



300 S. ADAMS STREET
TALLAHASSEE, FL 32301
www.crtpa.org

TECHNICAL ADVISORY COMMITTEE

9:00 AM – 11:00 AM
2nd Floor Conference Room

RENAISSANCE BUILDING
435 N Macomb Street
Tallahassee, Fl. 32301

June 4, 2019

1. AGENDA MODIFICATIONS

2. CONSENT

A. Minutes of the April 2, 2019 TAC Meeting

The minutes of the April 2, 2019 TAC Meeting have been prepared for TAC approval.

Recommended Action: *For TAC approval.*

3. PRESENTATIONS/DISCUSSION/ACTION

A. Fiscal Year (FY) 2019 – FY 2023 Transportation Improvement Program (TIP) Amendment

The CRTPA FY 2019 – FY 2023 TIP is proposed to be amended to reflect the addition of the following projects:

- SR 8 (I-10) 90 (from west of US 90 to Leon County Line/Ochlockonee River) (Project #2225305): Provide PD&E funding in FY 2019 related to the multilaning (6 lanes) of I-10. Includes an Interchange Modification Report in Midway and widening Ochlockonee Relief Bridge #'s 55 & 56 (Gadsden County).
- SR 8 (I-10) 90 (from Gadsden County Line to west of Capital Circle (SR 263) (Project #2225306): Provide PD&E funding in FY 2019 related to the multilaning (6 lanes) of I-10. Includes an Interchange Modification Report at the Rest Area and widening Ochlockonee Relief Bridge #'s 50 & 89 (Leon County).
- SR 8 (I-10) 90 (from east of Capital Circle (SR 261) to Jefferson County Line) (Project #4065853): Provide PD&E funding in FY 2019 related to the multilaning (6 lanes) of I-10 (Leon County).

Recommended Action: *Recommendation of approval.*

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-6800. The telephone number of the Florida Relay TDD Service is #711.

B. Fiscal Year (FY) 2020 – FY 2024 Transportation Improvement Program (TIP) Adoption

The CRTPA FY 2020 – FY 2024 TIP has been developed for Board adoption. The TIP contains those projects within the CRTPA region that have received funding in the Florida Department of Transportation's FY 2020 – FY 2024 Work Program.

Recommended Action: *Recommendation of approval.*

C. Fiscal Year (FY) 2021 – FY 2025 Priority Project Lists (PPLs)

The Draft FY 2021 – 2025 Priority Project Lists has been developed for board discussion. The lists to be discussed consist of the following:

1. Regional Mobility Plan (RMP) Roadways Priority Project List
2. Transportation Systems Management (TSM) Priority Project List
3. Regional Mobility Plan (RMP) Bicycle and Pedestrian Priority Project List
4. Regional Trails Priority Project List
5. StarMetro Priority Project List
6. Tallahassee International Airport Project Priority List

Recommended Action: *Recommendation of approval.*

D. 2040 Regional Mobility Plan (RMP) Amendment

In 2018, the Florida Department of Transportation District 3 had an opportunity to include several segments of Interstate 10 into the Strategic Intermodal System (SIS) exclusively for Project Development and Environment (PD&E) studies. The successful addition of these projects to the SIS prompted the request to amend the 2040 RMP to include the following projects:

- ✓ Interstate 10 (222530-5) from West of the US 90 interchange to the Leon County Line (\$1,050,000)
- ✓ Interstate 10 (222530-6) from Gadsden County Line to West of Capital Circle, Northwest (\$630,000)
- ✓ Interstate 10 (406585-3) from East of Capital Circle, Northeast to West of SR 59 (\$2,100,000)

At this time, and at the request of the Florida Department of Transportation, CRTPA staff is seeking approval of an amendment to the Connections 2040 Regional Mobility Plan to include the three (3) Project Development and Environment (PD&E) studies on Interstate 10 in Gadsden, Jefferson and Leon Counties as listed above.

Recommended Action: *Recommendation of approval.*

4. OPEN FORUM FOR PUBLIC COMMENT

Citizens are invited to address the committee.

5. INFORMATION

6. ITEMS FROM COMMITTEE MEMBERS OR STAFF

June 4, 2019



Committee AGENDA ITEM 2A

COMMITTEE MEETING MINUTES

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The minutes of the April 2, 2019 Technical Advisory Committee (TAC) have been prepared for review and approval.

RECOMMENDED ACTION

Option 1: Recommend approval of the April 2, 2019 TAC Minutes.

ATTACHMENTS

Attachment 1: Minutes of the April 2, 2019 TAC Meeting.



MINUTES
OF THE
TECHNICAL ADVISORY COMMITTEE

Held
 9:00 AM – 11:00 AM
 2nd Floor Conference Room

RENAISSANCE BUILDING
 435 N Macomb Street
 Tallahassee, Fl. 32301

MEMBERS PRESENT: Mr. Charles Wu, Mr. Chris Muehlemann, Mr. Jeff Horton, Mr. Kwentin Eastberg, Ms. Britney Moore, Ms. Melissa Corbett

OTHERS PRESENT: Mr. Jack Kostrzewa, Mr. Greg Slay, Mr. Greg Burke, Ms. Lynn Barr, Ms. Yulonda Mitchell, Mr. Richard Barr, Mr. Ryan Wetherall

1. AGENDA MODIFICATIONS: NONE

2. CONSENT

A. Minutes of the February 5, 2019 TAC Meeting

The minutes of the April 2, 2019 TAC Meeting were prepared for TAC approval. With a quorum present, the minutes were approved unanimously with a motion being made by Mr. Charles Wu, and a second by Mr., Jeff Horton.

2. PRESENTATIONS/DISCUSSION/ACTION

A. Fiscal Year (FY) 2021 – FY 2025 Transportation Alternatives (TA) Priority Project List

The FY 2021 – 2025 TA Priority Project List was developed for committee review and recommendation of approval.

With a quorum present, the TA PPL was approved unanimously with a motion being made by Mr. Charles Wu, and a second by Mr., Jeff Horton.

B. Southwest Area Transportation Plan – Draft Orange Avenue Recommendations Report

An update on the development of the Orange Avenue Draft Report was provided.

C. Midtown Area Transportation Plan Phase II Kickoff

An update on the initiation of Phase II of the Midtown Area Transportation Plan was provided. TAC members asked if the roundabout configuration was still being considered on Thomasville Road (intersection with Meridian Road and 7th Avenue), which was reported as no longer under consideration.

4. OPEN FORUM FOR PUBLIC COMMENT: *NONE*

5. INFORMATION -- *NONE*

6. ITEMS FROM COMMITTEE MEMBERS OR STAFF - *NONE*



June 4, 2019

COMMITTEE AGENDA ITEM 3A
FISCAL YEAR (FY) 2019 – FY 2023
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AMENDMENT

TYPE OF ITEM: TYPE OF ITEM: Presentations/Discussion/Action

STATEMENT OF ISSUE

The purpose of this item is to amend the CRTPA Fiscal Year (FY) 2019 – FY 2023 Transportation Improvement Program (TIP) to add the following projects:

- SR 8 (I-10) 90) (from west of US 90 to Leon County Line/Ochlockonee River) (Project #2225305): Provide PD&E funding in FY 2019 related to the multilaning (6 lanes) of I-10. Also, includes an Interchange Modification Report in Midway and widening Ochlockonee Relief Bridge #'s 55 & 56 (Gadsden County).
- SR 8 (I-10) 90) (from Gadsden County Line to west of Capital Circle (SR 263) (Project #2225306): Provide PD&E funding in FY 2019 related multilaning (6 lanes) of I-10. Also, includes an Interchange Modification Report at the Rest Area and widening Ochlockonee Relief Bridge #'s 50 & 89 (Leon County).
- SR 8 (I-10) 90) (from east of Capital Circle (SR 261) to West of SR 59 Gamble Rd (Project #4065853): Provide PD&E funding in FY 2019 related to the multilaning (6 lanes) of I-10 (Leon County).

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt a resolution amending the FY 2019 – FY 2023 Transportation Improvement Program to reflect:

- **ADD FUNDING: SR 8 (I-10) 90) (from west of US 90 to Leon County Line/Ochlockonee River) (Project #2225305)**: Provide PD&E funding in FY 2019 related to the multilaning (6 lanes) of I-10. Also includes an Interchange Modification Report in Midway and widening Ochlockonee Relief Bridge #'s 55 & 56 (Gadsden County).

- ADD FUNDING: SR 8 (I-10) 90) (from Gadsden County Line to west of Capital Circle (SR 263) (Project #2225306): Provide PD&E funding in FY 2019 related to the multilaning (6 lanes) of I-10. Also includes an Interchange Modification Report at the Rest Area and widening Ochlockonee Relief Bridge #'s 50 & 89 (Leon County).
- ADD FUNDING: SR 8 (I-10) 90) (from east of Capital Circle (SR 261) to West of SR 59 Gamble Rd) (Project #4065853): Provide PD&E funding in FY 2019 related to the multilaning (6 lanes) of I-10 (Leon County).

HISTORY AND ANALYSIS

Adopted annually, the CRTPA's Transportation Improvement Program reflects those projects in the region that have received state and federal funding within the State Work Program. Subsequent to adoption, the TIP is occasionally formally amended to reflect project changes such as the addition or deletion of a project as well changes to existing projects related to funding or project scope.

The CRTPA was recently contacted by the Florida Department of Transportation to amend the current TIP to reflect the addition of Project Development and Environment (PD&E) funding for three (3) projects associated with the future widening of Interstate 10 in the region.

Specifically, the following projects are proposed for amendment:

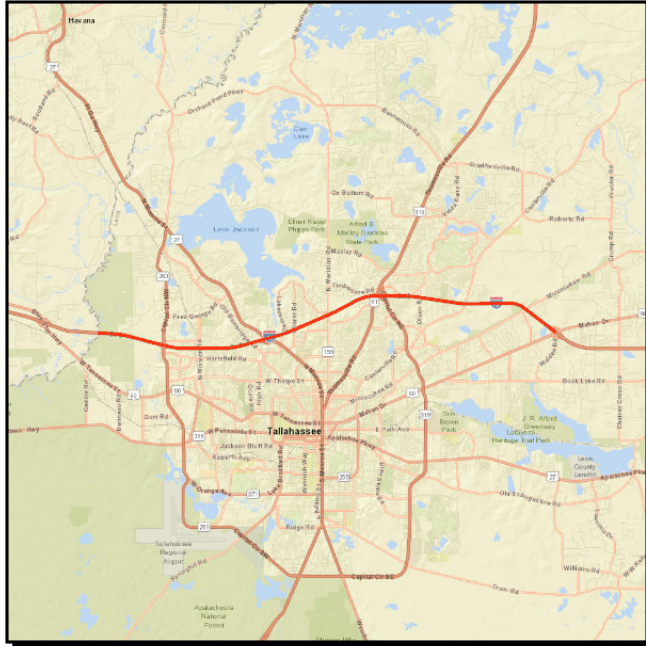
- SR 8 (I-10) 90) (from west of US 90 to Leon County Line/Ochlockonee River) (Project #2225305): Provide PD&E funding in FY 2019 related to the multilaning (6 lanes) of I-10. Also includes an Interchange Modification Report in Midway and widening Ochlockonee Relief Bridge #'s 55 & 56 (Gadsden County).
- SR 8 (I-10) 90) (from Gadsden County Line to west of Capital Circle (SR 263) (Project #2225306): Provide PD&E funding in FY 2019 related to the multilaning (6 lanes) of I-10. Also includes an Interchange Modification Report at the Rest Area and widening Ochlockonee Relief Bridge #'s 50 & 89 (Leon County).
- SR 8 (I-10) 90) (from east of Capital Circle (SR 261) to West of SR 59 Gamble Rd) (Project #4065853): Provide PD&E funding in FY 2019 related to the multilaning (6 lanes) of I-10 (Leon County).

