

*Appendix F:*

# Outreach

# CRTPA Agenda Items

## CRTPA Agenda Items

The following links are for agenda items which were presented to the CRTPA Board and Committees for project updates and approvals.

<b>October 2019</b>	<a href="https://crtpa.org/wp-content/uploads/October-2019-Retreat-Agenda-Package-x-1.pdf">https://crtpa.org/wp-content/uploads/October-2019-Retreat-Agenda-Package-x-1.pdf</a>
<b>January 2020</b>	<a href="http://crtpa.org/wp-content/uploads/January-2020-CRTPA-Agenda.pdf">http://crtpa.org/wp-content/uploads/January-2020-CRTPA-Agenda.pdf</a>
<b>February 2020</b>	<a href="http://crtpa.org/wp-content/uploads/CRTPA-February-2020-Agenda.pdf">http://crtpa.org/wp-content/uploads/CRTPA-February-2020-Agenda.pdf</a>
<b>May 2020</b>	<a href="http://crtpa.org/wp-content/uploads/May-2020-CRTPA-Board-Agenda-ALL-1-1.pdf">http://crtpa.org/wp-content/uploads/May-2020-CRTPA-Board-Agenda-ALL-1-1.pdf</a>
<b>September 2020</b>	<a href="http://crtpa.org/wp-content/uploads/September-2020-CRTPA-Agenda-All-reduced.pdf">http://crtpa.org/wp-content/uploads/September-2020-CRTPA-Agenda-All-reduced.pdf</a>
<b>August 2020</b>	<a href="http://crtpa.org/wp-content/uploads/August-2020-CRTPA-Meeting-Agenda-ALL.pdf">http://crtpa.org/wp-content/uploads/August-2020-CRTPA-Meeting-Agenda-ALL.pdf</a>

# CRTPA Board & Committee Meeting Presentations



# CRTPA BOARD RETREAT

October 14, 2019



# Building Upon Connections 2040

- Regional Mobility Plan:
  - Looks at current and future transportation needs for the four county region
  - Highlights multimodal recommendations to address those needs
- During *Connections 2040*, a strong emphasis was placed on:
  - Development of Goals
  - Prioritization Process
  - Public Engagement
  - Grassroots development of projects



# Building Upon Connections 2040

- Connections 2045 will:
  - Create a sense of consistency
  - Build in performance measures
  - Gather robust public input
  - Build upon 2040 recommendations
  - Introduce emerging trends



# Emerging Trends

- Technology
  - ACES (Automated, Connected, Electric, Shared)
    - How to prepare other modes with ACES in mind
      - Policies, infrastructure, building into other future plans
    - Identify a test site for our region
- Resilience
  - How identified threats will impact our transportation system
- Micromobility
  - How these new modes may continue to use transportation facilities into the future





# Upcoming Events

- Connections 2045 MetroQuest Survey
- Traffic Jam!
  - Regional Workshop
    - Tuesday, October 29<sup>th</sup>
    - 5:00 – 7:00
    - Regional Transportation Management Center
- Sub-Regional Meetings





# CRTPA Board Meeting

January 21, 2020



# Agenda

- Regional Mobility Plan Goals
- MetroQuest Survey Results
- Upcoming Milestones



# Regional Mobility Plan Goals

Safety



Connectivity



Access



Multimodalism



Land Use



Security



Economic Development



Natural Resource Protection  
and Conservation



Public Health



# Regional Mobility Plan Goals

## Safety



Improve the safety of transportation facilities for all residents and visitors in the region.

## Connectivity



Enhance connectivity between destinations within the region by different travel modes, such as bicycle, vehicular, and transit.

## Access



Provide all residents and visitors with access to different transportation options to create economic opportunities and improve quality of life throughout the region.



# Regional Mobility Plan Goals

## Multimodalism



Promote a diversity of travel choices and facilitate movement and connections among people, jobs, goods and services, and other travel modes.

## Land Use



Coordinate transportation strategies and investments with local and regional land use initiatives to foster vibrant communities throughout the region.

## Security



Promote and implement transportation improvements for all modes ensuring resilience and security of the transportation system.



# Regional Mobility Plan Goals

## Economic Development



Coordinate transportation investments with local and regional economic development initiatives.

## Natural Resource Protection and Conservation



Protect the region's environmental, cultural, and historical areas of interest through best practices related to expansion of transportation opportunities.

## Public Health



Promote public health by increasing the diversity of travel choice, safety, and access to transportation facilities for all residents and visitors in the region.



## Comparison: Federal Planning Goals

1. Economic vitality
2. Safety
3. Security
4. Accessibility and mobility
5. Environment, energy conservation, and quality of life
6. Integration and connectivity
7. Efficient system management and operations
8. System preservation
- 9. Resiliency**
- 10. Travel and tourism**





# Comparison: Florida Transportation Plan Goals

- |  |  |
|--|--|
| 1. Safety and Security for Residents, Visitors, and Businesses | 5. Transportation Solutions that Support Florida's Global Economic Competitiveness     |
| 2. Agile, Resilient, and Quality Infrastructure                | 6. Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play |
| 3. Efficient and Reliable Mobility for People and Freight      | 7. Transportation Solutions that Support Florida's Environment and Conserve Energy     |
| 4. More Transportation Choices for People and Freight          |  |



# Comparison: Connections 2040

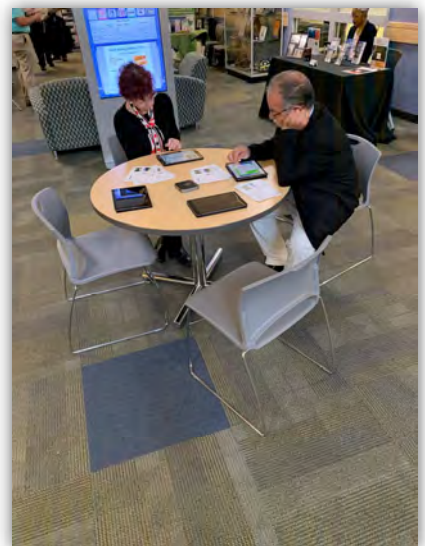
- Primary goal areas are the same
- Goal statements reworded or streamlined
- Resilience and travel/tourism more directly incorporated



# MetroQuest Survey

*Trends as of January 2020*

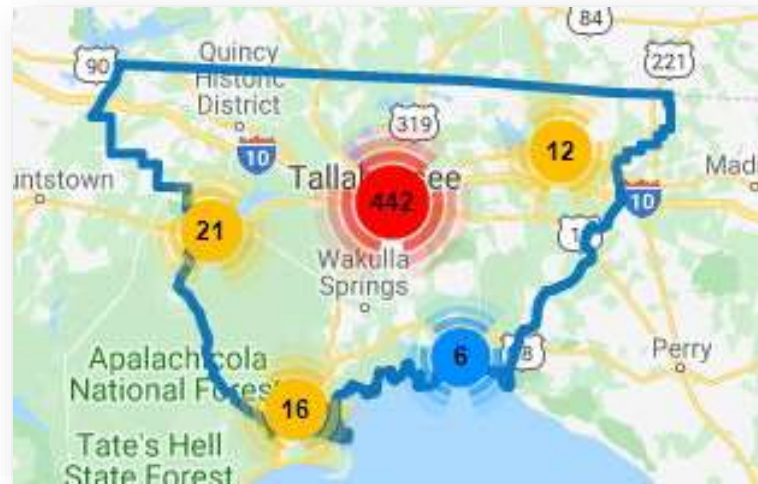
- Number of Participants: 270
  - 85% of respondents identified driving as primary mode of transportation
- What we've heard so far:
  - **Safety** was identified as a major priority, followed by **environmental sustainability** and **congestion reduction**.
  - The majority of survey respondents feel safe **most of the time** while traveling on an average day
  - According to respondents, **bicycle transportation opportunities** could use the most safety improvements.



