIP. This Review Checklist is to be completed and included in the MPO's final TIP Document.

Comments should be categorized as:

Editorial: Comments may be addressed by MPO, but would not affect approval of the document, i.e., grammatical, spelling and other related errors.

Enhancement: Comments may be addressed by MPO, but would not affect approval of the document, i.e., improve the quality of the document and the understanding for the public (improving graphics, re-packaging of the document, use of plain language, reformatting for clarity, removing redundant language).

Critical: Comment MUST be addressed to meet minimum state and federal requirements to obtain approval. The reviewer must clearly identify the applicable state or federal policies, regulations, guidance, procedures or statutes that the document does not conform with.

If a question is categorized, a comment must be included. In addition, if a question is answered with "no", a comment must also be included. Once the checklist is finalized, please share as a PDF.

MPO: **CRTPA**

Fiscal Years
included: **23-27**

Review #: **1**

Date of Review: **5/10/22**

Reviewed by: **D3 Staff**

TIP Format & Content

Does the cover page include the MPO name, address correct fiscal years, and provide a location to add the date of adoption?

Yes ☒ No ☐

[No comment](#)

Cover Page

[Click here to enter notes](#)

Does the Table of Contents show the title of each section with correct page number?

Yes ☒ No ☐

[No comment](#)

p. 1

Does TIP include an endorsement that it was developed following state and federal requirements and include date of official MPO approval? This would be an MPO resolution or signed signature block on cover.

Yes ☒ No ☐

[No comment](#)

Cover Page & p. 3

[Click or tap here to enter text.](#)

Does TIP include a list of definitions, abbreviations, funding and phase codes and acronyms?

Yes ☒ No ☐

[No comment](#)

Appendix A, p. 177

[Click or tap here to enter text.](#)

TIP Narrative

Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period that is consistent with LRTP, contains all transportation projects MPA funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 C.F.R. 450.326(a)]; [49 U.S.C. Chapter 53]

Yes ☒ No ☐

[No comment](#)

pp. 3 & 4

Click or tap here to enter text.

Was the TIP developed by MPO in cooperation with the state and public transit operator, who provided the MPO with estimates of available Federal and State funds for the MPO to develop the financial plan? [s. 339.175(8) F.S.]; [23 C.F.R. 450.326(a)]

Yes ☒ No ☐

[No comment](#)

p. 5

Click or tap here to enter text.

Does the TIP demonstrate that there are sufficient funds (federal, state, local and private) to implement proposed transportation system improvements, identifies any innovative financing techniques through comparison of revenues and costs for each year? It is recommended that the TIP include a table(s) that compares the funding sources and amounts, by year to the total project costs. [23 C.F.R. 450.326(k)]; [23 C.F.R. 450.326(j)]; [s. 339.175(8)(c)(3) F.S.].

Yes ☒ No ☐

[No comment](#)

p. 5

[Click her to enter notes](#)

Does the TIP describe project selection process and state that it is consistent with the federal requirements in 23 C.F.R 450.332(b) and for non-TMA MPOs 23 C.F.R. 450.332(c)?

Yes ☒ No ☐

[No comment](#)

p. 6

Click or tap here to enter text.

Does the TIP identify the MPO's criteria and process for prioritizing implementation of the transportation plan elements (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 C.F.R 450.326(n)(1)]

Yes ☒ No ☐

[No comment](#)

pp. 7 & 8,
Appendix E

Click or tap here to enter text.

Does the TIP describe how projects are consistent with MPO's LRTP and to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) F.S.] For consistency guidance, see [Section 1. Florida LRTP Amendment Thresholds](#).

Yes ☒ No ☐

[No comment](#)

pp. 6 & 7

Click or tap here to enter text.

Does the TIP cross reference projects with corresponding LRTP projects, when appropriate? [s. 339.175(8)(c)(7) F.S.]

Yes ☒ No ☐

[No comment](#)

Section A - I

Click or tap here to enter text.

Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download [HERE](#). [23 C.F.R. 450.334]; [s.339.175(8)(h), F.S.]

Yes ☒ No ☐

[No comment](#)

Appendix D

Click or tap here to enter text.

Was the TIP developed with input from the public? [23 C.F.R. 450.316]; [23 C.F.R. 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.)

Yes ☒ No ☐

[No comment](#)

p. 9 and Appendix G

Click or tap here to enter text.

If applicable, does the TIP discuss the MPO's current FDOT annual certification and past FHWA/FTA quadrennial certification? MPO should include anticipated date of next FHWA/FTA quadrennial certification.

Yes ☒ No ☐

N/A ☐

[No comment](#)

p. 10

Click or tap here to enter text.

Does the TIP discuss of the congestion management process? All MPOs are required to have a congestion management process that provides for the effective management process that provides for the effective management and operation of new and existing facilities using travel demand reduction and operational management strategies. S 339.175(6)(c)(1), F.S.

Yes ☒ No ☐

[No comment](#)

p. 10

Does the TIP discuss Transportation Disadvantaged (TD) services developed and a description of costs and revenues from TD services, as well as a list of improvements funded with TD funds? [s.427.015(1) F.S. AND 41-2.009(2) F.A.C.

Yes ☒ No ☐

[No comment](#)

p. 10

Click or tap here to enter text.

Does the TIP discuss how, once implemented, the MPO will make progress toward achieving the performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
 - o Including risk to off-system facilities during emergency events (if applicable)
- ✓ State freight plan

Yes ☒ No ☐

If the MPO incorporated the Performance Measures Template directly or adapted it to suit their need, they will have met requirements. [23.C.F.R 450.326(c)]

[No comment](#)

pp. 11 - 33

[Click here to enter notes](#)

Does the TIP discuss anticipated effect of achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures

Yes ☒ No ☐

-
- ✓ Pavement performance measures
 - ✓ State asset management plan
 - ✓ State freight plan

If the MPO incorporated the Performance Measures Template directly or adapted it to suit their need, they will have met requirements. [23.C.F.R 450.326(d)]

[No comment](#)

PP. 11 - 33

[Click here to enter notes](#)

Detail Project Listing for Five Fiscal Years

Does each project in the TIP document shall include the following information?

- ✓ Sufficient description of project (type of work, termini, and length)
- ✓ Financial Project Number (FPN)
- ✓ Estimated total project cost and year anticipated funding
- ✓ **Page number or identification number where project can be found in LRTP (spot check)**
- ✓ Category of Federal Funds and source(s) of non-Federal Funds
- ✓ FTA section number included in project title or description

Yes ☒ No ☐

[No comment](#)

Page Numbers:

Click or tap here to enter text.

TIP Review

Did the MPO upload the document into the MPO Document Portal for review by District staff, Office of Policy Planning, Florida Commission for the Transportation Disadvantaged, Department of Economic Opportunity, FTA, & FHWA?

Yes ☒ No ☐

[No comment](#)

Page Numbers:

Click or tap here to enter text.