Subsequent to Board approval, the FY 2019 – FY 2023 TIP will be updated to reflect the projects addition.

ATTACHMENT

Attachment 1: TIP project pages

SR 8 (I-10) from w of SR 10 (US 90) to Leon County Line/Ochlockonee River



Project #: 2225305

Work Summary: PD&E/ EMO STUDY

SIS?: No

Lead Agency: Managed by FDOT

Length: 1.971 MI

County: GADSDEN

LRTP #: 2040 RMP Capital Roadway CFP (5.5)

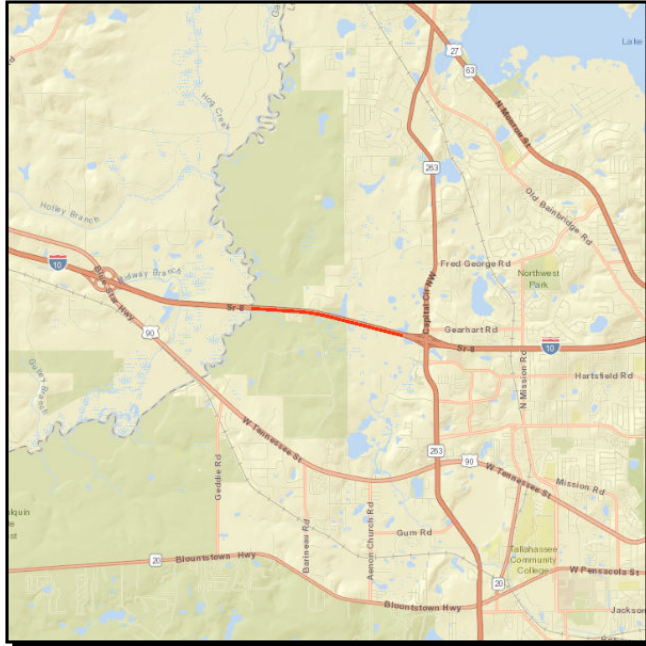
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	ACFP	1,050,000	0	0	0	0	1,050,000
Total		1,050,000	0	0	0	0	1,050,000

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 1,050,000

Project Description: This project was amended into the TIP at the June 17, 2019 CRTPA meeting and provides funding for development of an Interchange Modification Report and widening of Ochlockonee River bridges associated with the widening of I-10.

SR 8 (I-10) from Gadsden County Line to west of SR 263 (Capital Circle)


Project #: 2225306

Work Summary: PD&E/ EMO STUDY

SIS?: No

Lead Agency: Managed by FDOT

Length: 1.089 MI

County: LEON

LRTP #: 2040 RMP Capital Roadway CFP (5.5)

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	ACFP	630,000	0	0	0	0	630,000
Total		630,000	0	0	0	0	630,000

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 630,000

Project Description: This project was amended into the TIP at the June 17, 2019 CRTPA meeting and provides funding for development of an Interchange Modification Report and widening of Ochlockonee River bridges associated with the widening of I-10.

The map shows the Charlotte, NC area with a red line indicating a specific route. The route starts on the left side of the map, near the '5560' label, and follows a path that includes major highways like I-77, I-85, and I-485. Key landmarks and parks shown include J. R. Aldrich, Matthews, and the Charlotte-Mecklenburg Airport. The map also displays various local roads and the city's layout.

LRTP #: 2040 RMP Capital
Roadway CFP (5.5)

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	ACFP	2,100,000	0	0	0	0	2,100,000
Total		2,100,000	0	0	0	0	2,100,000

Project Description:	This project was amended into the TIP at the June 17, 2019 C RTPA meeting and provides funding for development of a Project Development and Environment Study associated with the widening of I-10.
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June 4, 2019

COMMITTEE AGENDA ITEM 3B
FISCAL YEAR (FY) 2020 – FY 2024
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
ADOPTION

TYPE OF ITEM: TYPE OF ITEM: Presentations/Discussion/Action

STATEMENT OF ISSUE

The CRTPA Fiscal Year (FY) 2020– FY 2024 Transportation Improvement Program (TIP) has been developed for Capital Region Transportation Planning Agency (CRTPA) adoption.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt by resolution the FY 2020 – FY 2024 Transportation Improvement Program

BACKGROUND

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

The purpose of the TIP is to inform the public and governmental agencies of transportation projects (planning through construction) that have received funding during the next five-year period (FY 2020 – FY 2024) within our region (Gadsden, Jefferson, Leon and Wakulla counties).

Projects contained within the FY 2020 – FY 2024 TIP are consistent with the projects presented to the CRTPA Board at the December 18, 2018, meeting by the FDOT District 3 during presentation of the FDOT Draft FY 2020 – FY 2024 Five-Year Work Program.

Highlights of the newly funded projects include:

Gadsden County:

- **Interstate 10 over Flat Creek Bridge (Bridge Repair/Rehabilitation) (4429141).** Construction in FY 20 (\$1.2 million)
- **US 27: Potter Woodberry Road to Georgia State Line (4436421).** Design in FY 20 (\$798,000); Construction funding in FY 22 (\$5.8 million)
- **US 90: Opportunity Lane to West of I-10 (4436431).** Design in FY 20 (\$924,000); Construction funding in FY 22 (\$9.8 million)

Jefferson County:

- **Interstate 10: East of CR 158 (Lloyd Highway) to US 19 (5.9 miles) (Resurfacing) (4439731).** Design in FY 20 (\$990,000); Construction in FY 22 (\$12.6 million).
- **US 19/Monticello Bike Path Extension: David Road to CR 259) (2.2 miles) (Bike Path/Trail) (4039313).** PD& E in FY 21 (\$615,000); Design in FY 23 (\$460,000).
- **CR 257 over Aucilla River (Bridge Replacement) (4340321).** PE in 20 (\$825,000); Right-of-Way in FY 22 (\$30,000); Construction in FY 24 (\$3.9 million)

Leon County:

- **Orange Avenue (SR 371)/Lake Bradford: West of Rankin Road to SR 366 (Stadium Drive) (4.8 miles) (Resurfacing) (4397281).** Design in FY 20 (\$770,000 million); Construction in FY 22 (\$4.3 million).
- **Miccosukee Road over Unnamed Bridge (Bridge Replacement).** Design in FY 20 (\$180,000; LF \$612,000); Right-of-Way in FY 22 (\$79,000; LF \$21,000); Construction in FY 24 (\$1.3 million; LF \$454,000)
- **Monroe Street (US 27): John Knox Road to Lakeshore Drive to Timberwolf Crossing (.88 miles) (Sidewalk) (4450531).** Design in FY 21 (\$520,000)
- **SR 263 (Capital Circle): Crawfordville Road (SR 61) to Springhill Road (2.3 miles) (Add Lanes) (2197492).** Construction deferred from FY 22 to FY 24 (\$33.9 million).

Wakulla County:

- **Coastal Trail Bike Path/Trail (US 98): West of Woodville Highway to Lighthouse Road (Bike Path/Trail) (4405501).** Construction funding in FY 24 (\$3.6 million)
- **US 98: East of US 319 to West of Wakulla River Bridge (9.3 miles) (Resurfacing) (4377561).** Design in FY 20 (\$990,000); Construction in FY 22 (\$5.7 million)
- **Surf Road (CR 372): Silver Acres Drive to US 98 (3.3 miles) (Resurfacing) (4450201).** Design in FY 20 (\$132,000)

PUBLIC COMMENTS

Public meetings to present the Transportation Improvement Program (and the agency's FY 2021–2025 Transportation Priority Project Lists) were held on May 22 & 23, 2019 throughout the CRTPA Region (Monticello, Crawfordville, Quincy and Tallahassee). Information regarding the meeting was published in the region's newspapers, placed on the CRTPA's website (www.crtpa.org) and an e-mail message regarding the meeting was sent to the agency's transportation partners and interested citizens.

NEXT STEP

Subsequent to CRTPA Board adoption of the TIP, staff will transmit the document to state and federal review agencies.

ATTACHMENTS

Attachment 1: LINK to FY 2020 – FY 2024 Transportation Improvement Program:
[HTTP://CRTPA.ORG/WP-CONTENT/UPLOADS/DRAFT-20-24-MAY-18.PDF](http://CRTPA.ORG/WP-CONTENT/UPLOADS/DRAFT-20-24-MAY-18.PDF)



June 4, 2019

COMMITTEE AGENDA ITEM 3C1
DRAFT FISCAL YEAR 2021 – FY 2025
REGIONAL MOBILITY PLAN
ROADWAYS PRIORITY PROJECT LIST

TYPE OF ITEM: TYPE OF ITEM: Presentations/Discussion/Action

STATEMENT OF ISSUE

This item seeks approval of the CRTPA Fiscal Year 2021 – FY 2025 CRTPA Regional Mobility Plan (RMP) Roadways Priority Project List (PPL).

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt the FY 2021 – FY 2025 RMP Roadways PPL.

BACKGROUND

The CRTPA annually adopts priority project lists (PPLs) to identify, in ranked order, the agency's transportation project priorities. The lists provide the Florida Department of Transportation (FDOT) guidance as that agency proceeds with development of the Annual State Work Program. Specifically, the FDOT seeks to match available state and federal funding with those eligible transportation projects ranked highest by the CRTPA.

One of the lists scheduled for adoption today is the RMP Roadways PPL which identifies roadway projects that were identified in the agency's long-range transportation plan ("Connections 2040 RMP Roadway Cost Feasible Plan").