# MetroQuest Survey

*Trends as of January 2020*

- Mapping activity:
  - The majority of comments, projects, and improvements identified addressed **roadway improvements**, followed by **transit, bicycle, and pedestrian improvements**.
  - Most projects were identified **within** the Tallahassee city limits



# Upcoming Milestones

- February
  - Introduction to Needs Plan
  - Prioritization Criteria
  - Jurisdictional and Agency Outreach
- March
  - Needs Plan
  - Prioritized Projects – Draft
- April
  - Prioritized Projects – Revised
  - Projected Revenues
  - Project Cost Estimates
  - Cost Feasible Plan – Layout and Assumptions



# Upcoming Milestones

- May
  - Cost Feasible Plan – Draft
  - Public Workshop Series #2
- June
  - Cost Feasible Plan – *Adoption*
  - Project Documentation – Outline





# CRTPA Board Meeting

January 21, 2020





# MetroQuest Survey Trends

January 2020

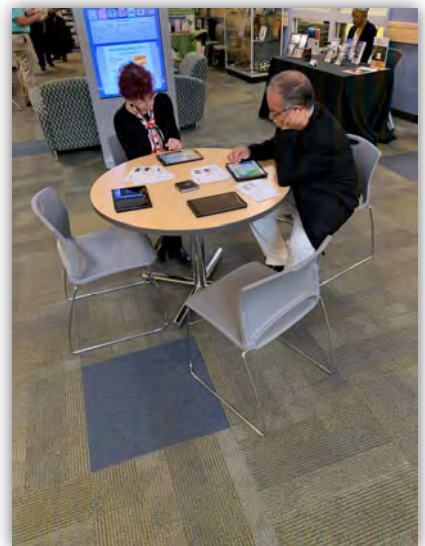




# MetroQuest Survey

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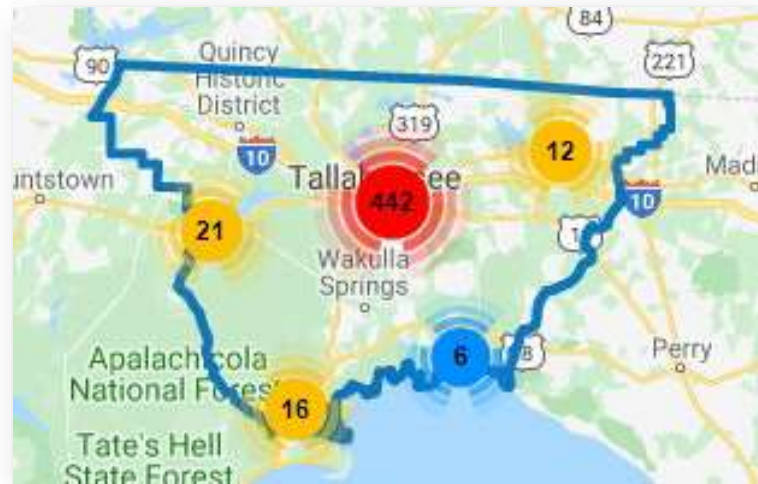
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# CRTPA Board Meeting

February 18, 2020



# Agenda

- Needs Plan
- Evaluation and Prioritization Process
- Prioritization Discussion
- Upcoming Milestones



## Needs Plan

The Needs Plan merges previous planning efforts with data anticipating growth in the region. It utilizes the following information to help identify and select projects during evaluation and prioritization:

- Previous Plans
- Congestion Data
- Safety Conditions
- Public Feedback



# Evaluation and Prioritization Process

## 2-Step Process

Evaluation Criteria:

- Screening process to gain an understanding of the viability and utility of the proposed project.

Prioritization Criteria:

- Detailed process to determine the performance of the proposed project in relation to other proposed projects.



# Evaluation and Prioritization Process

The process provides **flexibility**:

- By having mode-specific prioritization criteria
- By having projects that are financially constrained into funding Tiers
- By allowing projects in Tiers to be implemented in any order



## Evaluation Criteria

These four criteria comprise our evaluation screening. For projects advancing through the screening, the scoring from these criteria will also be part of the project prioritization.

Roadway Considerations	Definition
Project Phases Completed	Project has one or more phases completed
Part of an Adopted Plan	Project exists in a currently adopted municipal, county, regional, or state plan
Natural Environment	Project has limited impacts to sensitive natural environmental features
Social Environment	Project provides positive contributions to designated revitalization areas and Title VI communities





# Roadway Prioritization Criteria

Roadway Considerations	Definition
Growth Center/Economic Development Area	Project is located adjacent to a growth area (contained within the Quality Growth Plus scenario, or designated as an economic development/growth area in local plans)
Universal Accessibility	Project promotes universal accessibility of facilities, infrastructure, amenities, or technology
Existing Congestion Reduction	Project addresses a corridor or intersection along a corridor identified in the base year travel demand model as level of service E or F
Future Congestion Reduction	Project addresses a corridor or intersection along a corridor identified in the 2045 travel demand model as level of service E or F



# Roadway Prioritization Criteria

Roadway Considerations	Definition
Safety Improvement	Project addresses one of the worst crash locations in the region
Evacuation Route	Project is a part of or directly serves an identified evacuation route
Supportive of Freight Priorities	Project travels along an identified freight route, or provides access to an existing or proposed intermodal facility
Supportive of Transit Priorities and Accessibility	Project serves or improves transit routes, transit stops, transit technology, transit development, or paratransit
Supportive of Bicycle and Pedestrian Mobility and Accessibility	Project includes incidental bicycle or pedestrian improvements



# New Roadway Prioritization Criteria

Roadway Considerations	Definition
Resilience	Project contributes to the resiliency of the network
Travel and Tourism	Project contributes to travel and tourism
Supportive of Transportation Technology	Project is supportive of transportation technology



# Tie-Breaker Roadway Prioritization Criteria

Roadway Considerations	Definition
Funding Commitment	Project has dedicated local funding contribution or funding partnership
Identified Gateway	Project is located in or adjacent to an area designated as a future gateway improvement location



# Bicycle and Pedestrian Prioritization



# Upcoming Milestones

- February
  - Jurisdictional and Agency Outreach
- March
  - Needs Plan
  - Prioritized Projects – Draft
- April
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  - Project Cost Estimates
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- May
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# CRTPA Board Meeting

February 18, 2020





# Connections 2045 Regional Mobility Plan

## *The Process and Where We Are*

### **Kicking Off from Connections 2040**

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

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

### **Beginning Connections 2045**

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

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

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

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

## Roadway Projects

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

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

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

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

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

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

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

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

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

Examples of the roadway project prioritization is described below:

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

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

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

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

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

## Bicycle and Pedestrian Projects

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

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

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

### Example Project 1: US 90 Trail from Tallahassee to Monticello



**Project Limits:** Pederick Road to Monticello Bike Trail

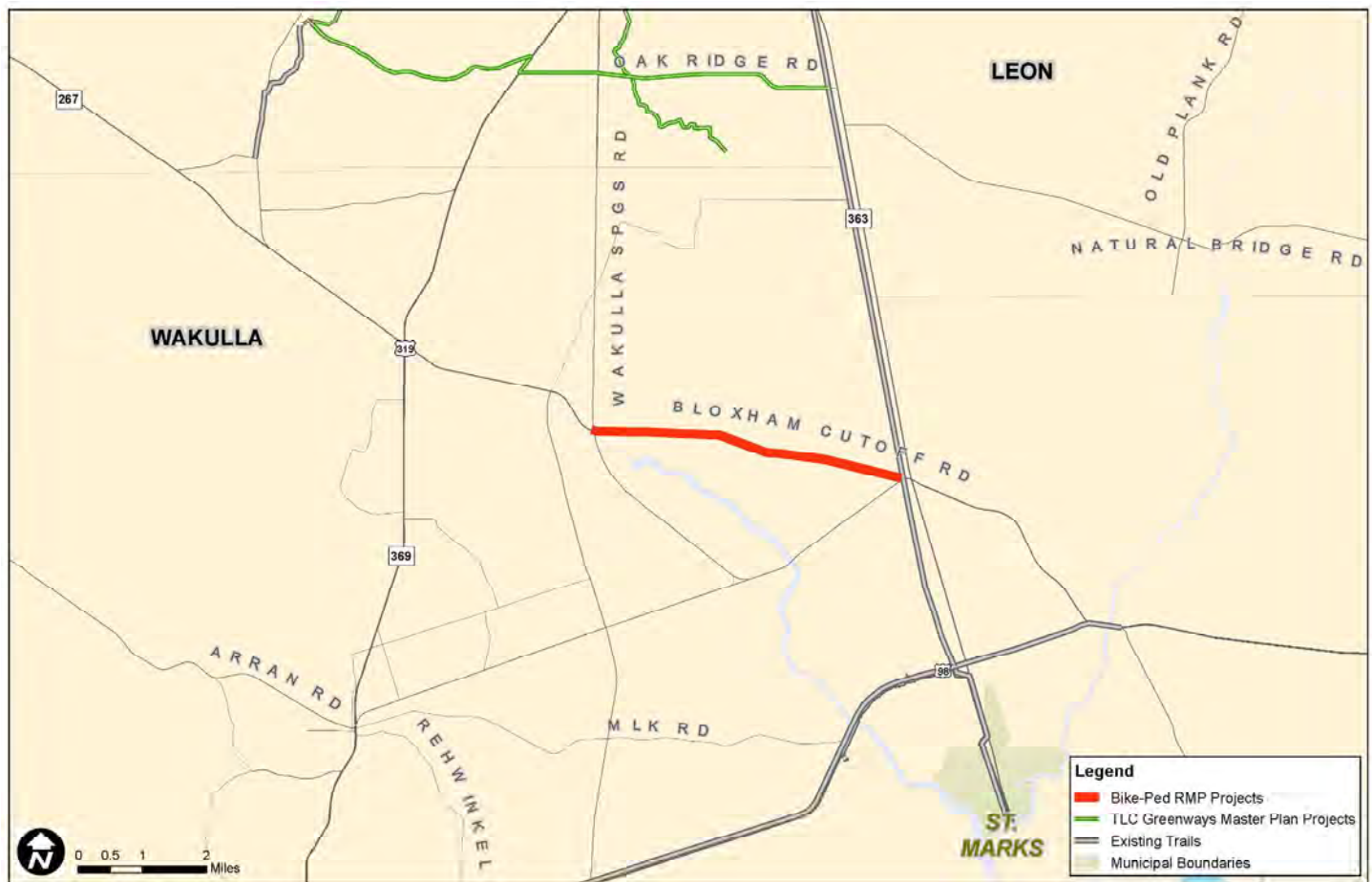
**Project Type:** Regional Trail

**County:** Leon County and Jefferson County

**Status:** Currently in a feasibility study

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

## Example Project 2: Wakulla Springs State Park Trail



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

**Project Type:** County Project

**County:** Wakulla County

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

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

## *Current Efforts*

### **Cost Feasible Plan Development**

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

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

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

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

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





# CRTPA Board Meeting

August 17, 2020



## Completed Steps

- Connections 2045 RMP Goals approval
- Evaluation Criteria development
- Prioritization Criteria development
- Needs Plan introduction
- Previous public engagement efforts





# Today's Discussion Items

- Needs Plan
- Existing plus Committed Network
- Prioritization Criteria
- Prioritized Projects
- Projected Revenues
- Estimated Project Costs



# Needs Plan Process

- **What is a Needs Plan?**

- The Needs Plan is a series of transportation projects identified through public input, previous studies, and modeling projections
- Needs projects were identified for all modes (bike/ped, transit, roadway, aviation)
- Roadway project types include:
  - *Corridor Projects*
  - *Intersection Projects*
  - *Interstate Projects*
  - *Interchange Projects*



# Needs Plan Process

- **The Roadway Needs Plan includes:**
  - *16 corridor projects*
  - *20 intersection projects*
  - *6 interchange projects*
  - *3 interstate widening projects*
  - *ITS needs*



# ITS Needs

- Near Term
  - CCTV Camera Upgrade, CCTV Cameras Phase 1, Adaptive Traffic Signal Control (US 90), Traffic Signal Management Plan
- Mid Term
  - I-10 Trailblazers, Cabinet Upgrades, Smart Work Zones, Transit Signal Priority, CCTV Cameras Phase 2, Travel Time Reliability System Phases 1 and 2
- Long Term
  - Adaptive Traffic Signal Control (US 27), Connected Vehicle Infrastructure, Managed Field Ethernet Switch Replacement, Communications Network – Redundancy Expansion, Website Connectivity
- Programmatic Projects (annual)



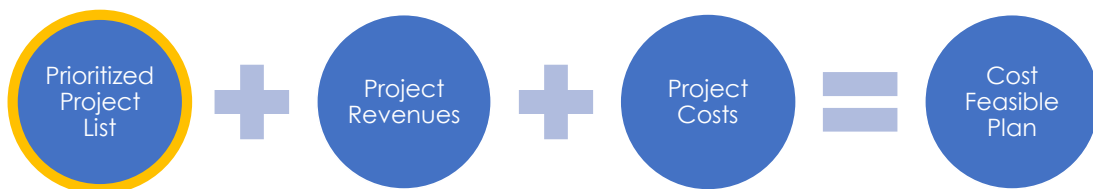
## Existing Plus Committed Projects

- Bannerman Road – Thomasville Road to Bull Headley Road
- Capital Circle, Southwest – Orange Avenue to Springhill Road
- Capital Circle, Southwest – Springhill Road to Crawfordville Road
- Crawfordville Road – Leon County Line to Bloxham Cutoff (currently under construction)
- Crawfordville Road – Bloxham Cutoff to East Ivan Road (currently under construction)
- Orange Avenue – S. Lake Bradford Rd to new road (Blueprint Airport Gateway)
- Welaunee Boulevard – Fleischmann Road to Roberts Road
- Welaunee Extension – Shamrock Street to Welaunee Boulevard
- Coastal Trail – Surf Road to Tower Road (currently under construction)
- Coastal Trail – Tower Road to Wakulla High School
- Coastal Trail – St. Marks Trail to Lighthouse Road



# Project Evaluation and Prioritization

- Weighed evaluation criteria was applied to the Needs Plan projects
- Based on the results of this prioritization, a **Prioritized Projects** list was developed



# Roadway Evaluation Criteria

Roadway Evaluation Criteria	Weighting
Project Phases Completed	100
Part of an Adopted Plan	50
Natural Environment	20
Social Environment	20
<b>Total Potential Points</b>	<b>190</b>



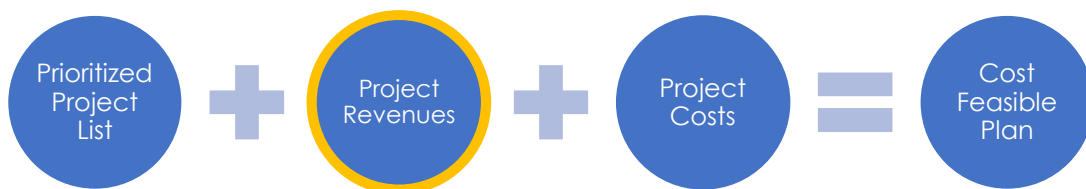
# Roadway Prioritization Criteria

Roadway Prioritization Criteria	Weighting
Safety Improvement	75
Universal Accessibility	60
Growth Center/Economic Development	30
Existing Congestion Reduction	25
Supportive of Transit Priorities and Accessibility	20
Supportive of Bike/Ped Mobility and Accessibility	20
Future Congestion Reduction	15
Supportive of Freight Policies	15
Supportive of Transportation Technology	15
Resiliency	10
Evacuation Route	5
Travel and Tourism	5
Funding Commitment	Tie-Breaker Only (1)
<b>Total Potential Points</b>	<b>296</b>



# Project Revenues

- Project revenues are developed through:
  - State and local expenditures
  - Current funding trends
  - Future funding levels
- These numbers are inflated to the projected year of expenditure or implementation
- We also include local funding initiatives including Blueprint



## Year of Expenditure Revenues Roadway

Revenue Bands	SIS	Other Arterials	Blueprint/Local (Roadway)
2021-2025	\$ 63,140,000	\$ 104,370,000	\$ 274,880,000
2026-2030	\$ 49,780,000	\$ 130,940,000	\$ 162,450,000
2031-2035	\$ 10,770,000	\$ 142,800,000	\$ 175,040,000
2036-2045	\$ 60,870,000	\$ 298,710,000	\$ 159,410,000



## Year of Expenditure Revenues Bicycle and Pedestrian

Revenue Bands	TMA Direct Allocation Funds	Blueprint/Local (Bike/Ped)
2021-2025	\$ 19,430,000	\$ 19,110,000
2026-2030	\$ 19,430,000	\$ 11,290,000
2031-2035	\$ 19,430,000	\$ 12,170,000
2036-2045	\$ 38,850,000	\$ 11,080,000



# Year of Expenditure Revenues

## Transit

Revenue Bands	Transit Capital and Operating
2021-2025	\$ 38,590,000
2026-2030	\$ 48,660,000
2031-2035	\$ 53,280,000
2036-2045	\$ 111,010,000



# Year of Expenditure Revenues

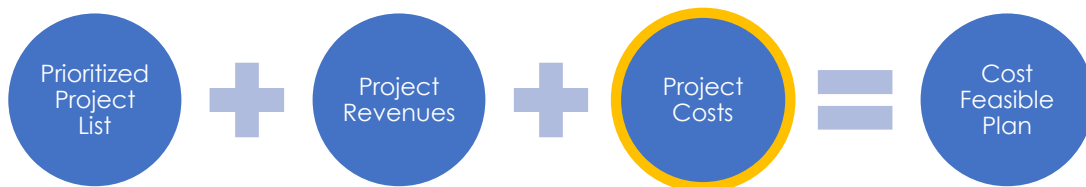
## Aviation

Revenue Bands	Tallahassee	Quincy
2021-2025	\$ 39,910,000	\$ 3,600,000
2026-2030	\$ 51,620,000	\$ 4,660,000
2031-2035	\$ 60,930,000	\$ 5,500,000
2036-2045	\$ 155,980,000	\$ 14,070,000



## Project Costs

- Project costs are currently being developed and applied to the Prioritized Projects list
- These costs are developed using FDOT unit cost information



