Capital Region
CRTPA
Transportation
Planning Agency

CRTPA Board Meeting

March 21, 2011

1 P.M.

City of Tallahassee

Commission Chambers



Capital Region Transportation Planning Agency
CRTPA
• GEMINI BUILDING •
408 N. ADAMS STREET TALLAHASSEE, FL 32301
www.crtpa.org

CRTPA BOARD

MEETING OF MONDAY, MARCH 21, 2011 AT 1:00 PM

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

MISSION STATEMENT

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

FINAL AGENDA

1. AGENDA MODIFICATIONS

2. CONSENT AGENDA

   A. Minutes of the January 10, 2011 Meeting

   B. Draft Fiscal Year (FY) 2012 – FY 2016 Transportation Improvement Program (TIP)
   Consistent with January's Draft State Work Program presentation, the Draft FY 2012 – FY 2016 TIP has been developed incorporating state and federally funded in the CRTPA region. The Final TIP will be provided to the Board for adoption at its June 20, 2011 meeting.

   C. Fiscal Year (FY) 2011 – FY 2012 Unified Planning Work Program (UPWP) Amendment

   D. 2010 Comprehensive Annual Financial Report (CAFR)

   E. CRTPA General Consultant approval to proceed
   Consistent with Board approval at the March 15, 2010 Board meeting, staff is seeking approval to proceed with efforts related to the hiring of CRTPA general consultant.

   F. CRTPA Capital Purchase
   This item seeks Board approval for the purchase of a "Smart Board".

   G. Woodville Highway Corridor Master Plan - South Contract Extension
   This item extends the Woodville Highway Corridor Master Plan - South contract to June 30, 2011 at no additional cost to ensure completion of all necessary documentation.

Recommended Action: ***Approve consent agenda***

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.

3. CONSENT ITEMS PULLED FOR DISCUSSION

4. CRTPA DISCUSSION (100 MINUTES)

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

A. Trails Master Plan (Discussion) (20 minutes)

The CRTPA Trails Master Plan, developed as part of the Regional Mobility Plan, has been completed for Board adoption.

Recommended Action: ***Board Adoption***

B. Woodville Highway (North - Capital Circle to Gaile Avenue) Corridor Study and Project Development and Environment Study (PD&E) (Discussion) (10 minutes)

As a result of the Corridor Study analysis, the consultant is recommending to extend the Project Development and Environment Study limits (phase II of the contract) north to Paul Russell Road to account for circulation, bike/ pedestrian access relating to the St. Marks Trail, and alternative solutions for Crawfordville/Woodville/Gaile Avenue access.

This item is addressing the expansion of the PD&E exclusively. The Corridor Study for the Woodville Highway North project will be presented in May to the CRTPA Board.

Recommended Action: ***Board Approval***

C. Mobile Data Terminals for Coordinated Transportation System (Discussion) (15 minutes)

At the January 10, 2011 Board meeting, members requested that a discussion of the use of Mobile Data Terminals in paratransit vehicles be continued at the next CRTPA Board meeting.

Recommended Action: ***Board Discussion***

5. **EXECUTIVE DIRECTOR'S REPORT**

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

- Apportionment Plan Update
- April 18 CRTPA Tentative Retreat
- Amtrak Response Letter
- Interstate 10 Interchange Lighting

Recommended Action: ***Information only - No action required***

6. **ITEMS FROM MEMBERS**

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

7. **CITIZEN COMMENT**

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

8. **INFORMATION**

A. Lafayette Pedestrian Tunnel Grand Opening
B. "Back to Basics in Transportation Planning" Article
C. Correspondence
D. Committee Actions (Citizen's Advisory Committee/Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)
E. Future Meeting Dates and Agenda Items (Next Meeting: May 16)
F. TIP Administrative Amendment
G. CRTPA Expense Reports

Recommended Action: ***Information only - No action required***

AGENDA ITEM 1

AGENDA MODIFICATIONS

March 21, 2011

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 1

AGENDA MODIFICATIONS

AGENDA ITEM 2

CONSENT AGENDA

AGENDA ITEM 2.A

MINUTES OF THE JANUARY 10, 2011 BOARD MEETING

March 21, 2011

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 2 A

MINUTES

REQUESTED BY: CRTPA Staff	**TYPE OF ITEM**: Consent

The minutes from the January 10, 2011 CRTPA meeting are provided as ***Attachment 1.***

RECOMMENDED ACTION

Option 1: Approve January 10, 2011 CRTPA Minutes.

Capital Region Transportation Planning Agency
CRTPA
300 S. ADAMS STREET, A-19, TALLAHASSEE, FL 32301
www.crtpa.org

CRTPA BOARD
MEETING OF MONDAY, JANUARY 10, 2011 AT 1:00 PM
CITY OF TALLAHASSEE COMMISSION CHAMBERS
300 S. ADAMS STREET
TALLAHASSEE, FL 32301

MISSION STATEMENT

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

MINUTES

Members Present:
Doug Croley, Gadsden County
Randy Merritt, Wakulla County
Delores Madison, Representing City of Midway, Quincy and Town of Havana
John Dailey, Leon County
Jane Sauls, Leon County
Kristin Dozier, Leon County
Nick Maddox, Leon County
Bryan Desloge, Leon County
Akin Akinyemi, Leon County
Andrew Gillum, City of Tallahassee
Nancy Miller, City of Tallahassee
John Marks, City of Tallahassee

Staff Present and Others: Bryant Paulk, FDOT; Stacie Blizzard, FHWA; Ron Garrison, Starmetro; Tommy Barfield, FDOT; Regina Battles, FDOT; Roxanne Manning, CRA; Jay Townsend, City of Tallahassee; Wayne Tedder, TLCPD; Greg Burke, CRTPA; Colleen Roland, CRTPA; Harry Reed, CRTPA; Lynn Bar, CRTPA; Dave Bright, BP2000; Cherie Horne, TLCPD; Tony Park, Leon County Public Works

1. AWARDS AND SPECIAL PRESENTATIONS

- **CRTPA Past Chair Award**

Commissioner Croley and Mr. Reed presented an award to Commissioner Desloge for his service to the Board as the 2010 Chairman.

2. AGENDA MODIFICATIONS

Agenda Item 3.C. Regional Mobility Plan Contract Extension
This item extends the Regional Mobility Plan contract date to June 30, 2011 at no additional cost to ensure completion of all necessary documentation.

Mr. Reed stated that this item relates to extending the contract's date to allow for the completion of the Greenways and Trails Systems Plan.

3. CONSENT AGENDA

A. **Minutes of the November 15, 2010 Meeting**

B. **Legal Service Agreement Renewal**
The renewal of the CRTPA's legal services agreement with Thornton Williams has been developed for Board approval.

C. **Regional Mobility Plan Contract Extension**
This item extends Regional Mobility Plan contract date to June 30, 2011 at no additional cost to ensure completion of all necessary documentation.

Board Action: Mayor Marks made a motion to move the consent agenda with the exception of the minutes. Commissioner Akinyemi seconded the motion.

4. CONSENT ITEMS PULLED FOR DISCUSSION

A. **Minutes of the November 15, 2010 Meeting**
Commissioner Miller noted corrections needed to be made to the minutes reflecting Commission Madison's presence at the November meeting. Commissioner Dozier made a correction to reflect that Commissioner Sauls' nomination did not reflect that she was nominated to serve as Vice-Chair

Board Action: Commissioner Miller made a motion to approve the minutes of the November 2010 meeting with the noted corrections. Commissioner Desloge seconded the motion. The motion was unanimously passed.

5. CRTPA ACTION/DISCUSSION (90 MINUTES)

A. **FDOT Tentative FY 2012 – FY 2016 Work Program (Discussion)**

The Florida Department of Transportation (FDOT) will present the Tentative FY 2012 – FY 2016 Work Program.

Mr. Tommy Barfield, FDOT District 3, provided an overview of the Work Program. He stated that this cycle was better than previous Work Program cycles in terms of project funding. He equated that to the work that the contracting staff had done in negotiating the cost for the projects. He noted there were adjustments within the program which allowed for additional projects to be funded. Mr. Barfield also stated that the funds allocated to specific projects are usually kept and not removed from the program. He noted funds that have not been allocated could possibly be removed. The Board discussed the need for these jobs to be kept local. Mr. Reed noted that there was not a mechanism in place to allow the board to assure that all of the projects will be handled by local vendors only; he noted that some vendors will seek out sub-contractors with specific specialties.

Ms. Regina Battles, FDOT District 3 provided detailed information on project deletions, additions and deferments for each of the counties within the region. The presentation was distributed to the board.

Board Action: This item was an information item, therefore no action was taken.

B. Designation of MPOAC Alternate (Action)

At the November 15, 2010 Board meeting, members selected Commissioner Madison to serve as the CRTPA MPOAC representative. However, members delayed selection of the MPOAC alternate until the January meeting.

Board Action: Commissioner Akinyemi nominated Commissioner Dozier and Commissioner Miller. Commissioner Miller noted she would serve as the second alternate. The motion was declared by acclimation.

C. Mobile Data Terminals for Coordinated Transportation System (Discussion) (15 minutes)

At the November 15, 2010 Board meeting, members requested that a discussion of the use of Mobile Data Terminals in Para transit vehicles occur at this CRTPA Board meeting.