The Latest

The Draft FY 2021 – FY 2025 RMP Roadway PPL proposes to update the currently adopted (FY 2020 – FY 2024) RMP Roadway PPL with the following changes:

- **PROJECTS UPDATE**: Programmed funding was updated consistent with the latest State Work Program. Additionally, next phase needed funding was updated in coordination with the FDOT.
- **PROJECT COMBINATION**: Welaunee Boulevard Extension (previously listed as two separate projects based upon project limits) was combined into one project and updated to reflect receipt of TRIP funding.

In addition to the RMP Roadways PPL, the following other PPLs are scheduled for adoption in June:

RMP Bicycle and Pedestrian PPL – Identifies bicycle and pedestrian projects (Project source: Connections 2040 RMP Roadway Cost Feasible Plan)

Regional Trails PPL – Identifies regional trails projects (Project source: CRTPA 2040 RMP and Florida Office of Greenways and Trails)

Transportation Systems Management (TSM) PPL – Identifies low cost (typically intersection) improvements to the existing transportation system that can be constructed in less than two years and have gone through a required FDOT process in order to be considered eligible for funding (Project source: FDOT candidate project list developed in coordination with the CRTPA)

StarMetro PPL – Identifies transit projects consistent with StarMetro’s adopted Transit Development Plan (Project source: projects identified by StarMetro and provided to the CRTPA for adoption)

Tallahassee International Airport PPL – Identifies Tallahassee International Airport projects consistent with the adopted Airport Master Plan (Project source: projects identified by The Tallahassee International Airport and provided to the CRTPA for adoption)

PUBLIC INVOLVEMENT

Public meetings to present the C RTPA's Draft FY 2021 – FY 2025 PPLs (held in conjunction with the Draft Transportation Improvement Program (TIP)) were conducted on May 22 and 23 throughout the C RTPA region.

NEXT STEPS

Subsequent to adoption, the priority project lists will be provided to the FDOT for consideration in the development of the Draft FY 2021 – FY 2025 Annual State Work Program, scheduled to be presented to the C RTPA Board in the fall of 2019.

After the release of the Draft State Work Program, C RTPA staff will initiate development of the C RTPA FY 2021 – FY 2025 Transportation Improvement Program (TIP) incorporating those transportation projects in the C RTPA region that have received state and federal funding.

ATTACHMENT

Attachment 1: DRAFT FY 2021 – FY 2025 RMP Roadways Priority Project List

Capital Region Transportation Planning Agency
DRAFT RMP Roadways Priority Project List
Fiscal Year 2021 - Fiscal Year 2025

ATTACHMENT 1

Priority Rank	RMP ID#	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	SIS	Length (miles)	Funding Sought
1	1026	Woodville Highway¹ (Capital Circle, SE to Gaile Ave) (Gaile Ave to Paul Russell Rd)	4240094 4240095	Phase	2020	2021	2022	2023	2024	Widen to 4 lanes	Leon		2.1	CST (\$18.7M) ⁴ CST (\$8.4M) ⁴
				ROW										
				ROW	\$ 1.1M									
2	1513	Capital Circle, Southwest² (Crawfordville Rd to Springhill Rd)	2197492	Phase	2020	2021	2022	2023	2024	Widen to 6 lanes	Leon		2.34	FULLY FUNDED*
				ROW	\$3M									
				CST					\$34 M					
3	1540	Crawfordville Road (N. of Alaska Way to Lost Creek Bridge)	2204956	Phase	2020	2021	2022	2023	2024	Widen to 4 lanes	Wakulla		3.6	ROW (\$30.8M) ⁴ CST (\$49.1M) ⁴
				ROW				\$2.6M						
4	308	Crawfordville Road (Lost Creek Bridge to East Ivan Rd)	2204953	Phase	2020	2021	2022	2023	2024	Widen to 4 lanes	Wakulla		4.4	ROW (\$33.4M) ⁴ CST (\$40.5M) ⁴
5	1554	Orange Avenue² (Capital Circle, SW to Monroe St)	4379021	Phase	2020	2021	2022	2023	2024	Widen to 4 lanes	Leon		4.3	Design
6	75	Thomasville Rd/Meridian Rd/7th Ave⁵ (Midtown Operational Improvements)	-	Phase	2020	2021	2022	2023	2024	Intersection Improvements	Leon		-	PD&E
7	138	Mahan Dr and Capital Circle, NE (Intersection Improvements)	-	Phase	2020	2021	2022	2023	2024	Intersection Improvements	Leon	Y	-	Feasibility Study
				-	-	-	-	-	-					
8	1365	Pensacola Street (West Side Student Corridor Gateway¹) (Capital Circle, NW to Appleyard Dr)	-	Phase	2020	2021	2022	2023	2024	Widen to 4 lanes	Leon		0.8	PD&E Reevaluation
				-	-	-	-	-	-					
9		Crawfordville Road (LL Wallace Rd to beginning of 4-lane) (Wakulla County Line to LL Wallace Rd)	-	Phase	2020	2021	2022	2023	2024	Widen to 4 lanes	Leon		1.7 2.1	PE (\$2.09M) ⁴ PE (\$1.8M) ⁴
				-	-	-	-	-	-					
				-	-	-	-	-	-					
10	383	Lake Bradford Road/Springhill Road¹ (Capital Circle, SW to Gaines Street)	-	Phase	2020	2021	2022	2023	2024	Corridor Improvements	Leon		3.8	PD&E
				-	-	-	-	-	-					
11	181	Tharpe Street² (Capital Circle, NW to Ocala Rd)	-	Phase	2020	2021	2022	2023	2024	Widen to 4 lanes	Leon		2.7	PD&E Reevaluation
				-	-	-	-	-	-					
12	179	Bannerman Road² (Tekesta Dr to Thomasville Rd)	-	Phase	2020	2021	2022	2023	2024	Widen to 4 lanes	Leon		1.7	PE

Capital Region Transportation Planning Agency
DRAFT RMP Roadways Priority Project List
 Fiscal Year 2021 - Fiscal Year 2025

Priority Rank	RMP ID#	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	SIS	Length (miles)	Funding Sought
13	369, 1571	Northeast Gateway, Welaunee Blvd Extension ¹ (Fleischmann Rd to Shamrock St.)	4449991	Phase	2020	2021	2022	2023	2024	New 4 lane road	Leon		4.5	PE/CST
				PE				\$1.5M						
				PE (LF)				\$3M						
14	137	Welaunee Blvd/I-10 Interchange		Phase	2020	2021	2022	2023	2024	New Interchange	Leon	Y	-	PD&E
				-	-	-	-	-	-					

- ¹ [Blueprint Gateway Project](#)
² [Blueprint Regional Mobility Project](#)
³ [Blueprint Community Enhancement District](#)
⁴ FDOT Long Range Estimate (LRE)

* Fully Funded Projects are retained on the list above until such funding is within the first three (3) years of the TIP.

ABBREVIATIONS:

PD&E - Project Development and Environment Study
 PE - Preliminary Engineering (Design)
 ROW - Right-of-Way
 CST - Construction
 SIS - Strategic Intermodal System (FDOT roadway designation)

FULLY FUNDED PROJECTS (NOT YET CONSTRUCTED):

382	Capital Circle, Southwest ² (Springhill Rd to Orange Ave)	4157829	Phase	2020	2021	2022	2023	2024	Widen to 6 lanes	Leon	Y	4.1	FULLY FUNDED
			CST			\$57.4M							



June 4, 2019

COMMITTEE AGENDA ITEM 3C2

DRAFT FISCAL YEAR 2021 – FY 2025

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

PRIORITY PROJECT LIST

TYPE OF ITEM: TYPE OF ITEM: Presentations/Discussion/Action

STATEMENT OF ISSUE

This item seeks approval of the CRTPA Fiscal Year 2021 – FY 2025 Transportation Systems Management Priority Project List (PPL).

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt the FY 2021 – FY 2025 TSM PPL.

BACKGROUND

The Transportation Systems Management Priority Project List identifies improvements to the existing transportation system that can be constructed in less than two years.

The Latest

The Draft CRTPA Fiscal Year 2021 – FY 2025 TSM PPL proposes a number of changes from the existing adopted (FY 2020 – FY 2024) TSM PPL. Specifically, the following three (3) new projects were added to the list:

- **NEW PROJECT: Orange Avenue at Nims Middle School & Liberty Park Neighborhood**
These pedestrian safety projects are proposed for addition to the TSM PPL to enhance pedestrian safety at these two (2) locations. This project is proposed to be ranked #3 on the TSM PPL.
- **NEW PROJECT: Pensacola Street at Appleyard Drive**
This access management project is proposed for addition to the TSM PPL to address safety concerns identified near this location association with the recently completed CRTPA Pensacola Street Traffic and Operations Study. This project is proposed to be ranked #4 on the TSM PPL.

- **NEW PROJECT: Orange Avenue at Springhill Road**

This improvement project is proposed to be added to the TSM PPL to address congestion at this intersection. This project is proposed to be ranked #5 on the TSM PPL.

In addition, one project on last year's adopted TSM list is proposed for removal:

- **PROJECT REMOVED: Monroe Street (Third Avenue to Seventh Avenue)**

This #3 ranked project on last year's adopted TSM PPL is proposed for removal because several of project's proposed improvements were incorporated in the recent resurfacing of Monroe Street. The project proposed the following corridor improvements: (1) upgrade signals & ITS hardware, (2) add ADA features for sidewalks and (3) examine corridor lighting.

CRTPA TSM Process

Development of the CRTPA TSM PPL begins with the receipt of the FDOT District 3 TSM Candidate List. This list provides those TSM projects within the CRTPA region that have identified by the FDOT as eligible for TSM funding. Associated with the FDOT Candidate List is a TSM project process developed by the FDOT.

The Draft FY 2021 – FY 2025 TSM PPL was developed in coordination with the FDOT District 3 Traffic Operations Office through receipt of the projects contained on the agency's Traffic Operations Candidate List. Additionally, new projects, discussed above, were added to the TSM PPL that have not yet been studied by the FDOT.

Guidance related to the prioritization of projects on the TSM PPL was most recently formalized in 2013 by the TSM Subcommittee, discussed below.

TSM Subcommittee

The CRTPA TSM Subcommittee was formed in May 2013 to review the agency's TSM prioritization process and develop recommendations for ranking the TSM PPL. The subcommittee was comprised of members from the CRTPA's two committees (Technical Advisory Committee and Citizens Multimodal Advisory Committee) and developed (and approved) the following criteria for use in evaluating projects on the CRTPA's TSM PPL:

Safety/Crash Data - Ensure that the latest information is available

Mobility Impact – Examine impact of proposed improvement to overall mobility

Existing Priority – Generally seek to maintain project ranking consistency

Level of Service information – Information from FDOT traffic study

Project Consistency with local government plans and initiatives – Seek to document project confirmation with local staff such as public works director/planning)

Where available, the above information has been provided alongside each of the projects on the Draft TSM PPL.