# Upcoming Milestones

- **August**

- Continue development of project costs
- Development of draft Cost Feasible Plan

- **September**

- Present draft Cost Feasible Plan
- Public engagement opportunity

- **October**

- Finalize draft Connections 2045 RMP

- **November**

- Adoption of Connections 2045 RMP





# CRTPA Board Meeting

August 17, 2020





Attachment 1



CRTPA Regional Mobility Plan 2045  
Cost Feasible Plan  
DRAFT as of 8/26/2020

connections 2045						Cost Feasible Plan DRAFT as of 8/26/2020		2026-2030				2031-3035				2036-2045				Total YOE Cost		
ID	Project Name	From	To	PPL	Strategy	County	OA	SIS	BP	Funded Project Phases	YOE Cost	OA	SIS	BP	Funded Project Phases	YOE Cost	OA	SIS	BP		Funded Project Phases	YOE Cost
100	ITS Near Term					General MPO	x			CST	\$ 12,963,000					\$ -					\$ -	\$ 12,963,000
101	ITS Mid Term					General MPO					\$ -	x			CST	\$ 16,601,000					\$ -	\$ 16,601,000
102	ITS Long Term					General MPO					\$ -					\$ -	x			CST	\$ 45,927,000	\$ 45,927,000
200	Intersection Improvements Near Term					General MPO	x			CST	\$ 4,321,000					\$ -					\$ -	\$ 4,321,000
201	Intersection Improvements Mid Term					General MPO					\$ -	x			CST	\$ 5,534,000					\$ -	\$ 5,534,000
202	Intersection Improvements Long Term					General MPO					\$ -					\$ -	x			CST	\$ 15,309,000	\$ 15,309,000
12	Woodville Highway	Capital Circle SE	Paul Russell Road (SR 263)	1	2 to 4 Lanes	Leon	x			CST	\$ 36,828,000					\$ -					\$ -	\$ 36,828,000
4.1	Crawfordville Road	East Ivan	Wakulla Arran Road	3	2 to 4 Lanes	Wakulla	x			ROW	\$ 20,281,000	x			CST	\$ 39,475,000					\$ -	\$ 59,756,000
4.2	Crawfordville Road	Wakulla Arran Road	Lost Creek Bridge	3	2 to 4 Lanes	Wakulla					\$ -	x			ROW	\$ 28,145,000	x			CST	\$ 61,701,000	\$ 89,846,000
5	Crawfordville Road	North of Alaska Way	Lost Creek Bridge	4	2 to 4 Lanes	Wakulla					\$ -	x			ROW	\$ 11,935,000	x			ROW/CST	\$ 148,010,000	\$ 159,945,000
21.1	Orange Avenue	Capital Circle SW	South Lake Bradford Road	5	Access Management/Multimodal	Leon	x			Design	\$ 286,000	x			CST	\$ 2,239,000					\$ -	\$ 2,525,000
21.2	Orange Avenue	South Lake Bradford Road	FSU Nursery Entrance	5	2 to 4 Lanes	Leon	x			Design/ROW	\$ 5,640,000	x			CST	\$ 6,955,000					\$ -	\$ 12,595,000
21.3	Orange Avenue	FSU Nursery Entrance	Lake Bradford Road	5	2 to 4 Lanes	Leon	x			Design/ROW	\$ 6,915,000	x			CST	\$ 7,836,000					\$ -	\$ 14,751,000
21.4*	Orange Avenue	Lake Bradford Road	Monroe Street	5	2 to 4 Lanes	Leon	x	x		ROW	\$ 17,952,000	x	x		CST	\$ 12,120,000					\$ -	\$ 30,072,000
11.1*	Thomasville Road	Seventh Ave	Monroe Street	6	Multimodal/Operational	Leon	x		x	Design/CST	\$ 4,514,000					\$ -					\$ -	\$ 4,514,000
45**	Tennessee Street/Mahan Dr/US 90	Capital Circle NE		7	Major Intersection Reconfiguration	Leon					\$ -					\$ -					\$ -	\$ -
22.1	Pensacola Street	Capital Circle NW	Appleyard Drive	8	2 to 4 Lanes	Leon	x			PDE/Design	\$ 3,787,000	x			CST	\$ 15,883,000					\$ -	\$ 19,670,000
6	Crawfordville Road	Wakulla CL	LL Wallace Road	9	2 to 4 Lanes	Leon					\$ -	x			ROW	\$ 12,929,000	x			CST	\$ 30,745,000	\$ 43,674,000
7	Crawfordville Road	LL Wallace Road	Wakulla Springs Road	9	2 to 4 Lanes	Leon	x			CST	\$ 21,527,000					\$ -					\$ -	\$ 21,527,000
23*	Tharpe Street	Capital Circle	Ocala Road	11	2 to 4 Lanes	Leon			x	PDE/Design	\$ 10,357,000			x	ROW	\$ 32,477,000			x	CST	\$ 57,444,000	\$ 100,278,000
11.2*	Thomasville Road	Bradford/Betton Rds	Seventh Ave	12	Multimodal Operational	Leon	x		x	Design/CST	\$ 6,546,000					\$ -					\$ -	\$ 6,546,000
8	Interstate 10	(Midway) US 90 Interchange	Gadsden/Leon CL	0	4 to 6 Lanes	Gadsden		x		PDE	\$ 3,812,000		x		Design	\$ 4,092,000	x			CST	\$ 45,285,000	\$ 53,189,000
9	Interstate 10	Gadsden/Leon CL	West of Capital Circle NW	0	4 to 6 Lanes	Leon		x		PDE	\$ 2,079,000		x		Design	\$ 2,984,000	x			ROW/CST	\$ 74,821,000	\$ 79,884,000
44**	Stadium Drive / SR 366	Lake Bradford Road		10	Roundabout	Leon																\$ -

\* Assumed CRTPA/Blueprint Partnership- Still Under Development

\*\* Project contained on Priority Project List, funding unavailable to complete

## Connections 2045 Regional Mobility Plan Inflation Factors

Fiscal Year	Inflation Factor	PDC Multiplier
2020	2.5%	1.028
2021	2.6%	1.026
2022	2.7%	1.190
2023	2.8%	1.190
2024	2.9%	1.190
2025	3.0%	1.190
2026	3.1%	1.320
2027	3.2%	1.320
2028	3.3%	1.320
2029	3.3%	1.320
2030	3.3%	1.320
2031	3.3%	1.550
2032	3.3%	1.550
2033	3.3%	1.550
2034	3.3%	1.550
2035	3.3%	1.550
2036	3.3%	2.050
2037	3.3%	2.050
2038	3.3%	2.050
2039	3.3%	2.050
2040	3.3%	2.050
2041	3.3%	2.050
2042	3.3%	2.050
2043	3.3%	2.050
2044	3.3%	2.050
2045	3.3%	2.050
2046	3.3%	2.050

Source: Table 8, Table 9 of the FDOT Revenue Forecasting Guidebook

## Attachment 3



CRTPA Regional Mobility Plan 2045  
 Unfunded Needs  
 DRAFT as of 8/26/2020

ID	Project Name	From	To	Strategy	County
1	Adams Street	Orange Avenue	Bronough/Duval	2 to 4 Lanes	Leon
2	Blountstown Highway	Geddie Road	Capital Circle NW	2 to 4 Lanes	Leon
3	Capital Circle NW	Interstate 10	Monroe Street (North)	2 to 4 Lanes	Leon
10	Interstate 10	Capital Circle NE (SR 261)	Gamble Road (SR 59)	4 to 6 Lanes	Jefferson/Leon
13	Woodville Highway	Capital Circle SE	Natural Bridge Road	4 to 6 Lanes	Leon
28	Capital Circle NE	Centerville Road/Welaunee Boulevard		Major Intersection Reconfiguration	Leon
48	Welaunee Boulevard	I-10 Interchange		Major Interchange Reconfiguration	Leon
52	Interstate 10 Thomasville EB Exit	Thomasville Road		Major Interchange Reconfiguration	Leon
53	Interstate 10 Thomasville WB Entrance	Thomasville Road		Major Interchange Reconfiguration	Leon
54	West Tennessee Street / US 90	Ocala Road to Magnolia		Signal improvements & Signing and Pavement Markings	Leon



# CRTPA Committee Meetings

March 3, 2020



# Agenda

- Needs Plan
- Revised Prioritization Process
- Weighting Values for Prioritization Criteria



## Needs Plan

The Needs Plan merges previous planning efforts with data anticipating growth in the region. It utilizes the following information to help identify and select projects during evaluation and prioritization:

- Previous Plans
- Congestion Data
- Safety Conditions
- Public Feedback



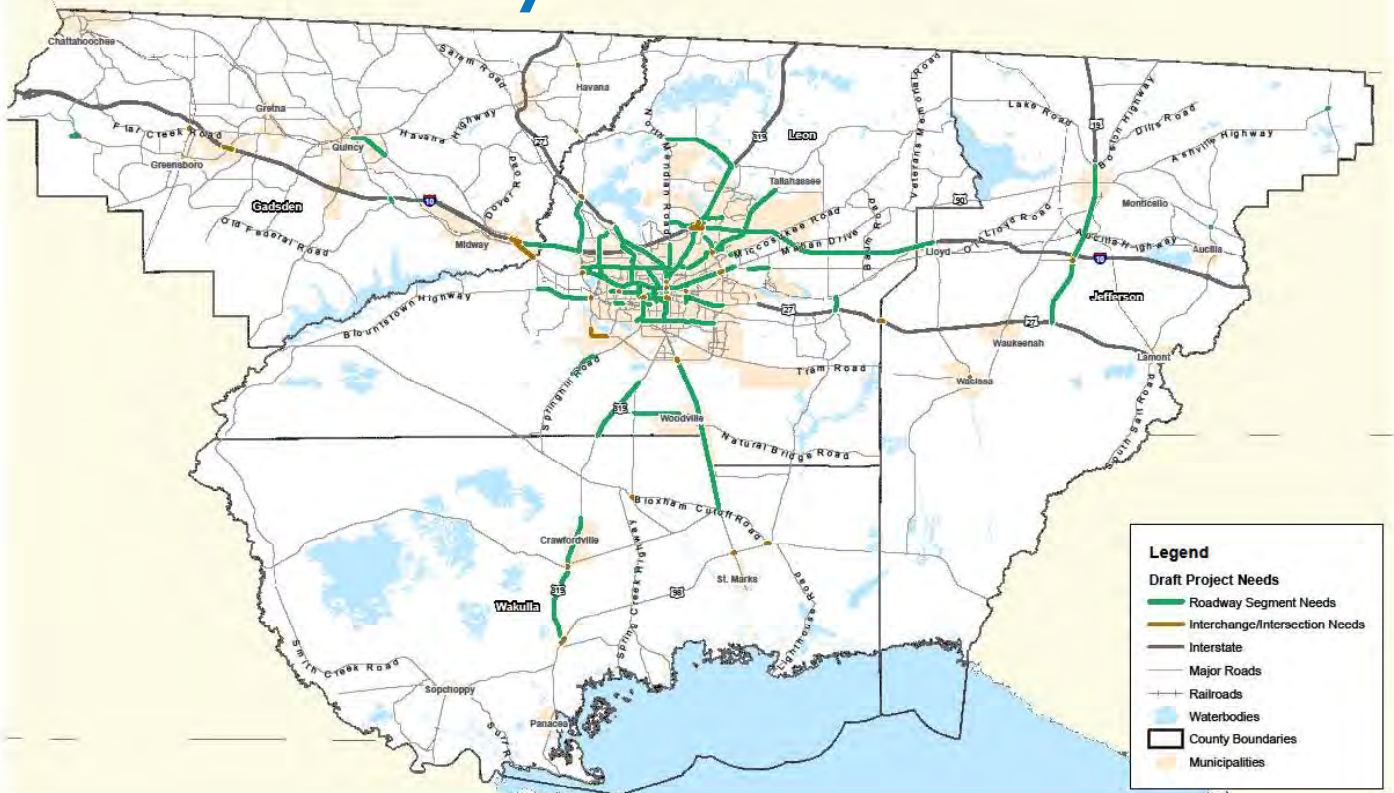
# Needs Plan

## The Needs Plan does not include:

- Bridges, Resurfacing, Existing Sidewalks, Paving, Paved Shoulders
  - *These projects are not in the scope of a Regional Mobility Plan*
- Ineligible Trails (not concrete or asphalt)
  - *Only transportation trails can be included in the 2045 RMP for funding*
- Funded projects
  - *Projects that are already funded through construction have not been evaluated*
- Completed Projects
  - *Projects that are currently underway or that have been completed have been removed*



# Draft Roadway Needs

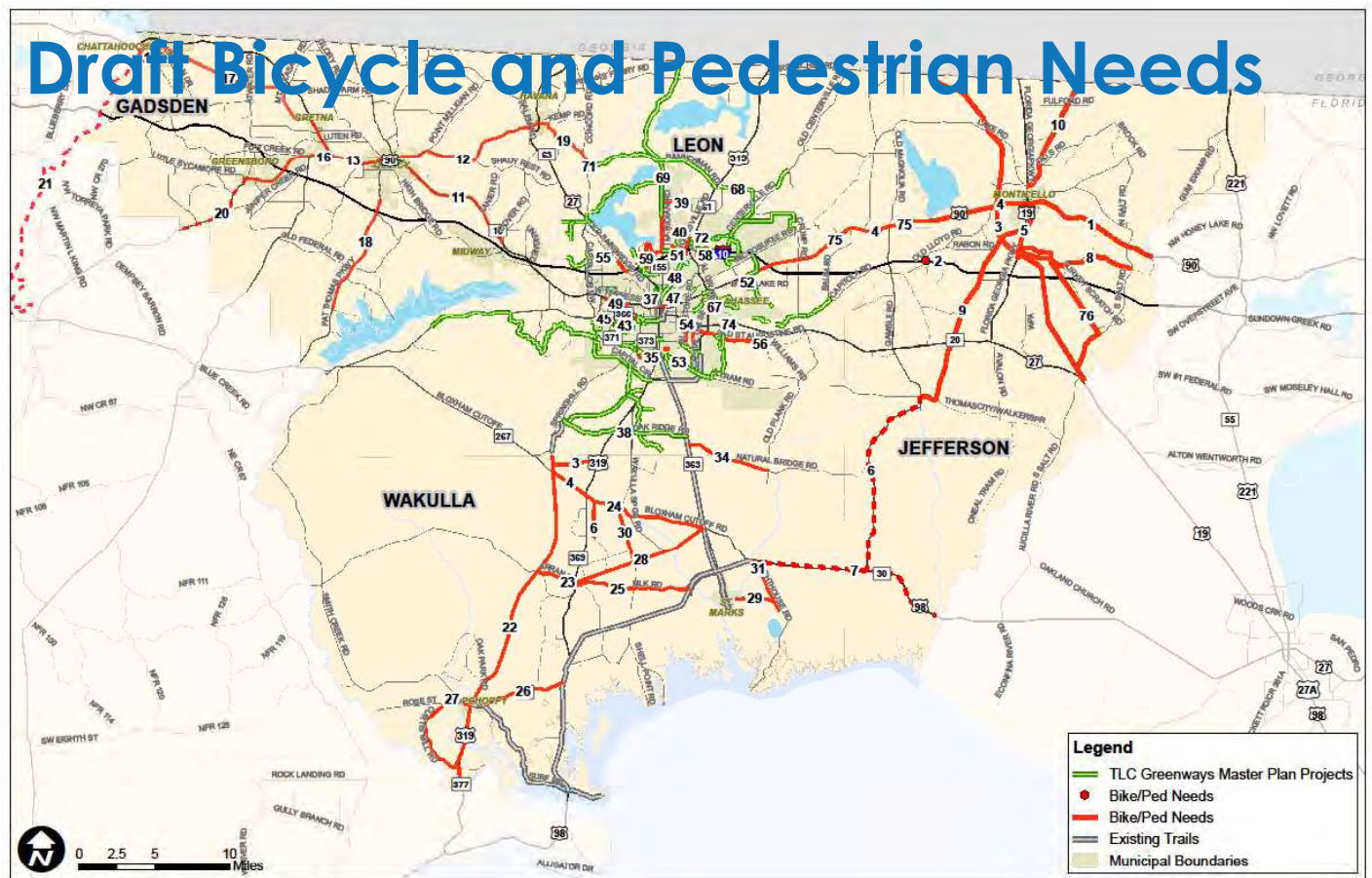




# Draft Roadway Needs



# Draft Bicycle and Pedestrian Needs



# Draft Transit Needs





# Evaluation and Prioritization Process

## 2-Step Process

Evaluation Criteria:

- Screening process to gain an understanding of the viability and utility of the proposed project.

Prioritization Criteria:

- Detailed process to determine the performance of the proposed project in relation to other proposed projects.



# Roadway Evaluation Criteria

These four criteria comprise our evaluation screening. For projects advancing through the screening, the scoring from these criteria will also be part of the project prioritization.