Mr. Reed stated this was brought up by Commissioner Dailey. Mr. Reed noted this issue would be taken up at the legislature this year as a part of transportation disadvantaged legislation. Mr. Reed wanted to defer the item until after the legislative session. Mr. Garrison discussed the issues that would be created in dealing with the issue and continue to provide the services to the citizens of the region. Commissioner Miller stated this should be discussed at the next meeting instead of waiting until after the legislative session. Commissioner Dailey stated this service needed to be provided to disadvantaged citizens of the region. Mr. Reed stated the coordinated services would be the better option because the funds are available and was also more efficient. Mr. Reed noted there were many unknowns with this process at this point. Mr. Garrison agreed that it should be planned for, but that we should hold off on installation onto the busses. Commissioner Dailey stated he has heard personal testimony from people who are visually impaired could possible cause a major disruption in their day. He stated if this improves the quality of life for citizens, the Board should be willing to move forward on this system. He noted the technology is available, and should be in effect instead of the paper copies of services and routes. The board further discussed the various options and noted that the legislature would make a decision within this upcoming session. Commissioner Gillum suggested staff prepare language to send to Legislative delegation and Legislature with the position of the CRTPA Board supporting the coordinated system that best serves the citizens of this region. Commissioner Maddox agreed with Commissioner Gillum and stated the Board should be proactive. Commissioner Akinyemi stated if this was a service we will be required to obtain, we could begin to outline funds and agreed with sending a notice to the legislature supporting the coordinated system. Commissioner Dailey noted these actions should have been taken long time ago. He noted providing services to our disadvantaged citizens should be our top priority. He noted funds should be identified within the current budgets and was not comfortable with applying for another grant. Commissioner Gillum requested staff add this to the next Board meeting agenda item.

Board Action: Commissioner Gillum suggested the Director prepare language to send to Legislative delegation and Legislature with the position of the CRTPA Board; supporting the coordinated system be kept in place, that best serves the citizens of this region. Commissioner Akinyemi seconded the motion. The motion was unanimously passed.

6. **EXECUTIVE DIRECTOR'S REPORT**

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

- 2011 MPOAC Weekend Institute
- Apportionment Plan
- Transit Ad Hoc Committee
- Lafayette Street Pedestrian Tunnel

Mr. Reed provided updates for each item.

Board Action: This was an informational item; therefore no action was taken.

7. **ITEMS FROM MEMBERS**

Commissioner Croley stated the Florida Chamber Foundation published a report on the Seaport opportunities. He noted the port at Port St. Joe was the only port within our region. He suggested the board should request the Chamber to provide a presentation to the board to follow up with the Port Manager of Port St. Joe elevate opportunities to bring about greater economic activities and emphasis by the Governor with developing jobs in the region. Commissioner Dozier agreed and wanted information on the Panama City port expansion as well. There was no opposition to having the Chamber present information to the CRTPA Board.

8. **CITIZEN COMMENT**

None

9. **INFORMATION**

A. TIP Administrative Amendment
B. Correspondence
C. Committee Actions (Citizen's Advisory Committee/Multimodal Advisory Committee/ Technical Advisory Committee/Transportation Disadvantaged Coordinating Board)
D. Future Meeting Dates and Agenda Items (Next Meeting: March 21, 2011)
E. CRTPA Expense Reports

The meeting was adjourned at 3:05 PM

Attest:

Yulonda Mitchell, Recording Secretary

Douglas Croley, Chairman

AGENDA ITEM 2.B

DRAFT FISCAL YEAR (FY) 2012- FY 2016
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

March 21, 2011

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 2 B

DRAFT FISCAL YEAR 2012– FISCAL YEAR 2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Consent

STATEMENT OF ISSUE

Consistent with state and federal requirements, the DRAFT Fiscal Year (FY) 2012– FY 2016 Transportation Improvement Program (TIP) has been developed (*provided under separate cover as **Attachment 1***) for Capital Region Transportation Planning Agency (CRTPA) transmittal to the Florida Department of Transportation (FDOT) for review.

RECOMMENDATIONS BY CRTPA SUBCOMMITTEES

The CRTPA's three (3) subcommittees (Citizens Advisory Committee, Multimodal Advisory Committee and Technical Advisory Committee) recommended approval of this item at their respective March 8, 2011 meetings.

RECOMMENDED ACTION

Option 1: Approve transmittal of the DRAFT FY 2012–FY 2016 TIP to the Florida Department of Transportation for review.

HISTORY AND ANALYSIS

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

The purpose of the TIP is to inform the public and governmental agencies of transportation projects (planning through construction) for all modes that have received funding during the next five-year period (FY 2012 – FY 2016) within our region (Gadsden, Jefferson, Leon and Wakulla counties).

Projects contained within the DRAFT FY 2012 – FY 2016 TIP include those projects that were presented to the CRTPA Board on January 11, 2011 by the FDOT District 3 during their presentation of the FDOT Tentative FY 2012– FY 2016 Five-Year Work Program. The following contains a summary of the new or changed projects that are included in the DRAFT FY 2012 – FY 2016 TIP:

New Projects (Additions)

Leon County:

- Capital Circle, NW (SR 263/US 319) at Tower Road Intersection: **Add southbound right turn lane** (PE, ROW and CST*) in FY 12, 13 & 15 ($1.7 million) (2198802).
- Miccosukee Road (CR 348): Miccosukee Road (CR 347) to Moccasin Gap Road (CR 151). **Pave Shoulders** to address lane departures in FY 12 ($160,000) (4296731).
- Pensacola Street (SR 366) at CSX R/R Bridge. **Bridge Painting** in FY 12 ($138,000) (4201562).
- US 90 (SR 10): Magnolia Drive to Capital Circle (US 319). **Resurfacing** (PE) in FY 12 ($539,000) (4269611).
- Orange Avenue (SR 373): Lake Bradford Road to S. Monroe Street. **Resurfacing** (PE & CST) in FY 12 & 15 ($2.7 million) (4269651).
- Capital Circle (SR 263): S. of Old Airport Entrance to S. of Orange Avenue. **Resurfacing** (PE & CST) in FY 12 & 15 ($2.7 million) (4287361).
- Capital Circle (US 319): N. of Park Avenue to Centerville Road. **Resurfacing** (PE & CST) in FY 12 & 15 ($5.9 million) (4287391).
- US 90 (SR 10): Apex Drive to Still Creek Road. **Resurfacing** (PE & CST) in FY 12 & 15 ($4.1 million) (4287401).
- Capital Circle (SR 263): N. of Southern Street to E. of Airport. **Resurfacing** (PE & CST) in FY 12 & 15 ($2.1 million) (4287471).
- Interstate 10: US 90 to Jefferson County Line. **Resurfacing** (PE & CST) in FY 12 & 14 ($11 million) (4289391).
- Interstate 10 at Eastbound Rest Area. **Resurfacing** (PE & CST) in FY 12 & 15 ($1.3 million) (4290243).
- Interstate 10 at Westbound Rest Area. **Resurfacing** (PE & CST) in FY 12 & 15 ($1.3 million) (4290244).
- Capital Circle (SR 263): Orange Avenue to Blountstown Highway (SR 20). **Add Lanes and Reconstruct** in FY 12 ($9.2 million) (4157828).
- Capital Circle (SR 263): Springhill Road to Orange Avenue. **Preliminary Engineering for Future Capacity** in FY 12 ($2.7 million) (4157829).
- Sixth Avenue: Monroe Street (SR 63) to Thomasville Road. **Sidewalk** (PE, ROW, CST) in FY 13, 14 & 16 ($1.3 million) (4301471).
- Monroe Street (SR 63) at Lake Ella. **Pedestrian Safety Improvement** (PLN, PE, CST) in FY 12, 13 &15 ($1.2 million) (4301481).
- Trails and Greenways Connection Development (Leon County). **Bike Path/Trail** (PE & CST) in FY 13, 15 & 16 ($1.8 million) (4301511).
- Capital City to the Sea Trail (Leon County). **PD&E/EMO Study** in FY 12 ($550,000) (4301531).

- Lafayette Street: Franklin Boulevard to Winchester Lane. **Bike Lane/Sidewalk** in FY 12 ($850,000) (4301541).