PUBLIC INVOLVEMENT

Public meetings to present the CRTPA's Draft FY 2021 – FY 2025 PPLs (held in conjunction with the Draft Transportation Improvement Program (TIP)) were conducted on May 22 and 23 throughout the CRTPA region.

NEXT STEPS

Subsequent to adoption, the priority project lists will be provided to the FDOT for consideration in the development of the Draft FY 2021 – FY 2025 Annual State Work Program, scheduled to be presented to the CRTPA Board in the fall of 2019.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2021 – FY 2025 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 1: DRAFT FY 2021 – FY 2025 TSM Priority Project List

ATTACHMENT 1

Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
1	1	\$500,000 Annual Operations & Maintenance funding to the Tallahassee Regional Transportation Management Center (RTMC)						
	PROJECT INFORMATION: Provide annual operations and maintenance funding in support of regional ITS (Intelligent Transportation Systems) activities to the the region's traffic management center.							
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
2	2	Thomasville Road (Midtown) (SR 63)	Monroe St to Seventh Ave	Install pedestrian refuge islands and a rectangular rapid flash beacon (RRFB) near Beard Street	March 2016	\$170,000	5 bicyclist and 3 pedestrian crashes in the 6-year analysis period (2009-2014)	Heavy Pedestrian Traffic Bus Service
	PROJECT INFORMATION: Safety Study identifies proposed improvements to address pedestrian and bicycle safety along the Midtown corridor of Thomasville Rd (Monroe Street to 7th Avenue). Study was conducted based upon a request by the CRTPA. Thomasville/Seventh/Meridian Intersection Level of Service (LOS): AM LOS C; PM LOS D.							
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
3	N/A	Orange Avenue (SR 373)	Nims Middle School & Liberty Park Neighborhood	Add pedestrian crossing at both of these locations on Orange Avenue to facilitate pedestrian safety	N/A		N/A	Significant vehicular congestion Heavy Pedestrian Traffic Bus Service
	PROJECT INFORMATION: These projects are proposed to address immediate pedestrian pedestrian safety issues through the addition of a midblock crossing and sidewalk improvements.							
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
4	N/A	Pensacola Street (SR 366)	Appleyard Drive to Progress Drive	Access Management enhancements to improve identified high crash rate.	N/A		N/A	Moderate Pedestrian Traffic Bus Service
	PROJECT INFORMATION: The Pensacola Street Traffic and Operations Analysis developed by RS&H for the CRTPA in January 2019 identifies a high crash rate along this identified portion of Pensacola Street.							
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
5	N/A	Orange Avenue (SR 373)	Springhill Road	Improvements to address congestion.	N/A		N/A	Significant vehicular congestion Heavy Pedestrian Traffic Bus Service
	PROJECT INFORMATION: This project has been added by the CRTPA and proposes to address short term congestion at this intersection. Longer term efforts to address congestion on the corridor are underway with a Project Development and Environment (PD&E) Study under development (from Capital Circle, SW to Monroe Street). Given the ong term timeline and cost associated with future project phases of the PD&E Study, this short term intersection project is being proposed.							
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
6	4	Monroe Street (US 27)	Brevard Street	Construct SBRT* (*South Bound Right Turn lane)	June 2015	Estimated cost: \$950,440 (includes \$822,800 in r-o-w)	52 collisions in 5 -year analysis period (2010-2014); majority 'rear-end' crashes of which 13 occurred in southbound approach lanes.	Moderate Pedestrian Traffic Bus service Signalized intersection
	PROJECT INFORMATION: Signalized Intersection Study identifies that a southbound right turn lane is warranted at this location, and would include a sufficient radius to accommodate the heavy vehicles that are currently driving over the curb. Monroe Intersection Level of Service (LOS): AM LOS A&B; PM LOS C. Brevard eastbound left: AM/PM LOS D. Project studied based upon request by City of Tallahassee.							
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
7	5	Woodville Hwy/ Natural Bridge Rd (Intersection)		Roundabout (Leon County)		\$828,900 (source: RMP)	Study not performed	Minimal Pedestrian Traffic; NW quadrant has school/sidewalk Non signalized intersection
	PROJECT INFORMATION: This project was identified in the CRTPA's Regional Mobility Plan and proposes the construction of a roundabout at this intersection.							
Recommended Rank	Previous Rank	Major Street	Minor Street	Proposed Improvements	Study Date	Cost Estimate	Safety Information (from Traffic Study):	Mobility Information
8	6	Old Lloyd Rd/ Gamble Rd (Intersection)		Roundabout (Jefferson County)		\$216,128 (source: RMP)	Study not performed	Minimal Pedestrian Traffic No bus service Non signalized intersection
	PROJECT INFORMATION: This project was identified in the CRTPA's Regional Mobility Plan and proposes the construction of a roundabout at this intersection.							



June 4, 2019

COMMITTEE AGENDA ITEM 3C3

DRAFT FISCAL YEAR 2021 – FY 2025

REGIONAL MOBILITY PLAN

BICYCLE AND PEDESTRIAN

PRIORITY PROJECT LIST

TYPE OF ITEM: TYPE OF ITEM: Presentations/Discussion/Action

STATEMENT OF ISSUE

This item seeks approval of the CRTPA Fiscal Year 2021 – FY 2025 CRTPA Regional Mobility Plan (RMP) Bicycle and Pedestrian Priority Project List (PPL).

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt the FY 2021 – FY 2025 RMP Bicycle and Pedestrian Priority Project List.

BACKGROUND

The RMP Bicycle and Pedestrian PPL is comprised of the bicycle and pedestrian projects that were identified in the adopted Connections 2040 RMP Roadway Cost Feasible Plan (the agency's long range transportation plan adopted on June 29, 2015). To that end, the RMP Bicycle and Pedestrian PPL maintains the general ranked order of the projects contained within adopted Connections 2040 RMP Bicycle and Pedestrian Cost Feasible Plan. This order was established during development of the RMP through ranking the project using the CRTPA's approved scoring criteria. The criteria included providing points for bicycle and pedestrian projects already under development in order to ensure that initiated projects proceed to completion, something that is ensured by maintaining consistency between the RMP CFP and the project on the RMP Bicycle and Pedestrian PPL.

DRAFT FY 2021 – FY 2025 RMP Bicycle and Pedestrian PPL

The Draft FY 2021 – FY 2025 RMP Bicycle and Pedestrian PPL maintains the same ranked order as the current adopted (FY 2020 – FY 2024) Bicycle and Pedestrian PPL with the exception of the following minor updates made to the list:

- **PROJECT UPDATE: Monticello Bike Trail Extension**, has been updated to reflect receipt of funding (PD&E and PE) in the most recent State Work Program.
- **PROJECT ADDITION: Bloxham Cutoff Trail – Capital City to the Sea (Wakulla Springs Park to St. Marks Trail)** – has been added to the Bicycle and Pedestrian PPL. This project was previously included on the Regional Trails PPL; however, due to the fact that it is not a SUN funding eligible project, it has been moved to this PPL. The project is proposed to be ranked #2 as it recently received funding (PE) in the State Work Program.
- **PROJECT REMOVAL: Martin Road Trail (Monticello Bike Trail to US 19)**, last year's number six ranked project, has been removed as the limits of the project are incorporated within the #1 ranked project (Monticello Bike Trail Extension).

PUBLIC INVOLVEMENT

Public meetings to present the CRTPA's Draft FY 2021 – FY 2025 PPLs (held in conjunction with the Draft Transportation Improvement Program (TIP)) were conducted on May 22 and 23 throughout the CRTPA region.

NEXT STEPS

Subsequent to adoption, the priority project lists will be provided to the FDOT for consideration in the development of the Draft FY 2021 – FY 2025 Annual State Work Program, scheduled to be presented to the CRTPA Board in the fall of 2019.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2021 – FY 2025 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 1: DRAFT FY 2021 – FY 2025 RMP Bicycle and Pedestrian Priority Project List

Capital Region Transportation Planning Agency
DRAFT RMP Bicycle and Pedestrian Priority Project List
 Fiscal Year 2021 - Fiscal Year 2025

ATTACHMENT 1

Priority Rank	RMP ID#	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	Length (miles)	Funding Sought **
1	567	Monticello Bike Trail Extension (Southern Terminus of Monticello to Jefferson Co Middle/High School)	4039313	Phase	2020	2021	2022	2023	2024	Shared Use Path	Jefferson	2.4	CST
				PD&E		\$615,000							
				PE				\$460,000					
2	550	Bloxham Cutoff Rd Trail - CC25T (Wakulla Springs State Park to St. Marks Trail)	4101722	Phase	2020	2021	2022	2023	2024	Shared Use Path	Wakulla	4.78	CST
				PE					\$630,000				
3	543	Wakulla Environmental Institute (US 98 to WEI)		Phase	2020	2021	2022	2023	2024	Shared Use Path	Wakulla	1.4	PD&E/PE
				-	-	-	-	-	-				
4	454	Goose Pond Trail* (Mahan Dr/Fort Knox to Weems Rd)		Phase	2020	2021	2022	2023	2024	Shared Use Path	Leon	1.2	PD&E
				-	-	-	-	-	-				
5	1026	Florida Arts Trail (N Corry St to Florida Georgia Hwy)	4333801	Phase	2020	2021	2022	2023	2024	Shared Use Path	Gadsden	11	PE
				-	-	-	-	-	-				
6	160	US 90 Trail (Madison St to Dover Rd)		Phase	2020	2021	2022	2023	2024	Shared Use Path	Gadsden	10.7	PD&E
7	527	Thomasville Rd Trail* (Meridian Rd to Live Oak Plantation Rd)		Phase	2020	2021	2022	2023	2024	Shared Use Path	Leon	3.7	PD&E
				-	-	-	-	-	-				

* Also a Blueprint Intergovernmental Agency project

** ABBREVIATIONS:

PD&E - Project Development and Environment Study

PE - Preliminary Engineering

CST - Construction

ROW - Right-of-Way



June 4, 2019

COMMITTEE AGENDA ITEM 3C4

DRAFT FISCAL YEAR 2021 – FY 2025

REGIONAL TRAILS

PRIORITY PROJECT LIST

TYPE OF ITEM: TYPE OF ITEM: Presentations/Discussion/Action

STATEMENT OF ISSUE

This item seeks adoption of the CRTPA Fiscal Year 2021 – FY 2025 CRTPA Regional Trails Priority Project List (PPL).

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt the FY 2021 – FY 2025 CRTPA Regional Trails PPL.

BACKGROUND

The Draft FY 2021 – FY 2024 Regional Trails PPL is comprised of projects that were identified in the CRTPA's Connections 2040 RMP Bicycle and Pedestrian Plan and included on the FDOT SUN Trail Network are included on the PPL.