Roadway Considerations	Definition
Project Phases Completed	Project has one or more phases completed
Part of an Adopted Plan	Project exists in a currently state, regional, or adopted local agency plan
Natural Environment	Project has limited impacts to sensitive natural environmental features
Social Environment	Project provides positive contributions to designated revitalization areas and Title VI communities



# Roadway Prioritization Criteria

Roadway Considerations	Definition
Safety Improvement	Project addresses a high crash location in the region
Universal Accessibility	Project promotes universal accessibility of facilities, infrastructure, amenities, or technology
Growth Center/Economic Development Area	Project is located in or adjacent to a growth area
Existing Congestion Reduction	Project addresses a corridor or intersection along a corridor identified in the base year travel demand model as level of service E or F
Supportive of Transit Priorities and Accessibility	Project serves or improves transit routes, transit stops, transit technology, transit development, or paratransit



# Roadway Prioritization Criteria

Roadway Considerations	Definition
Supportive of Bicycle and Pedestrian Mobility and Accessibility	Project includes incidental bicycle or pedestrian improvements
Future Congestion Reduction	Project addresses a corridor or intersection along a corridor identified in the 2045 travel demand model as level of service E or F
Supportive of Freight Priorities	Project travels along an identified freight route, or provides access to an existing or proposed intermodal facility
<i>Supportive of Transportation Technology (NEW)</i>	<i>Project is supportive of transportation technology</i>



# Roadway Prioritization Criteria

Roadway Considerations	Definition
<i>Resilience (NEW)</i>	<i>Project contributes to the resiliency of the network</i>
Evacuation Route	Project is a part of or directly serves an identified evacuation route
<i>Travel and Tourism (NEW)</i>	<i>Project contributes to travel and tourism</i>
Funding Commitment (TIEBREAKER)	Project has dedicated local funding contribution or funding partnership





# Roadway Prioritization Criteria Weighting



# Bicycle and Pedestrian Prioritization



# Bicycle and Pedestrian Prioritization Criteria

Bike/Ped Considerations	Definition
Safety	Project includes location(s) that have a history of bicycle and pedestrian crashes
Multimodal	Project connects to high population density areas and/or existing transit facilities to help promote use of different modes
Equity	Project serves a population with greater multimodal needs
Connectivity	Project provides connections to civic uses such as libraries, schools, parks, etc.
Health	Project increases distance of a multimodal trip
Project Phases Completed (TIEBREAKER)	Project has one or more phases completed
Part of an Adopted Plan (TIEBREAKER)	Project exists in a currently state, regional, or adopted local agency plan



# Upcoming Milestones

- March
  - Needs Plan
  - Prioritized Projects – Draft
- April
  - Prioritized Projects – Revised
  - Projected Revenues
  - Project Cost Estimates
  - Cost Feasible Plan – Layout and Assumptions



# Upcoming Milestones

- May
  - Cost Feasible Plan – Draft
  - Public Workshop Series #2
- June
  - Cost Feasible Plan – *Adoption*
  - Project Documentation – Outline





# CRTPA Committee Meetings

March 3, 2020





# CRTPA Committee Meetings

June 2, 2020



# The Process and Where We Are

- **Kicking Off from Connections 2040**

- Regional goals
- Quantifiable project prioritization process
- Public engagement
- Grassroots development of projects

- **Beginning Connections 2045**

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





# The Process and Where We Are

- **What's been completed so far:**

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



# Roadway Projects

- **Project list developed**

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

- **Ran projects against criteria for prioritization**

Criteria	Weighting
Project Phases Completed	100
Safety Improvement	75
Universal Accessibility Improvement	60
Part of an Adopted Plan	50
Growth Center/Economic Development Areas	30
Existing Congestion Reduction	25
Natural Environment	20
Social Environment	20
Supportive of Bicycle and Pedestrian Mobility and Accessibility	20
Supportive of Transit Priorities and Accessibility	20
Reduction of Future Congestion	15
Supportive of Freight Mobility	15
Supportive of Transportation Technology	15
Resilience	10
Evacuation Route	5
Travel and Tourism	5
Tiebreaker: Funding Commitment	



## Roadway Projects - example

- **Woodville Highway/SR 363** from Capital Circle SE (SR 263/US 319) to Paul Russell Road (SR 263) has been identified as a priority for the following reasons:
  - Only construction phase remaining
  - Improves regional mobility
  - Supports planned growth areas, benefits Title VI communities, and has minimal environmental impacts



## Roadway Projects - example

- **Orange Avenue** between Springhill Road and Monroe Street is ranked as a priority in the prioritization process for the following reasons:
  - Improves mobility and accessibility
  - Benefits a Title VI community
  - Addresses safety and improves multimodal accessibility
  - Supports planned growth areas and has minimal environmental impacts
  - Supports local developments, southwest Tallahassee development plans, and south Monroe Street development.



# Bicycle and Pedestrian Projects

- **Project list developed**
  - Bicycle and Pedestrian Master Plans
  - Input gathered from the public outreach
  - Previous 2040 RMP
- **Bicycle and pedestrian projects are classified into two categories:**
  - Regional Trail Systems
  - County projects



# Bicycle and Pedestrian Projects - example

- **US 90 Trail from Tallahassee to Monticello**
  - Pederick Road to Monticello Bike Trail
  - Regional Trail
  - Within Leon County and Jefferson County
  - Currently in a feasibility study



# Bicycle and Pedestrian Projects - example

- **Wakulla Springs State Park Trail**

- Wakulla Springs State Park entrance to the existing Tallahassee to St. Marks Historic Railroad State Trail
- County Project
- Wakulla County
- Feasibility study beginning in late 2020



# Upcoming Milestones

- **July**

- Overview of prioritization process
- Draft revenues and Cost Feasible Plan

- **August**

- Finalize Cost Feasible Plan
- Begin developing draft Plan document







# CRTPA Committee Meetings

August 4, 2020



## Completed Steps

- Connections 2045 RMP Goals approval
- Evaluation Criteria development
- Prioritization Criteria development
- Needs Plan introduction
- Previous public engagement efforts



# Today's Discussion Items

- Needs Plan
- Existing plus Committed Network
- Prioritization Criteria
- Prioritized Projects
- Projected Revenues
- Estimated Project Costs



# Needs Plan Process

- **What is a Needs Plan?**

- The Needs Plan is a series of transportation projects identified through public input, previous studies, and modeling projections
- Needs projects were identified for all modes (bike/ped, transit, roadway, aviation)
- Roadway project types include:
  - *Corridor Projects*
  - *Intersection Projects*
  - *Interstate Projects*
  - *Interchange Projects*



# Needs Plan Process

- **The Roadway Needs Plan includes:**
  - *16 corridor projects*
  - *20 intersection projects*
  - *6 interchange projects*
  - *3 interstate widening projects*
  - *ITS needs*



# ITS Needs

- Near Term
  - CCTV Camera Upgrade, CCTV Cameras Phase 1, Adaptive Traffic Signal Control (US 90), Traffic Signal Management Plan
- Mid Term
  - I-10 Trailblazers, Cabinet Upgrades, Smart Work Zones, Transit Signal Priority, CCTV Cameras Phase 2, Travel Time Reliability System Phases 1 and 2
- Long Term
  - Adaptive Traffic Signal Control (US 27), Connected Vehicle Infrastructure, Managed Field Ethernet Switch Replacement, Communications Network – Redundancy Expansion, Website Connectivity
- Programmatic Projects (annual)



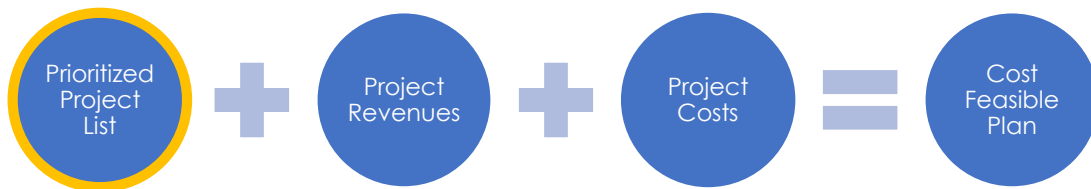
## Existing Plus Committed Projects

- Bannerman Road – Thomasville Road to Bull Headley Road
- Capital Circle, Southwest – Orange Avenue to Springhill Road
- Capital Circle, Southwest – Springhill Road to Crawfordville Road
- Crawfordville Road – Leon County Line to Bloxham Cutoff (currently under construction)
- Crawfordville Road – Bloxham Cutoff to East Ivan Road (currently under construction)
- Orange Avenue related to Blueprint Airport Gateway improvements
  - Orange Avenue S. Lake Bradford Road to new road
- Welaunee Boulevard – Fleischmann Road to Roberts Road
- Welaunee Extension – Shamrock Street to Welaunee Boulevard
- Coastal Trail – Surf Road to Tower Road (currently under construction)
- Coastal Trail – Tower Road to Wakulla High School
- Coastal Trail – St. Marks Trail to Lighthouse Road



# Project Evaluation and Prioritization

- Weighed evaluation criteria was applied to the Needs Plan projects
- Based on the results of this prioritization, a **Prioritized Projects** list was developed