Gadsden County:

- CR 270 A (Flat Creek Road): Bonnie Hill Road (CR 269) to SR 12. **Resurfacing** in FY 13 ($2.1 million) (4296831).
- Woodward Road: Attapulgus Highway (CR 65) to Point Milligan Road. **Widen/Resurface Existing Lanes** in FY 13 ($1.2 million) (429971).
- Dodger Ball Park Road (CR 159A): Attapulgus Highway (CR 65) to Salem Road (CR 159). **Resurfacing** in FY 12 ($364,000) (4299831).
- Cairo Street: Line Street to Martin Luther King, Jr. Boulevard. **Sidewalk** (PE) in FY 14 ($20,000) (4298591).
- McDonald Street: Main Street (CR 269) to Maple Street. **Sidewalk** (PE) in FY 14 ($20,000) (4298601).
- US 90 (SR 10): N. of Ellis Circle to Luten Road (CR 270A). **Sidewalk** (PE, CST) in FY 14 & 16 ($80,000) (4298611).
- US 90 (SR 10): North Avenue to Lanier Drive. **Sidewalk** (PE, CST) in FY 14 & 16 ($110,000) (4298611).
- Salem Road (CR 159): SR 12 to Georgia State Line. **Pave Shoulders** (PE) in FY 12 ($160,000) (429671).
- Shady Rest Road (CR 270): SR 12 to US 27. **Pave Shoulders** (PE) in FY 12 ($160,000) (429621).
- Interstate 10 (SR 8) at Ochlockonee Relief Bridges. **Bridge Painting** in FY 13 ($279,000) (4284611).
- SR 65: Liberty County Line to SR 12. **Resurfacing** (PE, CST) in FY 12 & 15 ($6.6 million) (4287461).
- Quincy By-Pass: US 90 East to SR 12. New Road Construction (ENV, CST) in FY 13 & 14 ($17.5 million) (2189461).
- Quincy By-Pass Mitigation. **Environmental Permits Acquisition** in FY 14 ($551,000) (2189463).
- Gadsden County Bicycle/Pedestrian Network Development. **Bike Lane/Sidewalk** (CST) in FY 13 & 14 ($462,000) (4281032).

Jefferson County:

- Waukeenah Highway (CR 259): SR 59 (Gamble Road) to US 27. **Widen/Resurface Existing Lanes** in FY 12 ($1.4 million) (4257031).
- Interstate 10 at Eastbound Rest Area. **Resurfacing** (PE, CST) in FY 12 & 15 ($811,000) (4290241)
- Interstate 10 at Westbound Rest Area. **Resurfacing** (PE, CST) in FY 12 & 15 ($823,000) (4290242)
- Jefferson County Bicycle/Pedestrian Network Development. **Bike Lane/Sidewalk** in FY 13 ($132,000) (4301501).

Wakulla County:

- Rehwinkel Road: US 98 to Martin Luther King, Jr. Memorial Road. **Widen/Resurface Existing Lanes** in FY 13 ($1.9 million) (4299721).
- Emmett Whaley Road: Lawhon Mill Road to US 319. **Widen/Resurface Existing Lanes** in FY 13 ($738,000) (4299731).
- Spring Creek Highway (CR 365): End of Pavement to US 98. **Widen/Resurface Existing Lanes** in FY 13 ($1.1 million) (4240391).
- CR 375 (Smith Creek Road) at Syfrett Creek Bridge. **Bridge Replacement** in FY 12 ($4.5 million) (4134781).
- Capital City to the Sea Trail (Wakulla County). **PD&E/EMO Study** in FY 12 ($550,000) (4301461).
- Wakulla County Bicycle/Pedestrian Network Development. **Bike Lane/Sidewalk** (CST) in FY 13 & 14 ($131,000) (4301491).

Regional (Gadsden, Jefferson, Leon and Gadsden counties)

- CRTPA Bicycle and Pedestrian Projects. **Funding Set Aside** in FY 16 ($1 million) (4098032).
- Safe Routes to School Study. **Planning Study** in FY 12 ($225,000) (4301521).

Changed Projects

Leon County:

- Thomasville Road (SR 61): Timberwolf Crossing to Georgia State Line. **Resurfacing** advanced from FY 13 to FY 12 ($12.9 million) (4246091).

- Midtown Connector Improvements at Colonial Drive, E. Ninth Avenue and Terrace. **Bike lane/Sidewalk**. Construction added to FY 12 ($210,000) (4286231).

Gadsden County:

- Gadsden County Roadway Beautification Wildflower Planting. **Landscaping** (PE, CST) advanced from FY 14 to FY 13 ($45,000) (4281001).

- Gadsden County Gateway Signage and Landscaping. **Landscaping** (PE, CST) advanced from FY 14 to FY 13 ($111,000) (4281011).

Jefferson County:

- US 90 (SR 10): Holly Road to Willow Street. **Sidewalk** advanced (PE, CST) from FY 13 to FY 12 and FY 15 to 14, respectively ($418,000) (4281291).

Wakulla County:

- Surf Road (CR 372): Ochlockonee Bay Trail Phase III. **Bike Lane/Sidewalk** CST deferred from FY 12 to FY 13 ($615,000) (4162723).

- US 319: Trice Lane to Rainbow Drive. **Add Lanes and Rehabilitate Pavement**. Project added into associated resurfacing project at Wakulla County's request.

* PROJECT PHASES ABBREVIATION KEY:

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

NEXT STEP

Subsequent to CRTPA approval of the draft TIP, staff will transmit the document to the Florida Department of Transportation for review. Additionally, CRTPA staff will schedule a public meeting in May to formally present the document to the public for review and comment. Any comments received from the public, review agencies, or the CRTPA committees will be provided to the Board prior to adoption of the FY 2012 – FY 2016 TIP at the June 20, 2011 CRTPA meeting.

OPTIONS

Option 1: Approve transmittal of the DRAFT FY 2012 –FY 2016 TIP to the Florida Department of Transportation for review (Recommended).

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: DRAFT FY 2012 – FY 2016 Transportation Improvement Program.
(Provided Under Separate Cover)

Capital Region Transportation Planning Agency

CRTPA

FY 2012 – FY 2016

TRANSPORTATION IMPROVEMENT PROGRAM

ADOPTED: DRAFT

AMENDED:

















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5 Year Summary by Fund Code
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CRTPA RESOLUTION 2011-06-01

A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) ENDORSING THE FY 2012 – FY 2016 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

1. The Fiscal Year 2012 through Fiscal Year 2016 Transportation Improvement Program is hereby endorsed as an accurate representation of the region's transportation effort as developed through a continuing, cooperative, and comprehensive process that provided consideration to all transportation modes in accordance with the metropolitan planning provisions of U.S.C. 134;

2. The CRTPA authorizes the Chair to sign the State of Florida certification statement, which must be submitted annually with the TIP;

3. In order to expedite amendments to the TIP, the CRTPA authorizes the Executive Director to administratively approve airport project amendments which do not materially affect surface transportation traffic volumes or traffic distribution in the vicinity of the subject airport;

4. The CRTPA also authorizes the Executive Director to administratively approve project amendments to the TIP which do not meet any of the four (4) criteria which require a formal tip amendment listed in Chapter 5, Section 14 of the Florida Department of Transportation's Metropolitan Planning Organization Program Management Handbook; and

5. The CRTPA requires the Executive Director to inform the CRTPA of all TIP amendments approved under these authorizations quarterly.

Passed and duly adopted by the Capital Region Transportation Planning Agency (CRTPA) on this 20th day of June 2011.

Capital Region Transportation Planning Agency

Attest:

By:_____
Douglas M. Crowley, Chair

_____
CRTPA Executive Director

EXECUTIVE SUMMARY

TIP Purpose

The Transportation Improvement Program (TIP) is prepared annually to satisfy federal mandates (23 U.S.C. 134 (j)) that require Metropolitan Planning Organizations (MPOs) to develop a "prioritized listing/program of transportation projects…" This document provides a staged, multi-year listing of regionally significant transportation improvements that will be funded by Title 23 and Title 49 U.S.C. funds within the Capital Region Transportation Planning Agency (CRTPA) (the MPO for Florida's capital region). In addition, the TIP contains all regionally significant projects for which federal action is required, regardless of whether the projects are funded with Title 23 and Title 49 funds. Furthermore, pursuant to Florida Statutes (subsection 339.175(8)(c)) the TIP also provides a list of locally and privately funded projects for information purposes.

Federally funded projects within the TIP are listed by project type, as follows: major roadway, transportation systems management, bicycle/pedestrian, public transportation, aviation, resurfacing/repaving and bridge rehabilitation/replacement (a description of each of these project types is provided in Section 2: TIP Basics). Pursuant to federal law, the TIP must cover a four-year time period with years beyond the four-year time period being considered informational. Florida law, however, mandates that the TIP cover a five-year period.

Financial Plan

The TIP is developed by the CRTPA in cooperation with the Florida Department of Transportation (FDOT) and the transit operator StarMetro, who provide the CRTPA with estimates of available federal and state funds for use in development of the financial plan. As such, the TIP is financially constrained for each year and identifies those federal projects that can be implemented using existing revenue sources as well as those projects that are to be implemented through use of projected revenue sources based upon the FDOT Final Tentative Work Program and locally dedicated transportation revenues. A summary of funds by funding category and project type for the state and federally funded projects contained within the TIP is provided at the end of this section.

Project Selection

Projects funded under Title 23 and FTA-funded projects were selected by the CRTPA in consultation with the FDOT. The projects selected by the CRTPA for funding were prioritized using the CRTPA's project prioritization process. This process individually ranks projects on a several different project lists in order to provide guidance to the FDOT as they proceed with development of the State Work Program. Further information on the CRTPA's prioritization process is provided below in the "Project Priority Statement" discussion as well as in Section 3 of this document ("TIP Basics").

Projects included within the TIP on the National Highway System and projects funded under the bridge, interstate maintenance programs, were selected for inclusion by the State in cooperation with the CRTPA, consistent with 23 CFR 450.330(c).