Projects included on the list are segments associated with Capital City to the Sea Trails Project, the Nature Coast Trail and the Capital Cascades Trail. Furthermore, the project on this list are eligible for FDOT SUN Trail funding.

DRAFT FY 2021 – FY 2025 Regional Trails PPL

The Draft FY 2021 – FY 2025 Regional Trails PPL maintains the ranked order as the currently adopted (FY 2020 – FY 2024) Regional Trails PPL with the exception of the following updates:

- **PROJECT REMOVAL: Coastal Trail West – Capital City to the Seas Trail (s. of Tower Road to Wakulla High School)**, last year's number one ranked project, has been removed from the list due to the fact that the project is fully funded and within the first 3 years of the State Work Program. As a result, the ordering of projects on the list has changed.

- **PROJECT REMOVAL: Bloxham Cutoff Trail – Capital City to the Sea (Wakulla Springs Park to St. Marks Trail)** – has been removed from the Regional Trails PPL and added to the Bicycle and Pedestrian PPL due to the fact that it is not a project eligible for SUN Trail funding.
- **PROJECT REORDER: Nature Coast Regional Trail Connector (Tallahassee to Monticello)**, last year's number nine ranked project, is proposed to be moved up to number two (#2) to reflect the recent funding of a feasibility study to be developed by CRTPA consultants.

PUBLIC INVOLVEMENT

Public meetings to present the CRTPA's Draft FY 2021 – FY 2025 PPLs (held in conjunction with the Draft Transportation Improvement Program (TIP)) were conducted on May 22 and 23 throughout the CRTPA region.

NEXT STEPS

Subsequent to adoption, the priority project lists will be provided to the FDOT for consideration in the development of the Draft FY 2021 – FY 2025 Annual State Work Program, scheduled to be presented to the CRTPA Board in the fall of 2019.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2021 – FY 2025 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 1: DRAFT FY 2021 – FY 2025 Regional Trails Priority Project List

ATTACHMENT 1

Capital Region Transportation Planning Agency
DRAFT Regional Trails Priority Project List
 Fiscal Year 2021 - Fiscal Year 2025

Priority Rank	RMP ID#	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	County	Length (miles)	Funding Sought *
1	542	Coastal Trail East - CC2ST (St. Marks Trail to Lighthouse Road)	4405501	Phase	2020	2021	2022	2023	2024	Shared Use Path	Wakulla	2.8	FULLY FUNDED ***
				CST					\$3.6M				
2		Nature Coast Regional Trail Connector (Tallahassee to Monticello)		Phase	2020	2021	2022	2023	2024	Shared Use Path	Jefferson	26	PD&E
				-	-	-	-	-	-				
3	456	Capital Cascades Trail (Segment 4)** (Springhill Rd to Mill Street/St. Marks Trail)		Phase	2020	2021	2022	2023	2024	Shared Use Path	Leon	1.2	PLN/PE
				PD&E	\$1M								
				PE		\$2M							
4		Forest Trail North (Trout Pond to Lake Henrietta)		Phase	2020	2021	2022	2023	2024	Shared Use Path	Leon	6.5	Feasibility Study
				-	-	-	-	-	-				
5		Forest Trail South (Ochlockonee Bay Trail to Trout Pond)		Phase	2020	2021	2022	2023	2024	Shared Use Path	Wakulla/ Leon	19.7	Feasibility Study
				-	-	-	-	-	-				
6		Nature Coast Trail (Lighthouse Road to Taylor County Line)		Phase	2020	2021	2022	2023	2024	Shared Use Path	Wakulla/ Jefferson	14	Feasibility Study
				-	-	-	-	-	-				
7		Nature Coast Regional Trail Connector (Monticello to Jefferson County Line)		Phase	2020	2021	2022	2023	2024	Shared Use Path	Jefferson	14	Feasibility Study
				-	-	-	-	-	-				

* ABBREVIATIONS:

PD&E - Project Development and Environment Study

PE - Preliminary Engineering

CST - Construction

ROW - Right-of-Way

** Blueprint project

*** Note: Fully Funded Projects are retained on the list until such funding is within the first three (3) years of the TIP.



June 4, 2019

COMMITTEE AGENDA ITEM 3C5
**DRAFT FISCAL YEAR 2021 – FY 2025
STARMETRO
PRIORITY PROJECT LIST**

TYPE OF ITEM: TYPE OF ITEM: Presentations/Discussion/Action

STATEMENT OF ISSUE

Staff is seeking approval of the Fiscal Year (FY) 2021 – FY 2025 StarMetro Priority Project List, included as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt the FY 2021 – FY 2025 StarMetro Priority Project List.

BACKGROUND

Annually, the Capital Region Transportation Planning Agency (CRTPA) provides a listing of projects to the Florida Department of Transportation (FDOT), in priority order, for funding consideration. One of these lists is the StarMetro Project Priority List.

Unlike other lists adopted by the CRTPA, this list is developed by the City of Tallahassee's transit agency, StarMetro. Projects contained on this list are consistent with StarMetro's 2016-2026 Transit Development Plan Major Update, adopted on June 8, 2016.

FY 2021 - FY 2025 StarMetro PPL

The Draft FY 2020 – FY 2024 StarMetro PPL is comprised of capital projects consistent with StarMetro's 2016-2026 Transit Development Plan Major Update.

Changes from last year's (FY 2020 - FY 2024) StarMetro PPL

The Draft FY 2021 - FY 2025 StarMetro PPL contains the same five (5) projects included on last year's currently adopted PPL. The only proposed change is to the priority order of last year's number #2

ranked project (South City Transit Center) which is proposed to be moved down to number #4 on the list resulting in a slight re-order of the list.

PUBLIC INVOLVEMENT

Public meetings to present the CRTPA's Draft FY 2021 – FY 2025 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program (TIP) at this meeting) were held throughout the CRTPA region on May 22 & 23.

NEXT STEPS

Subsequent to Board adoption, the priority project lists will be provided to the FDOT for consideration in the development of the Draft FY 2021 – FY 2025 Annual State Work Program, scheduled to be presented to the CRTPA in the fall of 2019.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2021 – FY 2025 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 1: DRAFT FY 2021 – FY 2025 StarMetro Priority Project List

StarMetro
DRAFT Priority Project List
 Fiscal Year 2021 - Fiscal Year 2025

Priority Rank	Project Name/Limits	FDOT WPI#	Programmed Funding						Project/Strategy	Funding Sought
1	Comprehensive Operational Analysis & Transit Development Plan Update		Phase	2020	2021	2022	2023	2024	Initiate a Comprehensive Operations Analysis (COA) for StarMetro.	\$500,000
			-	-	-	-	-	-		
2	Bus Stop Upgrades		Phase	2020	2021	2022	2023	2024	This project proposes upgrading at least 50 stops to include boarding and alighting areas for bus wheelchair ramps	\$500,000
			-	-	-	-	-	-		
3	Bus Transit Signal Prioritization		Phase	2020	2021	2022	2023	2024	This project provides for the addition of global positioning system (GPS) based system devices on StarMetro buses to improve transit system performance.	\$250,000
			-	-	-	-	-	-		
4	South City Transit Center	4425421	Phase	2020	2021	2022	2023	2024	Construct multi-bay SuperStop in southeastern Tallahassee.	\$1.5 M (CST)
			PE	\$275,500						
5	Redevelopment of C.K. Steele Plaza Planning Study		Phase	2020	2021	2022	2023	2024	Planning study of C.K. Steele Plaza identifying opportunities for redevelopment of the site.	\$200,000
			-	-	-	-	-	-		

ABBREVIATIONS:

PE - Preliminary Engineering (Design)
 CST - Construction

Project Name	Project Description
Comprehensive Operational Analysis & Transit Development Plan Update	Initiate a Comprehensive Operations Analysis (COA) for StarMetro. The COA is a means of evaluating and adjusting current StarMetro operations to be more efficient while developing a framework to adapt the system to achieve the objectives of the Transit Development Plan (TDP), which itself is intended to lead toward implementation of the Long-Range Plan. The goals of a COA are: 1. Establish a framework for making decisions about existing and future transit service, 2. Evaluate the effectiveness of current operational investments (routes), 3. Identify opportunities to improve system efficiency, 4. Develop recommendations to strengthen and effectively grow the StarMetro system, 5. Guide implementation of a system modifications to better serve StarMetro's partners and customers. Estimated cost - \$500,000
Bus Stop Upgrades	StarMetro has just over 900 active stops. Many of these stops are not compliant with the Americans with Disabilities Act (ADA) and offer limited information to customers. While ADA compliance is only required when an amenity such as a bench or a shelter is added to the stop, StarMetro desires to make the system more accessible and safer for all customers. The funding will be used to upgrade at least 300 stops to include interactive solar smart stops to provide route information to our customers, boarding and alighting areas for bus wheelchair ramps to use, connect bus stops to sidewalks, and add shelter pads to prepare for the future placement of an amenity. Estimated cost - \$500,000
Bust 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 - \$250,000
South City Transit Center	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 and supervisor offices. 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 - \$1,500,000
Redevelopment of C.K. Steele Plaza Planning Study	Initiate a planning study of C.K. Steele Plaza (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 house StarMetro Administrative Staff; leasable space for office, restaurants, and retail activities; and connections to intercity transportation such as Amtrak, Greyhound, and/or Megabus (Commission Approved sales tax funds \$17,500,000). planning study estimated cost - \$200,000



June 4, 2019

COMMITTEE AGENDA ITEM 3C6

**DRAFT FISCAL YEAR 2021 – FY 2025
TALLAHASSEE INTERNATIONAL AIRPORT
PRIORITY PROJECT LIST**

TYPE OF ITEM: TYPE OF ITEM: Presentations/Discussion/Action

STATEMENT OF ISSUE

Staff is seeking approval of the Fiscal Year (FY) 2021 – FY 2025 Tallahassee International Airport Priority Project List, included as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt the FY 2021 – FY 2025 Tallahassee International Airport Priority Project List.

BACKGROUND

Annually, the Capital Region Transportation Planning Agency (CRTPA) provides a listing of projects to the Florida Department of Transportation (FDOT), in priority order, for funding consideration. One of these lists is the Tallahassee International Airport Priority Project List. Unlike other lists adopted by the CRTPA, the Tallahassee International Airport (TIA) develops this list. Projects contained on this list are consistent with TIA's Master Plan.

The TIA PPL provides guidance to the FDOT as the agency proceeds with development of the Annual FDOT Work Program. Ultimately, the projects included within the FDOT Work Program are included in the CRTPA's Transportation Improvement Program (TIP).

Consistent with the current (FY 2020 – 2024) priority project list, the FY 2021 – FY 2025 TIA PPL is comprised of separate fiscal years and, as a result, consists of five separate lists.