# Roadway Prioritization Criteria

Roadway Prioritization Criteria	Weighting
Safety Improvement	75
Universal Accessibility	60
Growth Center/Economic Development	30
Existing Congestion Reduction	25
Supportive of Transit Priorities and Accessibility	20
Supportive of Bike/Ped Mobility and Accessibility	20
Future Congestion Reduction	15
Supportive of Freight Policies	15
Supportive of Transportation Technology	15
Resiliency	10
Evacuation Route	5
Travel and Tourism	5
Funding Commitment	Tie-Breaker Only (1)
<b>Total Potential Points</b>	<b>296</b>

# Project Revenues

- Project revenues are developed through:
  - State and local expenditures
  - Current funding trends
  - Future funding levels
- These numbers are inflated to the projected year of expenditure or implementation
- We also include local funding initiatives including Blueprint



## Year of Expenditure Revenues Roadway

Revenue Bands	SIS	Other Arterials	Blueprint/Local (Roadway)
2021-2025	\$ 63,140,000	\$ 104,370,000	\$ 274,880,000
2026-2030	\$ 49,780,000	\$ 130,940,000	\$ 162,450,000
2031-2035	\$ 10,770,000	\$ 142,800,000	\$ 175,040,000
2036-2045	\$ 60,870,000	\$ 298,710,000	\$ 159,410,000



## Year of Expenditure Revenues Bicycle and Pedestrian

Revenue Bands	TMA Direct Allocation Funds	Blueprint/Local (Bike/Ped)
2021-2025	\$ 19,430,000	\$ 19,110,000
2026-2030	\$ 19,430,000	\$ 11,290,000
2031-2035	\$ 19,430,000	\$ 12,170,000
2036-2045	\$ 38,850,000	\$ 11,080,000



# Year of Expenditure Revenues

## Transit

Revenue Bands	Transit Capital and Operating
2021-2025	\$ 38,590,000
2026-2030	\$ 48,660,000
2031-2035	\$ 53,280,000
2036-2045	\$ 111,010,000



# Year of Expenditure Revenues

## Aviation

Revenue Bands	Tallahassee	Quincy
2021-2025	\$ 39,910,000	\$ 3,600,000
2026-2030	\$ 51,620,000	\$ 4,660,000
2031-2035	\$ 60,930,000	\$ 5,500,000
2036-2045	\$ 155,980,000	\$ 14,070,000



## Project Costs

- Project costs are currently being developed and applied to the Prioritized Projects list
- These costs are developed using FDOT unit cost information



# Upcoming Milestones

- **August**

- Continue development of project costs
- Development of draft Cost Feasible Plan

- **September**

- Present draft Cost Feasible Plan
- Public engagement opportunity

- **October**

- Finalize draft Connections 2045 RMP

- **November**

- Adoption of Connections 2045 RMP







# CRTPA Committee Meetings

September 1, 2020

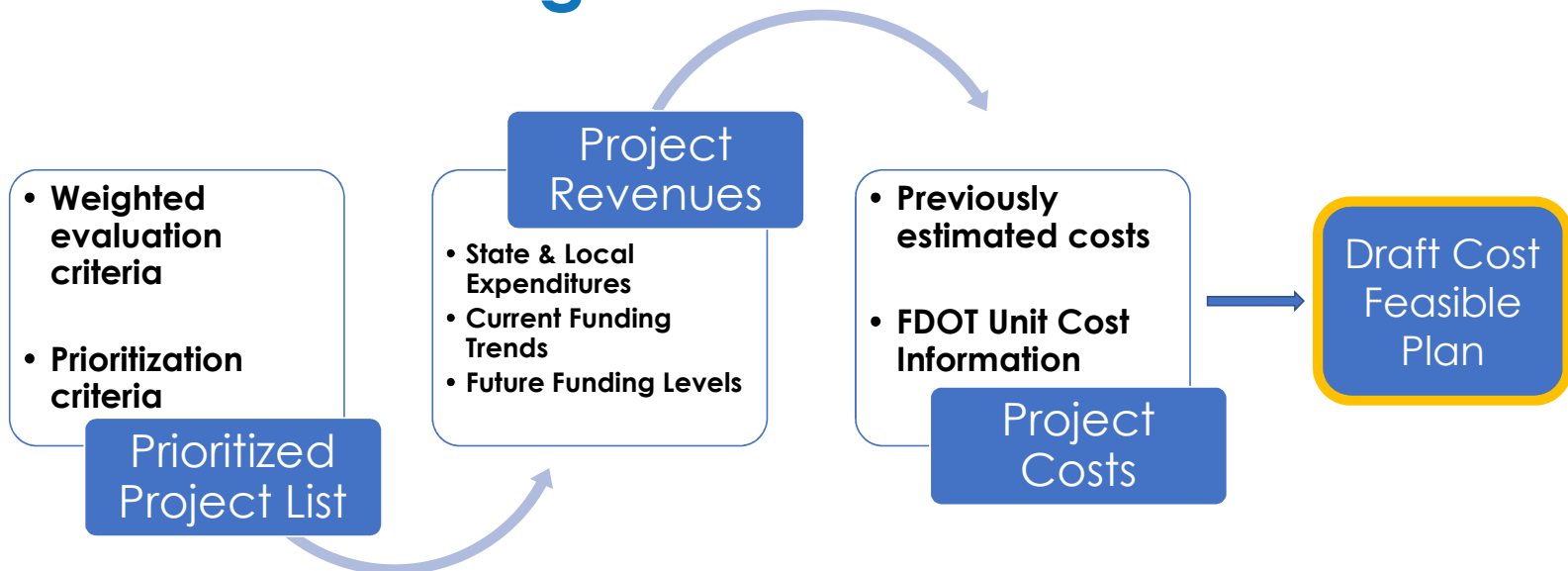


# Today's Discussion Items

- Financial Background Review
- Draft Cost Feasible Plan
- Next Steps



# How did we get here?



## Existing Plus Committed Projects

- Bannerman Road – Thomasville Road to Bull Headley Road
- Capital Circle, Southwest – Orange Avenue to Springhill Road
- Capital Circle, Southwest – Springhill Road to Crawfordville Road
- Crawfordville Road – Leon County Line to Bloxham Cutoff (currently under construction)
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- Coastal Trail – Surf Road to Tower Road (currently under construction)
- Coastal Trail – Tower Road to Wakulla High School
- Coastal Trail – St. Marks Trail to Lighthouse Road



# Year of Expenditure Revenues

## Roadway

Revenue Bands	SIS	Other Arterials	Blueprint/Local (Roadway)
2021-2025	\$ 63,140,000	\$ 104,370,000	\$ 195,040,000
2026-2030	\$ 50,690,000	\$ 130,940,000	\$ 54,230,000
2031-2035	\$ 14,530,000	\$ 142,800,000	\$ 66,680,000
2036-2045	\$ 83,110,000	\$ 298,710,000	\$ 67,710,000



## Structure of the Draft CFP

- Timeframe and project tiering
- Priority Project List
- Inflation factors
- Funding set-asides
- Project phasing
- Unfunded needs