Consistency with Other Plans

Projects included within the TIP are consistent with the CRTPA's Year 2030 Long Range Transportation Plan (LRTP). The 2030 LRTP was adopted on December 5, 2005, and contains eight (8) goals that can be evaluated in terms of specific TIP project furtherance of the 2030 LRTP. The following contains a listing of the Year 2030 LRTP goals:

- Goal A: To provide a proactive public involvement process.
- Goal B: To support and enhance economic vitality of the Capital Region.
- Goal C: To meet present and future transportation needs through the more efficient use of existing facilities.
- Goal D: To recognize the relationship of land use and transportation and consider the long-range impact of transportation policy decisions.
- Goal E: To expand, enhance and increase the use of transit.
- Goal F: To improve the safety and security of the transportation system.
- Goal G: To support local, state and federal initiatives to protect and enhance environmental and historical resources.
- Goal H: To economically, efficiently, and equitably maintain and expand the transportation system.

An update to the LRTP (entitled "The Regional Mobility Plan" or RMP) was adopted on November 15, 2010. The RMP integrates bicycle, freight, pedestrian, rail, roadway, trails and transit projects for the four-county CRTPA region into one document. Next year's TIP will be consistent with the projects identified in the newly adopted plan.

In addition to consistency with the LRTP, the TIP is consistent, to the maximum extent feasible, with the Aviation Master Plan of the Tallahassee Regional Airport, the Transit Development Plan of StarMetro and approved local government plans of jurisdictions within the CRTPA. Furthermore, the FY 2012 – FY 2016 TIP is consistent with the adopted local government comprehensive plans within the CRTPA. Specifically, the projects are identified within the relevant Transportation and Traffic Circulation element's portion of the region's local government comprehensive plans.

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

The CRTPA's FY 2012 – FY 2016 priority project lists (PPLs) were adopted on September 20, 2010, to provide guidance to the FDOT in development of the FY 2012– FY 2016 State Work Program. The following identifies the PPLs adopted by the CRTPA and includes the criteria that were used in developing each list:

- Major PPL (identifies major roadway capacity projects and frequently also includes the construction of associated bicycle lanes and sidewalks). The following approved criteria were used in prioritizing the FY 2011 – FY 2015 Major PPL:

Major PPL Criteria	Maximum Points
Prior Funding Commitment	20
Local Funds	10
Multimodal	20
Strategic Intermodal System (SIS)	10
Economic Development	10
Smart Growth	10
Total	**80**

  Consistent with the vote taken during the adoption of last year's PPLs, the CRTPA Board voted on September 19, 2009 that the number one transportation project priority for the agency is an annual one million dollar ($1 million) set aside for bicycle and pedestrian projects.
- Bicycle-Pedestrian PPL (identifies bicycle and pedestrian projects). This list identifies generic project types to receive funding consistent with the adopted Bicycle and Pedestrian Master Plan;
- Transportation Systems Management (TSM) PPL (identifies low cost improvements to the existing transportation system that can be constructed in less than two years (such as intersection improvements). Projects on the TSM PPL go through a specific FDOT process in order to be included on the list. Factors evaluated in generation of this list included: safety, mobility and estimated current intersection level of service information. In recent, years the CRTPA has been seeking to add project to this list that address improvements to all modes;
- SAFETEA-LU Enhancement PPL (provides funding for the provision of bicycle and pedestrian facilities, safety and educational activities for pedestrians and bicyclists, landscaping and beautification, and other activities). This list was evaluated and ranked by the Enhancement Subcommittee which is comprised of two (2) members from each of the three (3) CRTPA subcommittees;

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

Appendix E contains the CRTPA's adopted FY 2012 – FY 2016 Priority Project Lists. More detailed information on each of the individual PPLs can be found on the CRTPA's website by reviewing the respective agenda items for the September 19, 2009 CRTPA meeting at **www.crtpa.org**.

As noted above, the FY 2012 – FY 2016 PPLs are consistent with the adopted Year 2030 LRTP. Due to the recent adoption of the updated LRTP (The Regional Mobility Plan), next year's PPLs will reflect projects consistent with this plan and may result in a change in the manner in which the PPLs are developed.

Implemented Projects

Major projects from the previous (FY 2011 to FY 2015) TIP that were implemented, as well as major projects for which significant delays in project implementation occurred, are listed in **Appendix B**. Additionally, included within the TIP is the Annual Listing of Federally Obligated Projects located within **Appendix D**. This listing, which is also posted on the CRTPA's website (**www.crtpa.org**), includes all projects (listed by county) that have received federal obligation in fiscal year 2010 (October 1, 2009 to September 30, 2010). Pursuant to federal law, such a list "shall be published or made available by the metropolitan planning organization for public review" (Title 23 U.S.C. 134(h)(7)(B)).

Public Involvement

The CRTPA's activities associated with seeking public comment on development of the TIP were consistent with the *Public Involvement Process Plan,* adopted by the CRTPA on September 21, 2009. Such activities included conducting a public meeting to present the document to the public on May 18, 20100 in Tallahassee City Hall. The meeting provided citizens the opportunity to ask questions about the document as well as learn about the metropolitan transportation planning process. Additionally, the draft TIP was placed on the CRTPA's webpage (**www.crtpa.org**) in February 2011 and the document was discussed at the CRTPA's three (3) committees, the Citizens Advisory Committee (CAC), Multimodal Advisory Committee (MAC) and Technical Advisory Committee (TAC), as well as the CRTPA Board meeting. The CRTPA and CRTPA subcommittee meetings are open to the public and provide an opportunity for public comment.

Certification

On May 21 and 22, 2008, the Capital Region Transportation Planning Agency (CRTPA) staff met with the staff of Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Florida Department of Transportation (FDOT), and StarMetro to discuss the certification of the CRTPA as a Transportation Management Area (TMA). In December 2008, the FHWA issued the 2008 Certification Report for the Tallahassee TMA. The report certified the Tallahassee TMA subject to the CRTPA addressing corrective actions contained within the Report. The corrective actions contained within the Certification Report are related to issues of Public Involvement, Title VI and the Transportation Improvement Program and have all been met. The CRTPA has completed the corrective actions contained within the Certification Report.

Congestion Management Process

The CRTPA Congestion Management Process Plan was adopted by the CRTPA on September 21, 2009. This report serves to measure the system performance of transportation facilities and identifies low cost, short and long-term strategies to alleviate congestion and to maximize the mobility options available. The CRTPA's Congestion Management Process Plan can be viewed on the CRTPA's website in the "Documents" section.

Transportation Disadvantaged

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

TIP BASICS

What is the CRTPA?
The Capital Region Transportation Planning Agency (CRTPA) is the region's metropolitan planning organization (MPO). An MPO is a federally mandated local transportation policy-making organization that is comprised of representatives from local government and transportation agencies. As such, the CRTPA is responsible for coordinating the regional transportation planning process. The CRTPA consists of voting representatives from:

- Leon County;
- The City of Tallahassee;
- The Leon County School Board;
- Gadsden County;
- Wakulla County;
- The City of Midway;
- The Town of Havana;
- The City of Quincy

Furthermore, on November 19, 2007, the Board voted to expand the CRTPA to add Jefferson County and include all of Gadsden and Wakulla counties. An apportionment plan to reflect this expansion has been submitted for the Governor's approval and, once signed, will formally reflect the CRTPA's expansion.

What is the TIP?
The Transportation Improvement Program (TIP) is a multi-year document reflecting programmed transportation projects for federal, state, and local funding within the Capital Region Transportation Planning Agency (CRTPA) area. Officially, the CRTPA includes all of Leon County and urbanized portions of Gadsden and Wakulla counties. Although the CRTPA's recent expansion is not yet complete, the document includes projects within the four county capital region (Gadsden, Jefferson, Leon and Wakulla).

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

What types of projects are included within the TIP?
State and federal projects within the TIP are listed by county and project *type*, as follows:

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

Furthermore, because it usually takes several years to complete a project, projects are scheduled by phase (planning, right-of-way, design/preliminary engineering, and construction). Within the TIP, this information is located in the 'Phase Code' column of each listed project, with an explanation of the codes listed in **Appendix A**.

Why does the CRTPA amend the adopted TIP?
Subsequent to the annual adoption of the TIP in June, the CRTPA frequently amends the document to reflect changes to the FDOT work program. The purpose of these amendments is to ensure the document accurately reflects the transportation projects within the CRTPA region.

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

- January: TIP development is initiated subsequent to FDOT development of the FDOT Draft Work Program.
- February: The draft TIP is placed on the CRTPA's webpage (**www.crtpa.org**).
- March: The draft TIP is presented to the CRTPA and its committees for review at the March meetings.
- May: The draft TIP is presented to the public at a public meeting to receive public comment prior to CRTPA adoption.
- June: The CRTPA adopts the TIP and the adopted document is placed on the CRTPA's webpage. Subsequent to adoption, the TIP is provided to the FDOT for incorporation into the State Transportation Improvement Program (STIP).