PUBLIC INVOLVEMENT

Public meetings to present the CRTPA's Draft FY 2021 – FY 2025 PPLs (held in conjunction with the scheduled adoption of the Transportation Improvement Program (TIP) at this meeting) were held throughout the CRTPA region on May 22 & 23.

NEXT STEPS

Subsequent to Board adoption, the priority project lists will be provided to the FDOT for consideration in the development of the Draft FY 2021 – FY 2025 Annual State Work Program, scheduled to be presented to the CRTPA in the fall of 2019.

After the release of the Draft State Work Program, CRTPA staff will initiate development of the CRTPA FY 2021 – FY 2025 Transportation Improvement Program (TIP) incorporating those transportation projects in the CRTPA region that have received state and federal funding.

ATTACHMENT

Attachment 1: DRAFT FY 2021 – FY 2025 Tallahassee International Airport Priority Project List

Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2021 - 2025

2021

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	444974-1	International Passenger Processing Facility	1,897,922		17,081,300	18,979,222
2	226792-8	Air Cargo Facility Expansion	1,112,500	1,112,500		2,225,000
3	422301-9	Hangar(s) Development and Modernization	1,759,899	1,759,899		3,519,798
4	422301-8	Terminal Modernization	1,121,009	1,121,009		2,242,018
5	226781-6	Terminal Modernization	200,000	100,000		300,000
6	422301-5	Airfield Preservation	300,000	300,000		600,000
7	422301-6	Terminal PLB Acquisition and Installation	800,000			800,000
		FY21 Total	7,191,330	4,393,408	17,081,300	28,666,038

Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2021 - 2025

2022

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	N/A	Taxiway Alpha Rehabilitation	1,275,000		11,475,000	12,750,000
2	226792-4	Airport Emergency Power Improvements	37,500	37,500	675,000	750,000
3	442109-5	Multimodal Transportation Center	1,159,052	1,159,052		2,318,104
4	226792-7	Airport Operations Center Renovations and Upgrades	200,000	200,000		400,000
5	226792-6	Facilities Building (Maintenance Complex)	225,000	225,000		450,000
6	226792-5	Airport Information Technology Analysis	75,000	75,000		150,000
		FY22 Total	2,971,552	1,696,552	12,150,000	16,818,104

Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2021 - 2025

2023

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Design	500,000	500,000	1,710,000	2,710,000
2	442109-5	Multimodal Transportation Center	340,948	340,948		681,896
3	442109-1	Terminal PLB Acquisition and Installation	600,000	546,754		1,146,754
		FY23 Total	1,440,948	1,387,702	1,710,000	4,538,650

Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2021 - 2025

2024

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Construction	550,000	450,000	9,000,000	10,000,000
2	442109-7	Parking Area Improvements	250,000	250,000		500,000
3	442109-6	Security Fence and Gate Rehabilitation, Updates and Improvements	100,000	100,000		200,000
4	442109-8	Landside Signage Improvements	100,000	100,000		200,000
5	N/A	Air Carrier Apron Improvements	150,000			150,000
6	N/A	Airfield Maintenance Sweeper Truck	250,000			250,000
		FY24 Total	1,400,000	900,000	9,000,000	11,300,000

Tallahassee International Airport Project Priorities
FDOT Fiscal Year 2021 - 2025

2025

Priority Ranking	FM Item Number	Description	Local	FDOT	FAA	Total
1	226792-9	Taxiway Bravo Rehabilitation-Construction	900,000		8,100,000	9,000,000
2	TBA	Air Carrier Apron Improvements	400,000	400,000		800,000
3	442109-7	Parking Area Improvements	250,000	250,000		500,000
4	TBA	Terminal Modernization	750,000	750,000		1,500,000
		FY25 Total	2,300,000	1,400,000	8,100,000	11,800,000



June 4, 2019

COMMITTEE AGENDA ITEM 3 D

CONNECTIONS 2040 REGIONAL MOBILITY PLAN AMENDMENT

TYPE OF ITEM: Presentation & Action

STATEMENT OF ISSUE

At the request of the Florida Department of Transportation (FDOT), staff is seeking approval of an amendment to Connections 2040 Regional Mobility Plan (RMP) to include three (3) Project Development and Environment (PD&E) studies on Interstate 10 in Gadsden, Jefferson and Leon Counties.

RECOMMENDED ACTION

Approve amendment of the Connections 2040 RMP to include three (3) Project Development and Environment (PD&E) studies on Interstate 10 in Gadsden, Jefferson and Leon Counties.

HISTORY AND ANALYSIS

Overview

In 2018, the FDOT District 3 had an opportunity to include several segments of Interstate 10 into the Strategic Intermodal System (SIS) exclusively for Project Development and Environment (PD&E) studies. The successful addition of these projects to the SIS prompted the request to amend the RMP to include the following projects:

- Interstate 10 (222530-5) from West of the US 90 interchange to the Leon County Line (\$1,050,000)
- Interstate 10 (222530-6) from Gadsden County Line to West of Capital Circle, Northwest (\$630,000)
- Interstate 10 (406585-3) from East of Capital Circle, Northeast to West of SR 59 (\$2,100,000)

Maps of the projects are attached as **Map 1** and **Map 2**. Lastly, any further funded phases will be incorporated into the 2045 Long Range Transportation Plan (LRTP).

Connections 2040 Regional Mobility Plan (RMP)

The development of the RMP included the use of “projected revenues” for CRTPA, Blueprint 2000 (Local Option Sales Tax), and Strategic Intermodal System projects. By 2040, the CRTPA revenue projections show a \$439,000 surplus and the SIS has a \$134 million surplus in the CRTPA region.

Federal requirements state that a new project must be included in the LRTP and identified as cost feasible. To provide the advancement of these projects as identified as needed by the CRTPA and considered by FDOT to be projects of statewide significance, an amendment is needed to the Connections 2040 RMP.

The materials attached utilized the projected revenues from the RMP and will be used to amend the adopted RMP Cost Feasible Plan to include the three Interstate 10 projects under the “SIS Project Cost Feasible Plan.”

The attached materials were provided for public review in support of an amendment to the Connections 2040 RMP Cost Feasible Plan. **Attachment 1** is the adopted RMP Cost Feasible Plan and **Attachment 2** is the Amended RMP Cost Feasible Plan with the three projects shown as AM1A, AM1B, and AM1C. It should also be noted that when the Cost Feasible Plan was adopted the “SIS Projects” include Project 382 – Capital Circle, Southwest with a cost of \$3,142,000. These funds are Blueprint 2000 funds and are not included in the “SIS Projects” totals.

To amend the Connections 2040 RMP, additional information is required relating to system Performance Management established by the of Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued in the Fixing America’s Surface Transportation (FAST) Act. The additional materials are shown as **Attachment 3**.

PUBLIC NOTIFICATION

The CRTPA’s Public Involvement Process Plan (PIPP) includes language to address the public notification for amending the Long Range Transportation Plan, known as the Connections 2040 RMP. The two requirements are shown below:

1. A public meeting notice of ten (10) days.
2. A public comment period of thirty (30) days.

To meet the demands of both notifications CRTPA staff included a separate Connections 2040 RMP amendment page on the organizations website and opened the comment period on May 17, 2019.

The link to this page is:

<http://crtpa.org/connections-2040-regional-mobility-plan-amendment>

The publishing of this on the CRTPA website satisfied both notification requirements in the CRTPA PIPP.

Additionally, a notification email was distributed on Friday May 17, 2019.

NEXT STEPS

Upon approval by the CRTPA Board at their June 17, 2019 Board Meeting, the Connections 2040 RMP webpage will be updated to include the associated materials regarding the amendment. Additionally, CRTPA staff will notify the FDOT of the amendment approval.

ATTACHMENTS

- Attachment 1: Adopted Connections 2040 Regional Mobility Plan Cost Feasible Plan.
- Attachment 2: Amended Connections 2040 Regional Mobility Plan Cost Feasible Plan.
- Attachment 3: Additional Performance Management requirements for Connections 2040 Regional Mobility Plan Amendment.

ATTACHMENT 1

CRTPA Projects

SIS Projects

Blueprint Projects

		Tier 1	Tier 2	Tier 3	Tier 4
		2016-2020	2021-2025	2026-2030	2031-2040
Other Arterials	Revenues	\$ 7,826,000	\$ 74,109,800	\$ 82,025,244	\$ 227,718,036
	Costs	\$ 7,826,000	\$ 73,651,756	\$ 81,751,670	\$ 227,278,710
	Balance	\$ -	\$ 458,044	\$ 273,574	\$ 439,326
SIS	Revenues	\$ -	\$ 75,522,000	\$ 254,295,010	\$ 134,528,935
	Costs	\$ -	\$ 34,282,690	\$ 119,766,075	\$ -
	Balance	\$ -	\$ 41,239,310	\$ 134,528,935	\$ 134,528,935
Blueprint	Revenues	\$ 3,142,000	\$ 143,235,455	\$ 237,857,050	\$ 429,651,932
	Costs	\$ 3,142,000	\$ 72,175,393	\$ 233,117,528	\$ 24,234,392
	Balance	\$ -	\$ 71,060,062	\$ 4,739,522	\$ 405,417,539