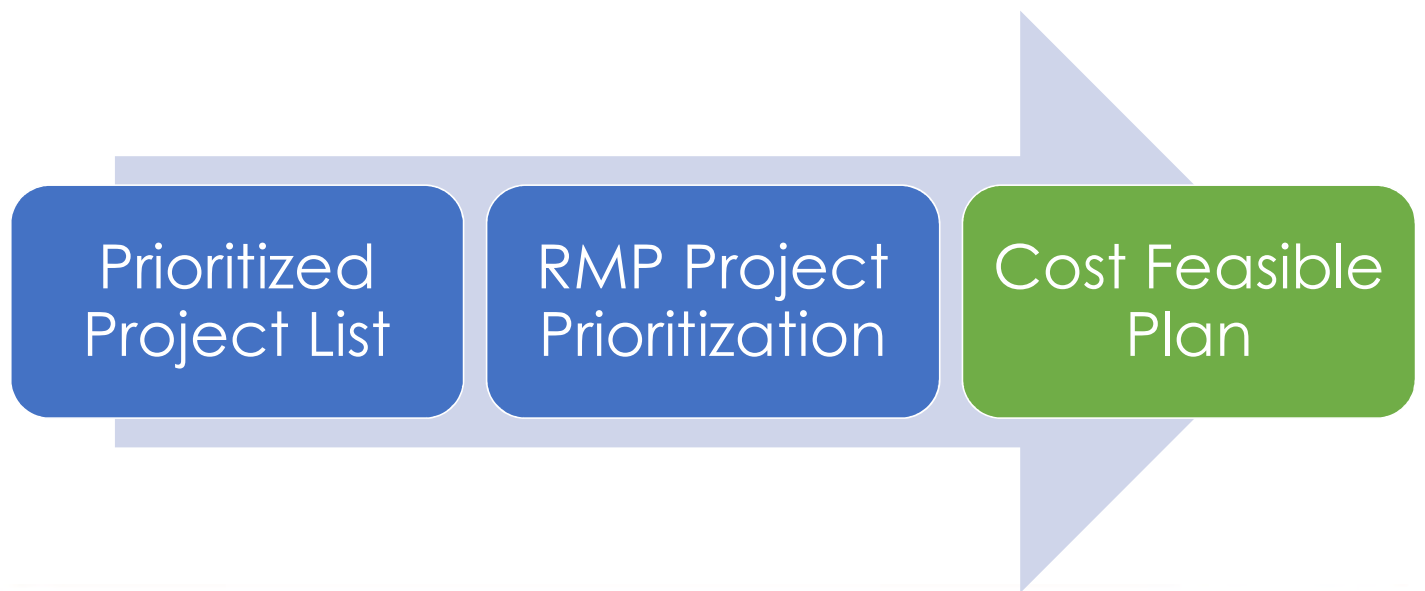
# Draft Cost Feasible Plan

- **Time Period Years**

- Tier 1 - 2021 through 2025 (TIP)
- Tier 2 - 2026 through 2030 (five years)
- Tier 3 - 2031 through 2035 (five years)
- Tier 4 -2036 through 2045 (ten years)



## Prioritized Project List





# Inflation Factors



## Connections 2045 Regional Mobility Plan Inflation Factors

Fiscal Year	Inflation Factor	PDC Multiplier
2020	2.5%	1.028
2021	2.6%	1.026
2022	2.7%	1.190
2023	2.8%	1.190
2024	2.9%	1.190
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2029	3.3%	1.320
2030	3.3%	1.320
2031	3.3%	1.550
2032	3.3%	1.550
2033	3.3%	1.550
2034	3.3%	1.550
2035	3.3%	1.550
2036	3.3%	2.050
2037	3.3%	2.050
2038	3.3%	2.050
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2042	3.3%	2.050
2043	3.3%	2.050
2044	3.3%	2.050
2045	3.3%	2.050
2046	3.3%	2.050

Source: Table 8, Table 9 of the FDOT Revenue Forecasting Guidebook

## Funding Set-Asides

- Intelligent Transportation Systems Funding Set-Aside
  - Projects derived from the 2020 ITS Master Plan
  - 7.5% annual Other Arterials funding dedication
- Intersection Improvements Funding Set-Aside
  - Safety and operational improvements
  - 2.5% annual Other Arterials funding dedication



# Project Phasing

- Projects are broken into the following phases to determine where they fall within the cost bands:
  - PD&E – Project Development and Environment
  - Design – functional design
  - ROW – right-of-way acquisition
  - Construction - project construction



# Cost Feasible Plan



## Attachment 1



CRTPA Regional Mobility Plan 2045  
Cost Feasible Plan  
DRAFT as of 8/26/2020

Cost Feasible Plan DRAFT as of 8/26/2020							2026-2030				2031-3035				2036-2045							
ID	Project Name	From	To	PPL	Strategy	County	OA	SIS	BP	Funded Project Phases	YOE Cost	OA	SIS	BP	Funded Project Phases	YOE Cost	OA	SIS	BP	Funded Project Phases	YOE Cost	Total YOE Cost
100	ITS Near Term					General MPO	x			CST	\$ 12,963,000					\$ -					\$ -	\$ 12,963,000
101	ITS Mid Term					General MPO					\$ -	x			CST	\$ 16,601,000					\$ -	\$ 16,601,000
102	ITS Long Term					General MPO					\$ -					\$ -	x			CST	\$ 45,927,000	\$ 45,927,000
200	Intersection Improvements Near Term					General MPO	x			CST	\$ 4,321,000					\$ -					\$ -	\$ 4,321,000
201	Intersection Improvements Mid Term					General MPO					\$ -	x			CST	\$ 5,534,000					\$ -	\$ 5,534,000
202	Intersection Improvements Long Term					General MPO					\$ -					\$ -	x			CST	\$ 15,309,000	\$ 15,309,000
12	Woodville Highway	Capital Circle SE	Paul Russell Road (SR 263)	1	2 to 4 Lanes	Leon	x			CST	\$ 36,828,000					\$ -					\$ -	\$ 36,828,000
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4.2	Crawfordville Road	Wakulla Arran Road	Lost Creek Bridge	3	2 to 4 Lanes	Wakulla					\$ -	x			ROW	\$ 28,145,000	x			CST	\$ 61,701,000	\$ 89,846,000
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21.4*	Orange Avenue	Lake Bradford Road	Monroe Street	5	2 to 4 Lanes	Leon	x	x		ROW	\$ 17,952,000	x		x	CST	\$ 12,120,000					\$ -	\$ 30,072,000
11.1*	Thomasville Road	Seventh Ave	Monroe Street	6	Multimodal/Operational	Leon	x		x	Design/CST	\$ 4,514,000					\$ -					\$ -	\$ 4,514,000
45**	Tennessee Street/Mahan Dr/US 90	Capital Circle NE		7	Major Intersection Reconfiguration	Leon					\$ -					\$ -					\$ -	\$ -
22.1	Pensacola Street	Capital Circle NW	Appleyard Drive	8	2 to 4 Lanes	Leon	x			PDE/Design	\$ 3,787,000	x			CST	\$ 15,883,000					\$ -	\$ 19,670,000
6	Crawfordville Road	Wakulla CL	LL Wallace Road	9	2 to 4 Lanes	Leon					\$ -	x			ROW	\$ 12,929,000	x			CST	\$ 30,745,000	\$ 43,674,000
7	Crawfordville Road	LL Wallace Road	Wakulla Springs Road	9	2 to 4 Lanes	Leon	x			CST	\$ 21,527,000					\$ -					\$ -	\$ 21,527,000
23*	Tharpe Street	Capital Circle	Ocala Road	11	2 to 4 Lanes	Leon			x	PDE/Design	\$ 10,357,000			x	ROW	\$ 32,477,000			x	CST	\$ 57,444,000	\$ 100,278,000
11.2*	Thomasville Road	Bradford/Betton Rds	Seventh Ave	12	Multimodal Operational	Leon	x		x	Design/CST	\$ 6,546,000					\$ -					\$ -	\$ 6,546,000
8	Interstate 10	(Midway) US 90 Interchange	Gadsden/Leon CL	0	4 to 6 Lanes	Gadsden			x	PDE	\$ 3,812,000			x	Design	\$ 4,092,000	x			CST	\$ 45,285,000	\$ 53,189,000
9	Interstate 10	Gadsden/Leon CL	West of Capital Circle NW	0	4 to 6 Lanes	Leon			x	PDE	\$ 2,079,000			x	Design	\$ 2,984,000	x			ROW/CST	\$ 74,821,000	\$ 79,884,000
44**	Stadium Drive / SR 366	Lake Bradford Road		10	Roundabout	Leon																\$ -

\* Assumed CRTPA/Blueprint Partnership- Still Under Development

\*\* Project contained on Priority Project List, funding unavailable to complete

# Unfunded Needs



## Attachment 3



CRTPA Regional Mobility Plan 2045  
 Unfunded Needs  
 DRAFT as of 8/26/2020

ID	Project Name	From	To	Strategy	County
1	Adams Street	Orange Avenue	Bronough/Duval	2 to 4 Lanes	Leon
2	Blountstown Highway	Geddie Road	Capital Circle NW	2 to 4 Lanes	Leon
3	Capital Circle NW	Interstate 10	Monroe Street (North)	2 to 4 Lanes	Leon
10	Interstate 10	Capital Circle NE (SR 261)	Gamble Road (SR 59)	4 to 6 Lanes	Jefferson/Leon
13	Woodville Highway	Capital Circle SE	Natural Bridge Road	4 to 6 Lanes	Leon
28	Capital Circle NE	Centerville Road/Welaunee Boulevard		Major Intersection Reconfiguration	Leon
48	Welaunee Boulevard	I-10 Interchange		Major Interchange Reconfiguration	Leon
52	Interstate 10 Thomasville EB Exit	Thomasville Road		Major Interchange Reconfiguration	Leon
53	Interstate 10 Thomasville WB Entrance	Thomasville Road		Major Interchange Reconfiguration	Leon
54	West Tennessee Street / US 90	Ocala Road to Magnolia		Signal improvements & Signing and Pavement Markings	Leon



# Upcoming Milestones

- **September**

- Present and adopt draft Cost Feasible Plan

- **October**

- Public engagement opportunity
- Finalize draft Connections 2045 RMP

- **November**

- Adoption of Connections 2045 RMP