What are the CRTPA's Project Priority Lists and how are they used for funding?
In September of each year, the CRTPA adopts project priority lists (PPLs). The PPLs contain a listing of transportation projects eligible for funding in priority (ranked) order. Subsequent to CRTPA adoption, the PPLs are provided to the FDOT for use in development of the FDOT Work Program. Specifically, the FDOT matches eligible funding available to the CRTPA with the top ranked projects identified by the CRTPA. Major capacity roadway projects included within the TIP must be consistent with the policies and priorities of the CRTPA's adopted Long Range Transportation Plan as well as the adopted comprehensive plans of CRTPA member governments. Consistent with this process, the CRTPA adopted the following PPLs for FY 2012 – FY 2016 on September 20, 2010:

- Major PPL (identifies major roadway projects);
- Transportation Systems Management (TSM) PPL (typically identifies low cost improvements to the existing transportation system that can be constructed in less than two years (such as intersection improvements);
- Bicycle-Pedestrian PPL (identifies bicycle and pedestrian projects);
- SAFETEA-LU Enhancement PPL (provides funding for the provision of bicycle and pedestrian facilities, safety and educational activities for pedestrians and bicyclists, landscaping and beautification, and other activities); transportation enhancement projects which are consistent with the requirements of the Transportation Equity Act of the 21st Century (TEA-21)
- StarMetro PPL (provides a listing of transit projects, *developed by StarMetro*, reflecting projects consistent with StarMetro's adopted Transit Development Plan (TDP);

- Tallahassee Regional Airport PPL (provides a listing of airport projects, *developed by the Tallahassee Regional Airport*, reflecting consistent with the adopted 1996 Airport Master Plan Update);
- Transportation Regional Incentive Program (TRIP) PPL (identifies regionally significant transportation projects eligible for TRIP funding); and,
- Strategic Intermodal System (SIS) PPL (identifies transportation projects eligible for SIS funding).

Prior to adoption, a public meeting was held on August 25, 2010 to receive public comment on the proposed FY 2012 – FY 2016 PPLs. Information related to the public meeting was emailed to the CRTPA's transportation partners, placed on the CRTPA's website and a display advertisement was placed in the two local newspapers. Subsequent to the CRTPA's adoption of the above PPLs, the lists were provided to the FDOT. The FDOT used the lists in generation of the state and federally funded projects contained within this document. **Appendix E** contains the CRTPA's FY 2012 – FY 2016 PPLs. Additionally, more information regarding the CRTPA's PPLs is located in the above **Executive Summary** of this document under "Project Priority Statement".

How can the public provide input?

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

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

Furthermore, every five years the CRTPA updates its Long Range Transportation Plan (LRTP). The LRTP is the document that identifies the projects that are ultimately placed (and ranked) on the PPLs. Public involvement in the LRTP update is extensive and represents one of the best opportunities citizens have to get involved in the planning of the region's transportation system.

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

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

How can I learn more about the CRTPA?
Information regarding the CRTPA including adopted documents, meeting dates, staff/member contact information and opportunities for public involvement may be viewed on the CRTPA's website (**www.crtpa.org**). Furthermore, citizens are also welcome to contact the CRTPA directly at 850 891 6800.

5-Year Summary of Projects by Funding Category

FM	Project Name	2011/12	2012/13	2013/14	2014/15	2015/16	Total
ACBR - ADVANCE CONSTRUCTION (BRT)							
4134781	CR 375	4,564,456	0	0	0	0	**4,564,456**
4228231	SR 10 (US 90)	0	10,802,526	0	0	0	**10,802,526**
4238581	SR 65	0	0	4,974,398	0	0	**4,974,398**
4245091	SR 20	0	0	3,898,923	0	0	**3,898,923**
Total		**4,564,456**	**10,802,526**	**8,873,321**	**0**	**0**	**24,240,303**
ACEP - ADVANCE CONSTRUCTION (EBBP)							
4245091	SR 20	2,166,523	0	0	0	0	**2,166,523**
Total		**2,166,523**	**0**	**0**	**0**	**0**	**2,166,523**
ACIM - ADVANCE CONSTRUCTION (IM)							
4289391	SR 8 (I-10)	651,908	0	10,558,416	0	0	**11,210,324**
Total		**651,908**	**0**	**10,558,416**	**0**	**0**	**11,210,324**
ACNH - ADVANCE CONSTRUCTION (NH)							
4246191	SR 8 (I-10)	24,152,635	0	0	0	0	**24,152,635**
Total		**24,152,635**	**0**	**0**	**0**	**0**	**24,152,635**
ACSE - ADVANCE CONSTRUCTION (SE)							
4280981	TOWN OF HAVANA	11,396	0	0	24,035	0	**35,431**
4286231	Midtown Connector Improvements	210,000	0	0	0	0	**210,000**
Total		**221,396**	**0**	**0**	**24,035**	**0**	**245,431**
ACSU - ADVANCE CONSTRUCTION (SU)							
2197221	SR 263 CAP CIR NW	500,000	4,000,000	4,000,000	777,227	0	**9,277,227**
4157828	SR 263 CAPITAL CIR.	6,491,257	0	0	0	0	**6,491,257**
4281032	GADSDEN COUNTY	0	210,000	252,000	0	0	**462,000**
4301471	6TH AVENUE	0	165,000	550,000	0	0	**715,000**
4301481	SR 63 (US 27) MONROE	0	172,000	0	0	0	**172,000**

5-Year Summary of Projects by Funding Category

FM	Project Name	2011/12	2012/13	2013/14	2014/15	2015/16	Total
ACSU - ADVANCE CONSTRUCTION (SU)							
4301491	WAKULLA COUNTY	0	105,000	126,000	0	0	**231,000**
4301501	JEFFERSON COUNTY	0	132,000	0	0	0	**132,000**
4301511	TRAILS & GREENWAYS	0	216,000	0	0	0	**216,000**
Total		**6,991,257**	**5,000,000**	**4,928,000**	**777,227**	**0**	**17,696,484**
BNBR - AMENDMENT 4 BONDS (BRIDGES)							
4228231	SR 10 (US 90)	0	5,346,854	0	0	0	**5,346,854**
Total		**0**	**5,346,854**	**0**	**0**	**0**	**5,346,854**
BRRP - STATE BRIDGE REPAIR & REHAB							
4201562	SR 366 PENSACOLA ST	136,356	0	0	0	0	**136,356**
4246081	SR 59 GAMBLE ROAD	15,267	0	0	0	0	**15,267**
4261101	SR 20 (US 27)	72,310	0	0	0	0	**72,310**
4284611	SR 8 (I 10)	0	275,286	0	0	0	**275,286**
Total		**223,933**	**275,286**	**0**	**0**	**0**	**499,219**
BRTZ - FED BRIDGE REPL - OFF SYSTEM							
4134851	CR 12A	2,069,725	0	0	0	0	**2,069,725**
4134911	NATURAL BRIDGE ROAD	79,065	0	3,129,520	0	0	**3,208,585**
Total		**2,148,790**	**0**	**3,129,520**	**0**	**0**	**5,278,310**
CIGP - COUNTY INCENTIVE GRANT PROGRAM							
4193151	SR 369 (US 319)	351,296	0	0	0	0	**351,296**
4240391	CR 365 SPRING CREEK	0	1,165,344	0	0	0	**1,165,344**
4280371	WATERMILL ROAD	500,000	0	0	0	0	**500,000**
4299831	CR 159A DODGER BALL	364,378	0	0	0	0	**364,378**
Total		**1,215,674**	**1,165,344**	**0**	**0**	**0**	**2,381,018**
D - UNRESTRICTED STATE PRIMARY							
4225442	CRTPA	0	0	375,000	0	0	**375,000**

5-Year Summary of Projects by Funding Category

FM	Project Name	2011/12	2012/13	2013/14	2014/15	2015/16	Total
D - UNRESTRICTED STATE PRIMARY							
Total		**0**	**0**	**375,000**	**0**	**0**	**375,000**
DDR - DISTRICT DEDICATED REVENUE							
2267691	TALLAHASSEE REGIONAL	0	0	0	600,000	0	**600,000**
2267811	TALLAHASSEE REGIONAL	0	303,419	400,000	0	0	**703,419**
2267812	TALLAHASSEE REGIONAL	0	12,500	0	0	0	**12,500**
2267813	TALLAHASSEE REGIONAL	0	12,500	0	0	0	**12,500**
2267814	TALLAHASSEE REGIONAL	0	39,000	0	0	0	**39,000**
2267815	TALLAHASSEE REGIONAL	0	0	0	125,000	0	**125,000**
2267816	TALLAHASSEE REGIONAL	0	0	0	0	400,000	**400,000**
2267922	TALLAHASSEE REGIONAL	0	0	0	0	50,000	**50,000**
4122102	TALLAHASSEE REGIONAL	0	0	0	0	300,000	**300,000**
4156071	FL STATE UNIVERSITY	98,418	273,500	256,000	0	0	**627,918**
4156072	FL STATE UNIVERSITY	0	0	0	286,000	286,000	**572,000**
4160101	TALLAHASSEE REGIONAL	0	0	267,221	0	0	**267,221**
4160102	TALLAHASSEE REGIONAL	0	0	0	125,000	125,000	**250,000**
4160103	TALLAHASSEE REGIONAL	0	0	0	0	25,000	**25,000**
4203101	BIG BEND TRANSIT	0	18,000	20,000	0	0	**38,000**
4203111	BIG BEND TRANSIT	0	15,000	25,000	0	0	**40,000**
4203131	BIG BEND TRANSIT	0	0	25,000	0	0	**25,000**
4203722	QUINCY MUNICIPAL	0	0	0	0	250,082	**250,082**
4222501	CITY OF TALLAHASSEE	1,012,966	1,075,004	1,077,442	1,087,195	1,111,579	**5,364,186**
4222611	BIG BEND TRANSIT	23,000	0	23,000	0	0	**46,000**
4222621	BIG BEND TRANSIT	30,000	0	0	33,000	0	**63,000**
4223014	TALLAHASSEE REGIONAL	100,000	100,000	0	0	0	**200,000**