ID Num	Project Name	From	To	Strategy	Government	Current Year Cost	CRTPA		BP	YOE Cost	CRTPA		BP	YOE Cost	CRTPA		BP	YOE Cost
							OA	SIS			OA	SIS			OA	SIS		
1026	Woodville Hwy*	Capital Circle Southeast	Paul Russell Rd	Widen from 2 Lanes to 4 Lanes	Leon	\$ 1,200,000	x			\$ 9,117,900	x			\$ 31,853,250				
1513	Capital Circle Southwest*	Crawfordville Rd	Springhill Rd	Widen from 2 Lanes to 6 Lanes	Leon	\$ 38,804,000	x			\$ 16,516,600					x			\$ 73,495,508
1540	Crawfordville Rd	US 98	Lost Creek Bridge	Widen from 2 Lanes to 4 Lanes	Wakulla	\$ 2,828,000	x			\$ 14,794,944								
308	Crawfordville Rd	Lost Creek Bridge	East Ivan Rd	Widen from 2 Lanes to 4 Lanes	Wakulla	\$ 3,798,000	x			\$ 17,602,152								
1554	Orange Ave*	Springhill Rd	Adams St	Widen from 2 Lanes to 4 Lanes	Leon		x			\$ 6,535,416	x			\$ 22,831,380				
3	Wakulla Environmental Institute Connection	Coastal Hwy	Crawfordville Rd	New 2 Lane Road	Wakulla		x			\$ 8,039,716								
1527	Woodville Hwy/Natural Bridge Rd Roundabout			Roundabout	Leon		x			\$ 828,900								
4	Old Lloyd Rd/Gamble Rd Intersection			Roundabout	Jefferson		x			\$ 216,128								
397	Lake Bradford Rd to Madison St Connection	Lake Bradford Rd	Madison St near Railroad Ave	New 2 Lane Road	Leon						x			\$ 24,964,940				
407	DeSoto Park Dr Extension	Lafayette St	Apalachee Pkwy Frontage Rd	New 2 Lane Road	Leon						x			\$ 2,102,100				
1142	Orange Ave	Capital Circle Southwest	Springhill Rd	Widen from 2 Lanes to 4 Lanes	Leon										x			\$ 96,276,383
315	Woodville Hwy	Riverside Dr	Bloxham Cutoff Rd	Widen from 2 Lanes to 4 Lanes	Wakulla										x			\$ 52,375,795
333	Main St - Downtown Havana	12th Ave East	160 feet north of 6th Ave East	Narrow Road	Gadsden										x			\$ 3,531,792
6	Jefferson St and Seminole Ave Roundabout			Roundabout	Jefferson										x			\$ 1,599,233
382	Capital Circle Southwest*	Springhill Rd	Orange Ave	Widen from 2 Lanes to 6 Lanes	Leon	\$ 3,142,000		x		\$ 13,560,190		x		\$ 47,372,325				
138	Mahan Dr and Capital Circle Northeast Flyover			Intersection Improvements	Leon			x		\$ 10,361,250		x		\$ 36,196,875				
137	Welaunee Blvd/I-10 Interchange			New Interchange	Leon			x		\$ 10,361,250		x		\$ 36,196,875				
383	Lake Bradford Rd/Springhill Rd*	Capital Circle Southwest	Gaines St	Widen to 4 Lanes	Leon				x	\$ 18,147,691			x	\$ 63,398,693				
181	Tharpe St*	Capital Circle Northwest	Ocala Rd	Widen from 2 Lanes to 4 Lanes	Leon				x	\$ 11,436,978			x	\$ 39,954,915				
75	Thomasville Rd, Meridian Rd, and 7th Ave Intersection*			Intersection Improvements	Leon				x	\$ 4,973,400			x	\$ 17,374,500				
179	Bannerman Rd*	Tekesta Drive	Thomasville Rd	Widen from 2 Lanes to 4 Lanes	Leon				x	\$ 9,237,937			x	\$ 32,272,598				
369	Welaunee Blvd Extension*	Fleischmann Rd	South of I-10	New 4 Lane Road	Leon				x	\$ 16,380,906			x	\$ 57,226,455				
1571	Welaunee Blvd Extension*	South of I-10	Shamrock St	New 4 Lane Road	Leon				x	\$ 6,552,301			x	\$ 22,890,368				
1365	West Side Student Corridor Gateway (Pensacola St)*	Capital Circle Northwest	Appleyard Dr	Widen from 2 Lanes to 4 Lanes	Leon				x	\$ 5,446,180						x	\$ 24,234,392	

Capital Region Transportation Planning Agency (CRTPA)
Connections 2040 Regional Mobility Plan (RMP)
Amendment 1

Overview

On November 16, 2015 the Capital Region Transportation Planning Agency (CRTPA) adopted the Connections 2040 Regional Mobility Plan (RMP). In 2018, the Florida Department of Transportation District 3 had an opportunity to include several segments of Interstate 10 into the Strategic Intermodal System (SIS) for Project Development and Environment (PD&E) studies, exclusively. The successful addition of these projects to the SIS prompted the request to amend the RMP to include the following projects:

Interstate 10 (222530-5) from West of the US 90 interchange to the Leon County Line (\$1,050,000), Interstate 10 (222530-6) from Gadsden County Line to West of Capital Circle, Northwest (\$630,000), and Interstate 10 (406585-3) from East of Capital Circle, Northeast to West of SR 59 (\$2,100,000).

Any further funded phases will be incorporated into the 2045 Long Range Transportation Plan (LRTP).

Connections 2040 Regional Mobility Plan

The development of the RMP included the use of “projected revenues” for CRTPA, Blueprint 2000 (Local Option Sales Tax), and Strategic Intermodal System projects. By 2040, the CRTPA projected revenues had a \$439,000 surplus and the SIS had a \$134 million surplus in the CRTPA region.

Federal requirements state that a new project must be included in the LRTP and identified as cost feasible. To provide the advancement of these projects as identified as needed by the Capital Region Transportation Planning Agency and considered by FDOT to be projects of statewide significance, an amendment is needed to the Connections 2040 Regional Mobility Plan (RMP).

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The attached materials are being provided for public review in support of an amendment to the Connections 2040 Regional Mobility Plan (RMP) Cost Feasible Plan. **Table 1** is the adopted RMP Cost Feasible Plan and **Table 2** is the Amended RMP Cost Feasible Plan with the three projects shown as **AM1A**, **AM1B**, and **AM1C**. It should also be noted that the “SIS Projects” include Project 382 – Capital Circle, Southwest with a cost of \$3,142,000. These funds are Blueprint 2000 funds and are not included in the “SIS Projects” totals.

Planning Rule Changes and Transportation Performance Management

In addition to changes that reflect the inclusion of a new project, amendments to LRTP must also reflect changes to the Planning Rule and the establishment of Transportation Performance Management required as part of Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued in the Fixing America's Surface Transportation (FAST) Act. More specifically, the amendment must:

- Incorporate System Resiliency and Reliability into Transportation Planning
- Include the Needs of Transportation and Tourism in the Planning Process
- Consider Additional Planning Activities and Stakeholders in the Public Outreach Efforts
- Incorporate Safety Performance Measures and Target Setting
- Recognize Transit Asset Management (TAM) Plans and Set Transit Related Targets

Background of the Transportation Planning Rule

Planning Final Rule (The Planning Rule). This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the incorporation of new planning factors, planning activities and transportation performance management provisions. Additional guidance has been provided by the FHWA Florida Division and the Florida DOT Office of Policy Planning.

Long Range Planning Activities

During development of the Connections 2040 Regional Mobility Plan (RMP), the CRTPA considered eight planning factors as established by federal requirements. At that time, the new planning rules had been established, however, guidance had not been provided regarding the implementation of these new requirements. The new planning factors include:

- *Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation*
- *Enhance travel and tourism*

Additional planning activities are also required by the new planning rule. These include:

- *Incorporating intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers.*
- *Including public ports and intercity bus operators, and employer-based commuting programs, such as carpool or vanpool programs, transit benefit programs, parking cash-out programs, shuttle programs, or telework programs, to the list of interested parties for the MPO's Public Participation Plan.*
- *Add tourism and natural disaster risk reduction agencies to the list of agencies the MPO should consult with when developing the LRTP and TIP.*

The following few sections address the planning factors, as well as the additional planning considerations as they've been incorporated into the planning activities of the CRTPA.

Improving Resiliency and Reliability

The CRTPA Planning, like many other Florida MPOs, is shaped by the presence of water including:

Gulf of Mexico – Jefferson County and Wakulla County

Apalachicola River – Gadsden County

Ochlockonee River – Gadsden County and Leon County

Aucilla River – Jefferson County

In addition to these waterbodies there are several sinks and springs across the region with Wakulla Springs and Leon Sinks being the more notable.

In more recent years Hurricane Michael (2018), Hurricane Irma (2017) and Hurricane Hermine (2016) left roads impassable throughout the region including Interstate 10, Thomasville Road and US 98 to name a few. Emergency management organizations and FDOT worked to re-open the roads with major impacts coming from Hurricane Michael.

These types of storms are becoming more commonplace and can damage and deteriorate existing infrastructure, interference with evacuation plans, and reduced effectiveness of storm water systems. Preparing for future events will require adaptation and resiliency. Adaptation involves changing or modifying our community to suit new conditions to reduce potential negative effects. Resiliency is the ability to anticipate, prepare for, and withstand changing conditions and recover rapidly from disruptions.

Creating more adaptive and resilient communities will require a variety of actions involving planning efforts, infrastructure changes, operations and response activities, and proactive governance. The CRTPA is involved in addressing issues of transportation resiliency and reliability including the following activities:

- **City of Tallahassee Resiliency Plan (2019)** – This is the City's first Resiliency Plan and CRTPA Staff has been collaborating with the Resiliency Office to ensure coordination as plans and projects are developed.

The CRTPA will also be collaborating with partners and communities as resiliency plans develop throughout the region.

Enhancing Travel and Tourism

In more recent years, several partners have made significant leaps in developing the region as a tourism destination. Projects such as Cascades Park, the St. Marks Trail, and the Coastal Trail represent efforts that the CRTPA has been involved with to further eco-tourism and tourism to the region. Coordination with the Wakulla Environmental Institute, the Office of Greenways and Trails, and SUN Trails represent a few opportunities that the CRTPA has developed relationship with the further travel and tourism. The following activities represent the some CRTPA to ensure transportation matters involving travel and tourism are considered in the transportation planning activities of the TPO:

- **Considerations in the Connections 2040 RMP**

Evaluation Criteria placing an emphasis on a Quality Growth Plus scenario that provides “weighted points” for multimodal improvements to corridors providing access to designated activity areas.

Transportation Performance Management

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) required 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 national goals including:

- 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.

Fixing America’s Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own.

There are several milestones related to the required content of the System Performance Report:

- In any LRTP adopted on or after May 27, 2018, the System Performance Report must reflect Highway Safety (PM1) measures;
- In any LRTP adopted on or after October 1, 2018, the System Performance Report must reflect Transit Asset Management measures

The CRTPA recognizes the importance of linking goals, objectives to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP will reflect the goals, objectives, performance measures, and targets as they are described in public transportation plans and processes, including, for example:

- **Project Evaluation Criteria in Connections 2040 RMP** – In the prioritization process projects were given “weighted points” for Universal Accessibility as well as Safety to the roadway, bicycle, and pedestrian networks.

Other efforts include:

- **Interagency Partnering (Ongoing)** – For many years, the CRTPA has participated in various partnerships to promote safety awareness and to identify and address safety concerns throughout the region, including Community Traffic Safety Teams, Commuter Services of North Florida and meeting bi-monthly with the FDOT District 3 Safety Office.

Safety Performance Measures

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

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

The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). 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.

The Florida SHSP and the Florida Transportation Plan (FTP) both highlight the commitment to a vision of zero deaths. The FDOT Florida Highway Safety Improvement Program (HSIP) Annual Report documents the statewide interim performance measures that move the state toward the vision of zero deaths. The CRTPA has had a longstanding commitment to improving transportation safety, including Safe Routes to School Plans for all schools in all four partner counties, participation on the Community Traffic Safety Teams and helmet distribution and helmet fitting efforts.