5-Year Summary of Projects by Funding Category

FM	Project Name	2011/12	2012/13	2013/14	2014/15	2015/16	Total
DDR - DISTRICT DEDICATED REVENUE							
4223015	TALLAHASSEE REGIONAL	0	0	0	0	100,000	**100,000**
4223041	QUINCY MUNICIPAL	400,000	0	0	0	0	**400,000**
4223052	QUINCY MUNICIPAL	0	500,000	0	0	0	**500,000**
4223062	WAKULLA COUNTY	0	0	0	92,035	0	**92,035**
4223063	WAKULLA COUNTY	0	0	0	0	175,000	**175,000**
4230812	SR 20 (US 19/27)	0	10,456,251	0	0	0	**10,456,251**
4246091	SR 61 (US 319)	12,861,889	0	0	0	0	**12,861,889**
4269301	SR 12	0	0	192,503	0	0	**192,503**
4269651	SR 373 ORANGE AVE	0	0	0	2,097,081	0	**2,097,081**
4287361	SR 263 CAPITAL CIR	0	0	0	1,433,674	0	**1,433,674**
4287401	SR 10 (US 90)	0	0	0	3,997,163	0	**3,997,163**
Total		**14,526,273**	**12,805,174**	**2,286,166**	**9,876,148**	**2,822,661**	**42,316,422**
DI - ST. - S/W INTER/INTRASTATE HWY							
4290241	SR 8 (I-10)	92,316	0	0	0	0	**92,316**
4290242	SR 8 (I-10)	93,840	0	0	0	0	**93,840**
4290243	SR 8 (I-10)	152,361	0	0	0	0	**152,361**
4290244	SR 8 (I-10)	152,361	0	0	0	0	**152,361**
Total		**490,878**	**0**	**0**	**0**	**0**	**490,878**
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
2189461	QUINCY BY-PASS	0	0	139,150	0	0	**139,150**
2189463	QUINCY BY-PASS	0	0	1,000	0	0	**1,000**
2198802	SR 263 (US 319)	15,440	42,849	0	6,806	0	**65,095**
2225893	SR 8 (I-10)	80,920	0	0	0	0	**80,920**
2225903	SR 8 (I-10)	0	4,289	0	0	0	**4,289**

5-Year Summary of Projects by Funding Category

FM	Project Name	2011/12	2012/13	2013/14	2014/15	2015/16	Total
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4193081	SR 366 PENSACOLA ST.	29,634	0	0	0	0	**29,634**
4193151	SR 369 (US 319)	35,454	0	0	0	0	**35,454**
4201562	SR 366 PENSACOLA ST	2,014	0	0	0	0	**2,014**
4230671	SR 20 BLOUNTSTOWN HW	0	92,480	0	0	0	**92,480**
4230811	SR 20 (US 27)	0	35,902	0	0	0	**35,902**
4230812	SR 20 (US 19/27)	0	85,634	0	0	0	**85,634**
4238581	SR 65	10,350	0	0	0	0	**10,350**
4240093	SR 363 WOODVILLE HWY	5,000	0	0	0	0	**5,000**
4245091	SR 20	37,493	0	0	0	0	**37,493**
4246081	SR 59 GAMBLE ROAD	370,997	0	0	0	0	**370,997**
4246091	SR 61 (US 319)	101,154	0	0	0	0	**101,154**
4261101	SR 20 (US 27)	12,821	0	0	0	0	**12,821**
4269301	SR 12	0	0	64,200	0	0	**64,200**
4269311	SR 61 (US 319)	0	0	29,480	0	0	**29,480**
4269371	SR 10 (US 90)	0	0	37,530	0	0	**37,530**
4269611	SR 10 (US 90)	49,026	0	0	0	0	**49,026**
4269651	SR 373 ORANGE AVE	52,973	0	0	20,337	0	**73,310**
4280981	TOWN OF HAVANA	0	11,087	0	0	0	**11,087**
4284611	SR 8 (I 10)	0	4,067	0	0	0	**4,067**
4287361	SR 263 CAPITAL CIR	39,601	0	0	22,188	0	**61,789**
4287391	SR 261 (US 319)	72,573	0	0	45,053	0	**117,626**
4287401	SR 10 (US 90)	48,308	0	0	35,562	0	**83,870**
4287461	SR 65	52,600	0	0	51,556	0	**104,156**
4287471	SR 263 CAPITAL CIR	39,159	0	0	15,832	0	**54,991**

5-Year Summary of Projects by Funding Category

FM	Project Name	2011/12	2012/13	2013/14	2014/15	2015/16	Total
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4289391	SR 8 (I-10)	35,191	0	0	0	0	**35,191**
4290241	SR 8 (I-10)	9,232	0	0	7,653	0	**16,885**
4290242	SR 8 (I-10)	9,384	0	0	7,779	0	**17,163**
4290243	SR 8 (I-10)	11,089	0	0	12,630	0	**23,719**
4290244	SR 8 (I-10)	11,089	0	0	12,630	0	**23,719**
Total		**1,131,502**	**276,308**	**271,360**	**238,026**	**0**	**1,917,196**
DPTO - DPTO							
2267811	TALLAHASSEE REGIONAL	0	96,581	0	0	0	**96,581**
2267921	TALLAHASSEE REGIONAL	0	0	50,000	0	0	**50,000**
4122101	TALLAHASSEE REGIONAL	500,050	0	0	0	0	**500,050**
4156071	FL STATE UNIVERSITY	100,000	0	0	0	0	**100,000**
4160101	TALLAHASSEE REGIONAL	0	0	132,779	0	0	**132,779**
4203681	TALLAHASSEE REGIONAL	0	0	0	31,250	0	**31,250**
4217162	CAPITAL REGION TPA	12,182	0	0	0	0	**12,182**
4223014	TALLAHASSEE REGIONAL	0	0	100,000	0	0	**100,000**
4223051	QUINCY MUNICIPAL	150,000	0	0	0	0	**150,000**
4223061	WAKULLA COUNTY	75,000	0	0	0	0	**75,000**
4223062	WAKULLA COUNTY	0	0	0	89,783	0	**89,783**
4256111	QUINCY MUNICIPAL	0	0	250,000	0	0	**250,000**
4256112	QUINCY MUNICIPAL	0	0	0	80,000	0	**80,000**
4256113	QUINCY MUNICIPAL	0	0	0	101,818	0	**101,818**
4256201	TALLAHASSEE REGIONAL	0	0	250,000	0	0	**250,000**
4297351	CITY OF TALLAHASSEE	0	0	0	134,442	0	**134,442**
4302881	CITY OF TALLAHASSEE	46,000	46,000	40,000	0	0	**132,000**

5-Year Summary of Projects by Funding Category

FM	Project Name	2011/12	2012/13	2013/14	2014/15	2015/16	Total
DPTO - DPTO							
Total		**883,232**	**142,581**	**822,779**	**437,293**	**0**	**2,285,885**
DRA - REST AREAS - STATE 100%							
4290241	SR 8 (I-10)	0	0	0	700,987	0	**700,987**
4290242	SR 8 (I-10)	0	0	0	712,603	0	**712,603**
4290243	SR 8 (I-10)	0	0	0	1,156,929	0	**1,156,929**
4290244	SR 8 (I-10)	0	0	0	1,156,929	0	**1,156,929**
Total		**0**	**0**	**0**	**3,727,448**	**0**	**3,727,448**
DS - STATE PRIMARY HIGHWAYS & PTO							
2189461	QUINCY BY-PASS	0	100,000	17,336,664	0	0	**17,436,664**
2189463	QUINCY BY-PASS	0	0	550,000	0	0	**550,000**
2197221	SR 263 CAP CIR NW	0	0	488,567	772,637	0	**1,261,204**
2198802	SR 263 (US 319)	154,400	952,187	0	540,774	0	**1,647,361**
2225893	SR 8 (I-10)	617,709	0	0	0	0	**617,709**
2225903	SR 8 (I-10)	0	335,875	0	0	0	**335,875**
4225443	CRTPA	0	500,000	0	0	0	**500,000**
4230671	SR 20 BLOUNTSTOWN HW	0	10,506,454	0	0	0	**10,506,454**
4246081	SR 59 GAMBLE ROAD	10,000	0	0	0	0	**10,000**
4269301	SR 12	0	292,215	0	0	0	**292,215**
4269371	SR 10 (US 90)	0	0	4,260,190	0	0	**4,260,190**
4269611	SR 10 (US 90)	490,261	0	0	0	0	**490,261**
4269651	SR 373 ORANGE AVE	529,729	0	0	0	0	**529,729**
4287361	SR 263 CAPITAL CIR	396,010	0	0	0	0	**396,010**
4287391	SR 261 (US 319)	725,734	0	0	0	0	**725,734**
4287401	SR 10 (US 90)	733,075	0	0	0	0	**733,075**

5-Year Summary of Projects by Funding Category

FM	Project Name	2011/12	2012/13	2013/14	2014/15	2015/16	Total
DS - STATE PRIMARY HIGHWAYS & PTO							
4287461	SR 65	776,002	0	0	0	0	**776,002**
4287471	SR 263 CAPITAL CIR	391,591	0	0	0	0	**391,591**
Total		**4,824,511**	**12,686,731**	**22,635,421**	**1,313,411**	**0**	**41,460,074**
DU - STATE PRIMARY/FEDERAL REIMB							
4213642	CITY OF TALLAHASSEE	155,000	0	0	0	0	**155,000**
4213662	WAKULLA COUNTY	122,000	0	0	0	0	**122,000**
4217162	CAPITAL REGION TPA	97,456	0	0	0	0	**97,456**
Total		**374,456**	**0**	**0**	**0**	**0**	**374,456**
EB - EQUITY BONUS							
4193081	SR 366 PENSACOLA ST.	3,143,202	0	0	0	0	**3,143,202**
4193151	SR 369 (US 319)	3,336,838	0	0	0	0	**3,336,838**
4269301	SR 12	0	0	1,648,425	0	0	**1,648,425**
4269311	SR 61 (US 319)	0	0	3,328,981	0	0	**3,328,981**
4287461	SR 65	0	0	0	101,759	0	**101,759**
4287471	SR 263 CAPITAL CIR	0	0	0	1,631,810	0	**1,631,810**
Total		**6,480,040**	**0**	**4,977,406**	**1,733,569**	**0**	**13,191,015**
EBOH - EQUITY BONUS - OVERHEAD							
4301521	Safe Routes to School Study	9,833	0	0	0	0	**9,833**
Total		**9,833**	**0**	**0**	**0**	**0**	**9,833**
FAA - FEDERAL AVIATION ADMIN							
2267812	TALLAHASSEE REGIONAL	0	475,000	0	0	0	**475,000**
2267813	TALLAHASSEE REGIONAL	0	475,000	0	0	0	**475,000**
2267814	TALLAHASSEE REGIONAL	0	1,482	0	0	0	**1,482**
2267815	TALLAHASSEE REGIONAL	0	0	0	4,750,000	0	**4,750,000**

5-Year Summary of Projects by Funding Category

FM	Project Name	2011/12	2012/13	2013/14	2014/15	2015/16	Total
FAA - FEDERAL AVIATION ADMIN							
4160103	TALLAHASSEE REGIONAL	0	0	0	0	950,000	**950,000**
4203681	TALLAHASSEE REGIONAL	0	0	0	1,187,500	0	**1,187,500**
Total		**0**	**951,482**	**0**	**5,937,500**	**950,000**	**7,838,982**
FTA - FEDERAL TRANSIT ADMINISTRATION							
4091481	CITY OF TALLAHASSEE	12,932,325	13,578,941	14,257,888	14,970,783	15,719,332	**71,459,269**
4211577	CITY OF TALLAHASSEE	100,000	103,000	106,090	109,273	112,551	**530,914**
4211578	CITY OF TALLAHASSEE	69,910	72,007	74,168	76,393	78,684	**371,162**
4211605	CITY OF TALLAHASSEE	22,257	22,925	23,612	24,321	25,050	**118,165**
4211606	CITY OF TALLAHASSEE	30,000	30,900	31,827	32,782	33,765	**159,274**
4222511	CITY OF TALLAHASSEE	2,527,991	0	0	0	0	**2,527,991**
4222512	CITY OF TALLAHASSEE	0	0	2,582,635	0	0	**2,582,635**
4222513	CITY OF TALLAHASSEE	0	0	0	2,612,635	0	**2,612,635**
4222514	CITY OF TALLAHASSEE	0	0	0	0	2,615,635	**2,615,635**
4234451	CITY OF TALLAHASSEE	0	2,555,167	0	0	0	**2,555,167**
4234651	CITY OF TALLAHASSEE	500,000	500,000	500,000	1,000,000	1,000,000	**3,500,000**
4234661	CITY OF TALLAHASSEE	500,000	500,000	500,000	500,000	500,000	**2,500,000**
4252691	CITY OF TALLAHASSEE	1,600,000	0	0	0	0	**1,600,000**
4252692	CITY OF TALLAHASSEE	0	0	0	0	1,000,000	**1,000,000**
4252693	CITY OF TALLAHASSEE	0	0	0	0	2,000,000	**2,000,000**
4293421	CITY OF TALLAHASSEE	400,000	400,000	400,000	400,000	400,000	**2,000,000**
4293422	CITY OF TALLAHASSEE	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	**22,500,000**
4293423	CITY OF TALLAHASSEE	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	**21,000,000**
Total		**27,382,483**	**26,462,940**	**27,176,220**	**28,426,187**	**32,185,017**	**141,632,847**
GRSC - GROWTH MANAGEMENT FOR SCOP							
4257031	CR 259 WAUKEENAH HWY	1,474,368	0	0	0	0	**1,474,368**

5-Year Summary of Projects by Funding Category

FM	Project Name	2011/12	2012/13	2013/14	2014/15	2015/16	Total
GRSC - GROWTH MANAGEMENT FOR SCOP							
Total		**1,474,368**	**0**	**0**	**0**	**0**	**1,474,368**
HSP - HSP							
4193081	SR 366 PENSACOLA ST.	186,572	0	0	0	0	**186,572**
4193151	SR 369 (US 319)	498,962	0	0	0	0	**498,962**
4296711	CR 159 SALEM ROAD	159,500	0	0	0	0	**159,500**
4296721	CR 270 SHADY REST RD	159,500	0	0	0	0	**159,500**
4296731	CR 0347 MICCOSUKEE	159,500	0	0	0	0	**159,500**
Total		**1,164,034**	**0**	**0**	**0**	**0**	**1,164,034**
LF - LOCAL FUNDS							
COT19	Minor Intersection/Safety Modifications	225,000	225,000	225,000	225,000	0	**900,000**
COT22	Nurse's Drive	0	0	0	142,000	0	**142,000**
COT25	Sidewalk Program - New Developments	70,000	70,000	70,000	70,000	0	**280,000**
COT28	Weems Road Improvements	2,300,000	0	0	0	0	**2,300,000**
COT29	Residential Sidewalks and Bike Ped	1,200,000	1,200,000	1,200,000	1,200,000	0	**4,800,000**
COT30	Downtown Pedestrian and Vehicular Enhancements	100,000	100,000	100,000	100,000	0	**400,000**
COT9	Greenway Trail Connectors - CITY	0	0	150,000	150,000	0	**300,000**
G1	Safety Enh. Program (Guardrails/Striping)	159,135	163,909	168,826	0	0	**491,870**
G2	Right-of-Way Maintenance	127,308	131,127	135,061	0	0	**393,496**
Total		**4,181,443**	**1,890,036**	**2,048,887**	**1,887,000**	**0**	**10,007,366**
LF - LOCAL FUNDS							
2267691	TALLAHASSEE REGIONAL	0	0	0	600,000	0	**600,000**
2267811	TALLAHASSEE REGIONAL	0	400,000	400,000	0	0	**800,000**
2267812	TALLAHASSEE REGIONAL	0	12,500	0	0	0	**12,500**
2267813	TALLAHASSEE REGIONAL	0	12,500	0	0	0	**12,500**

5-Year Summary of Projects by Funding Category

FM	Project Name	2011/12	2012/13	2013/14	2014/15	2015/16	Total
LF - LOCAL FUNDS							
2267814	TALLAHASSEE REGIONAL	0	39,000	0	0	0	**39,000**
2267815	TALLAHASSEE REGIONAL	0	0	0	125,000	0	**125,000**
2267816	TALLAHASSEE REGIONAL	0	0	0	0	400,000	**400,000**
2267921	TALLAHASSEE REGIONAL	0	0	50,000	0	0	**50,000**
2267922	TALLAHASSEE REGIONAL	0	0	0	0	50,000	**50,000**
2270881	GADSDEN CO.	31,083	30,775	31,585	31,558	31,558	**156,559**
2271021	JEFFERSON CO.	15,794	16,269	16,906	16,884	16,884	**82,737**
2271061	LEON CO.	0	52,166	54,013	53,951	53,951	**214,081**
2271221	WAKULLA CO.	16,728	17,950	18,650	18,627	18,627	**90,582**
4091481	CITY OF TALLAHASSEE	3,233,081	3,394,735	3,564,472	3,742,696	3,929,830	**17,864,814**
4122101	TALLAHASSEE REGIONAL	500,050	0	0	0	0	**500,050**
4122102	TALLAHASSEE REGIONAL	0	0	0	0	300,000	**300,000**
4157827	SR 263 Capital Circle	16,145,454	0	0	0	0	**16,145,454**
4160101	TALLAHASSEE REGIONAL	0	0	400,000	0	0	**400,000**
4160102	TALLAHASSEE REGIONAL	0	0	0	125,000	125,000	**250,000**
4160103	TALLAHASSEE REGIONAL	0	0	0	0	25,000	**25,000**
4193081	SR 366 PENSACOLA ST.	87,040	0	0	0	0	**87,040**
4193151	SR 369 (US 319)	214,400	0	0	0	0	**214,400**
4203101	BIG BEND TRANSIT	0	18,000	20,000	0	0	**38,000**
4203111	BIG BEND TRANSIT	0	15,000	25,000	0	0	**40,000**
4203131	BIG BEND TRANSIT	0	0	25,000	0	0	**25,000**
4203681	TALLAHASSEE REGIONAL	0	0	0	31,250	0	**31,250**
4211577	CITY OF TALLAHASSEE	25,000	25,750	26,523	27,318	28,138	**132,729**
4211578	CITY OF TALLAHASSEE	69,910	72,007	74,168	76,393	78,684	**371,162**