In February 2018, the CRTPA adopted safety performance targets in support of FDOT's 2018 safety targets. The CRTPA did not adopt the same targets as the FDOT for the following reasons:

- FHWA has discouraged measures considered aspirational (i.e. Vision Zero and/or Toward Zero Deaths efforts);
- FHWA feels measures should be data-driven, realistic and achievable; and
- Measures are calculated on a rolling 5-year average, and these averages differ across various locales in the State of Florida – adopting the state average could prove to be adopting a worse condition as a target than what the CRTPA is currently experiencing.

As an alternative, the CRTPA will adopt a long-term goal of achieving zero deaths and serious injury crashes as part of the upcoming 2045 Long Range Transportation Plan and will establish an ongoing

process to monitor crash data to ensure accurate performance measures in subsequent annual updates.

Fatalities: The five-year rolling average (years 2011-2016) for total fatalities within the CRTPA area is 55.6 fatalities. While the data indicates a general upward trend in fatalities over the last several years, the CRTPA anticipates that an increase in safety projects, programs, and multimodal shifts may ultimately reduce the number of traffic fatalities in our area, therefore, the average was chosen for the target for 2018 to satisfy the federal requirement.

Target Not to Exceed: 56

Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT): The five-year rolling average for fatality rate per 100 million VMT on CRTPA roads is forecast to be between 1.06 and 1.65 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida's target for fatality rate per 100 million VMT is zero in 2018. While the data forecast indicates Florida's five-year rolling average for fatality rate per 100 million VMT could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities. An interim performance measure is required by our federal funding agencies to receive federal funding. We firmly believe that every life counts and although our target for fatality rate per 100 million VMT is zero in 2018, Florida has forecast an interim performance measure of 1.65 to satisfy the federal requirement.

Target Not to Exceed: 1.279

Number of Serious Injuries: The five-year rolling average for total serious injuries within the CRTPA area (years 2012 – 2016) is 266. In general, this number has been trending upward. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida's roads. An interim performance measure is required by our federal funding agencies to receive federal funding.

Target Not to Exceed: 266

Rate of Serious Injuries per 100 Million Vehicle Miles Traveled (VMT): Based on statistical forecasting, the five-year rolling average for serious injury rate per 100 million VMT on Florida's roads is forecast to be between 7.57 and 11.06 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida's target for serious injury rate per 100 million VMT is zero in 2018. The data forecast indicates Florida's five-year rolling average for serious injury rate per 100 million VMT could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the serious injury rate per 100 million VMT. An interim performance measure is required by our federal funding agencies to receive federal funding. We firmly believe that every life counts and although our target for serious injury rate per 100 million VMT is zero in 2018, Florida has forecast an interim performance measure of 11.06 to satisfy the federal requirement.

Non-Motorized Serious Injuries and Fatalities: This target reflects a two percent (2%) annual reduction in the number of non-motorized serious injuries and fatalities from the year 2016. This sets a target of reducing the non-motorized serious injuries and fatalities to 108 with a five-year rolling average of 102.9

in 2018.

Target Not to Exceed: 7.313

Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries:

The five-year rolling average for non-motorized fatalities and serious injuries on CRTPA roads is 44 (years 2012-2016).

Target Not to Exceed: 44

Transit Asset Performance Measures

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and sub-recipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement Transit Asset Management (TAM) plans and establishes state of good repair standards and performance measures for four asset categories as shown in the following table. The rule became effective on October 1, 2018.

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

Based on revenue estimates for the Connections 2040 RMP, transit funds for the CRTPA region total \$185 million of the \$679 million estimated for capacity improvements. This represents approximately 27% of the capacity estimates.

TAM Plans and Targets

The Transit Asset Management (TAM) rule requires that every transit provider receiving federal financial assistance under 49 U.S.C. Chapter 53 develop a TAM plan or be a part of a group TAM plan prepared by a sponsor (i.e. FDOT). As part of the TAM plan, public transportation agencies are required to set and report transit targets annually. Transit providers or their sponsors must also share these targets with each M/TPO in which the transit provider’s projects and services are programmed in the M/TPOs TIP. M/TPOs can either agree to support the TAM targets or set their own separate regional TAM targets for the M/TPOs planning area.

The CRTPA planning area is served by one (1) transit service provider, StarMetro (Tallahassee) and is

designated a “Tier II” transit provider. Tier II transit providers are those transit agencies that do not operate rail fixed-guideway public transportation systems and have either 100 or fewer vehicles in fixed-route revenue services during peak regular service or have 100 or fewer vehicles in general demand response service during peak regular service hours.

The Performance Measures and Targets for StarMetro as shown below.

Asset Category – Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
Revenue Vehicles						
AGE	<i>BU1 - Bus, Diesel, 30'</i>	0%	0%	0%	0%	0%
	<i>BU2 - Bus, Diesel, 35'</i>	0%	0%	4%	18%	14%
	<i>BU3 - Bus, Diesel, 40'</i>	0%	0%	0%	0%	0%
	<i>BU4 - Bus, CNG, 30'</i>	0%	0%	0%	0%	0%
	<i>BU5 - Bus, CNG, 35'</i>	0%	0%	0%	0%	0%
	<i>BU6 - Bus, Electric, 35'</i>	0%	0%	0%	0%	0%
	<i>CU1- Cutaway Bus, Gasoline</i>	0%	0%	0%	0%	0%
	<i>CU2 - Cutaway Bus, CNG</i>	0%	0%	0%	0%	0%
	<i>CU3 - Cutaway Bus, CNG, Low Floor</i>	0%	0%	0%	0%	0%
	<i>TB - Trolleybus</i>	0%	0%	0%	0%	100
	<i>VN1 - Van, ADA</i>	0%	0%	0%	0%	30
	<i>VN2 - Van, Non-ADA</i>	0%	0%	0%	0%	0%
Equipment						
AGE/CONDITION	<i>Non-Revenue / Service Automobile</i>	0%	0%	0%	0%	0%
	<i>Trucks and other Rubber Tire Vehicles</i>	0%	0%	0%	0%	0%
	<i>Computer Software / Equipment</i>	0%	0%	0%	0%	0%
	<i>Maintenance Equipment</i>	0%	0%	0%	0%	0%
	<i>Electric Bus Chargers, Fast Charge</i>	0%	0%	0%	0%	0%
	<i>Electric Bus Chargers, Depot</i>	0%	0%	0%	0%	0%
Facilities						
CONDITION	<i>Administration & Maintenance Facility</i>	0%	0%	0%	0%	0%
	<i>Passenger Facilities</i>	0%	0%	0%	0%	0%
	<i>Lifts</i>	33	0%	0%	0%	0%
	<i>Fueling Facility</i>	0%	0%	0%	0%	0%

MAP 1

US 90 - Midway

AM1A

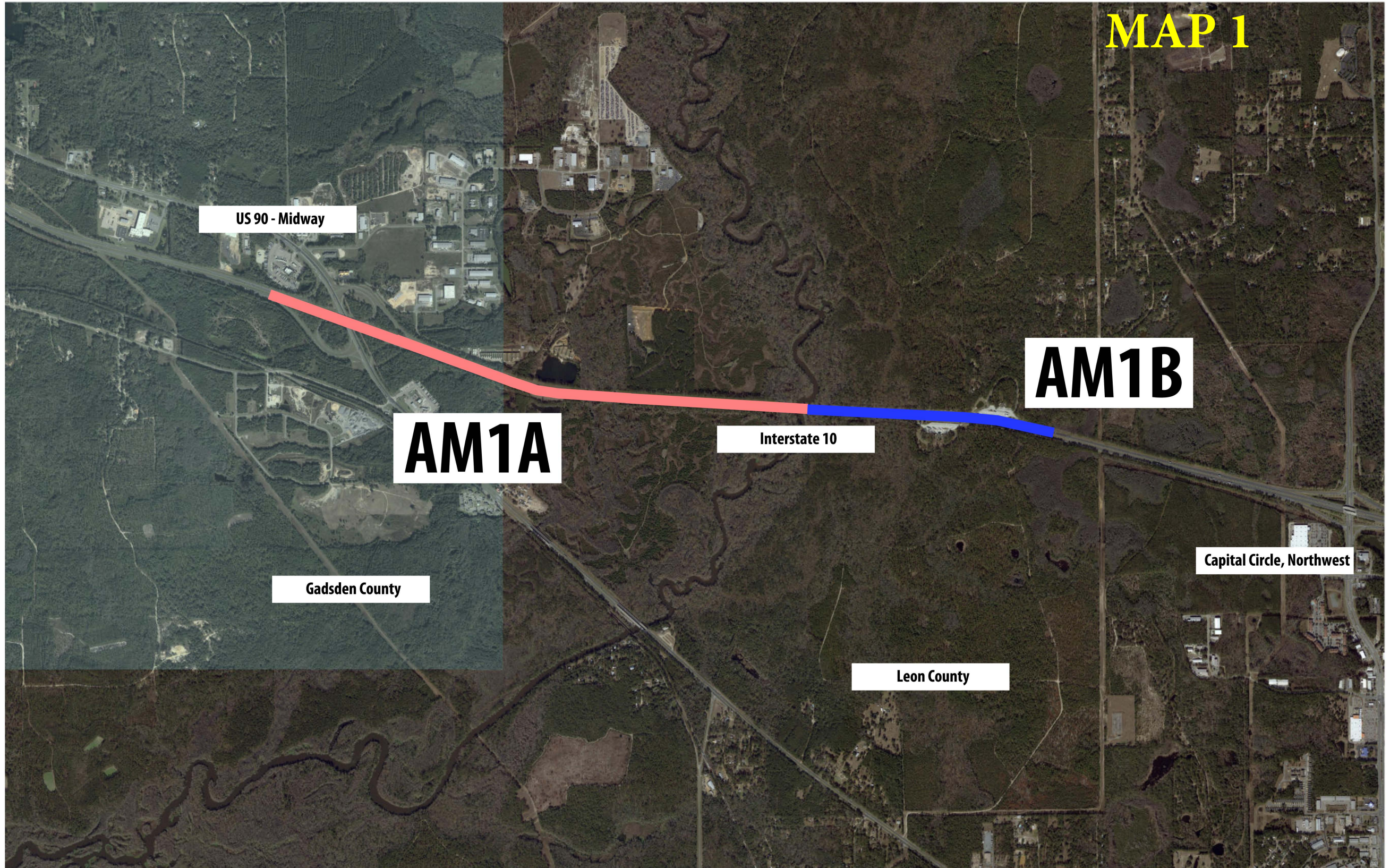
Interstate 10

AM1B

Gadsden County

Capital Circle, Northwest

Leon County



MAP 2

Thomasville Road

Leon County

Mahan Drive

AM1C

Interstate 10

Gamble Road

Jefferson County