5-Year Summary of Projects by Funding Category

FM	Project Name	2011/12	2012/13	2013/14	2014/15	2015/16	Total
LF - LOCAL FUNDS							
4211605	CITY OF TALLAHASSEE	22,257	22,925	23,612	24,321	25,050	**118,165**
4211606	CITY OF TALLAHASSEE	7,500	7,725	7,957	8,195	8,441	**39,818**
4213642	CITY OF TALLAHASSEE	155,000	0	0	0	0	**155,000**
4213662	WAKULLA COUNTY	122,000	0	0	0	0	**122,000**
4217162	CAPITAL REGION TPA	12,182	0	0	0	0	**12,182**
4222501	CITY OF TALLAHASSEE	1,012,966	1,075,004	1,077,442	1,087,195	1,111,579	**5,364,186**
4222511	CITY OF TALLAHASSEE	631,998	0	0	0	0	**631,998**
4222512	CITY OF TALLAHASSEE	0	0	645,659	0	0	**645,659**
4222513	CITY OF TALLAHASSEE	0	0	0	653,159	0	**653,159**
4222514	CITY OF TALLAHASSEE	0	0	0	0	653,909	**653,909**
4222611	BIG BEND TRANSIT	23,000	0	23,000	0	0	**46,000**
4222621	BIG BEND TRANSIT	30,000	0	0	33,000	0	**63,000**
4223014	TALLAHASSEE REGIONAL	100,000	100,000	100,000	0	0	**300,000**
4223015	TALLAHASSEE REGIONAL	0	0	0	0	100,000	**100,000**
4234451	CITY OF TALLAHASSEE	0	638,792	0	0	0	**638,792**
4234651	CITY OF TALLAHASSEE	125,000	125,000	125,000	250,000	250,000	**875,000**
4234661	CITY OF TALLAHASSEE	125,000	125,000	125,000	125,000	125,000	**625,000**
4240093	SR 363 WOODVILLE HWY	1,011,098	0	0	0	0	**1,011,098**
4252691	CITY OF TALLAHASSEE	400,000	0	0	0	0	**400,000**
4252692	CITY OF TALLAHASSEE	0	0	0	0	250,000	**250,000**
4252693	CITY OF TALLAHASSEE	0	0	0	0	500,000	**500,000**
4256201	TALLAHASSEE REGIONAL	0	0	250,000	0	0	**250,000**
Total		**24,116,541**	**6,201,098**	**7,083,987**	**7,029,547**	**8,081,651**	**52,512,824**
OCST - OCST							
WC1	Realign Rehwinkle Rd. & Alexander Rd.	3,800,000	0	0	0	0	**3,800,000**

5-Year Summary of Projects by Funding Category

FM	Project Name	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OCST - OCST							
WC2	Syfrett Creek Bridge Study	1,125,000	1,125,000	1,125,000	1,125,000	0	**4,500,000**
WC3	Shadeville/Wakulla River Bridge Repairs	500,000	0	0	0	0	**500,000**
Total		**5,425,000**	**1,125,000**	**1,125,000**	**1,125,000**	**0**	**8,800,000**
RP - Road Paving							
WC4	Road Paving Rehinkle Road	500,000	0	0	0	0	**500,000**
Total		**500,000**	**0**	**0**	**0**	**0**	**500,000**
SA - STP, ANY AREA							
4269301	SR 12	0	0	6,210,354	0	0	**6,210,354**
4287391	SR 261 (US 319)	0	0	0	5,063,789	0	**5,063,789**
Total		**0**	**0**	**6,210,354**	**5,063,789**	**0**	**11,274,143**
SCOP - SMALL COUNTY OUTREACH PROGRAM							
4296831	CR 270A FLAT CREEK	0	2,162,684	0	0	0	**2,162,684**
Total		**0**	**2,162,684**	**0**	**0**	**0**	**2,162,684**
SCRA - SMALL COUNTY RESURFACING							
4299711	CR 270 WOODWARD ROAD	0	1,233,797	0	0	0	**1,233,797**
4299721	REHWINKEL ROAD	0	1,950,150	0	0	0	**1,950,150**
4299731	EMMETT WHALEY ROAD	0	737,525	0	0	0	**737,525**
Total		**0**	**3,921,472**	**0**	**0**	**0**	**3,921,472**
SE - STP, ENHANCEMENT							
4162723	CR 372 SURF ROAD	0	614,884	0	0	0	**614,884**
4238481	APALACH N. R/R DEPOT	518,500	0	0	0	0	**518,500**
4259411	CAPITAL CASCADE CONNECTOR BRIDGE	0	0	850,000	0	0	**850,000**
4280981	TOWN OF HAVANA	0	140,480	0	69,139	0	**209,619**
4281001	GADSDEN COUNTY	4,146	41,463	0	0	0	**45,609**

5-Year Summary of Projects by Funding Category

FM	Project Name	2011/12	2012/13	2013/14	2014/15	2015/16	Total
SE - STP, ENHANCEMENT							
4281011	GADSDEN COUNTY	10,140	101,403	0	0	0	**111,543**
4281291	SR 10 (US 90)	38,015	0	380,148	0	0	**418,163**
4298591	CAIRO STREET	0	0	20,000	0	0	**20,000**
4298601	MCDONALD STREET	0	0	20,000	0	0	**20,000**
4298611	SR 10 (US 90)	0	0	10,000	0	70,000	**80,000**
4298631	SR 10 (US 90)	0	0	10,000	0	100,000	**110,000**
Total		**570,801**	**898,230**	**1,290,148**	**69,139**	**170,000**	**2,998,318**
SL - STP, AREAS <= 200K							
4246081	SR 59 GAMBLE ROAD	2,767,407	0	0	0	0	**2,767,407**
4287461	SR 65	0	0	0	5,693,521	0	**5,693,521**
Total		**2,767,407**	**0**	**0**	**5,693,521**	**0**	**8,460,928**
SN - STP, MANDATORY NON-URBAN							
4230811	SR 20 (US 27)	0	4,066,305	0	0	0	**4,066,305**
Total		**0**	**4,066,305**	**0**	**0**	**0**	**4,066,305**
ST - Sales Tax							
057001	Intersection and Safety Improvements	750,000	750,000	0	0	0	**1,500,000**
Total		**750,000**	**750,000**	**0**	**0**	**0**	**1,500,000**
ST10 - STP EARMARKS - 2010							
4240093	SR 363 WOODVILLE HWY	249,957	0	0	0	0	**249,957**
Total		**249,957**	**0**	**0**	**0**	**0**	**249,957**
STE - Sales Tax Extension							
051005	Gaines Street	2,147,092	0	0	0	0	**2,147,092**
057001	Intersection and Safety Improvements	0	0	750,000	750,000	0	**1,500,000**
Total		**2,147,092**	**0**	**750,000**	**750,000**	**0**	**3,647,092**

5-Year Summary of Projects by Funding Category

FM	Project Name	2011/12	2012/13	2013/14	2014/15	2015/16	Total
SU - STP, URBAN AREAS > 200K							
4301521	Safe Routes to School Study	225,000	0	0	0	0	**225,000**
Total		**225,000**	**0**	**0**	**0**	**0**	**225,000**
SU - STP, URBAN AREAS > 200K							
2197221	SR 263 CAP CIR NW	3,000,000	4,000,000	3,511,433	4,590	0	**10,516,023**
4098032	CRTPA	0	0	0	0	1,000,000	**1,000,000**
4157828	SR 263 CAPITAL CIR.	2,708,743	0	0	0	0	**2,708,743**
4157829	SR 263 CAPITAL CIR	2,708,503	0	0	0	0	**2,708,503**
4301461	CAPITAL CITY	550,000	0	0	0	0	**550,000**
4301471	6TH AVENUE	0	0	0	0	600,000	**600,000**
4301481	SR 63 (US 27) MONROE	25,000	0	0	1,000,000	0	**1,025,000**
4301511	TRAILS & GREENWAYS	0	0	0	1,200,000	400,000	**1,600,000**
4301531	CAPITAL CITY	550,000	0	0	0	0	**550,000**
4301541	CR 2196 LAFAYETTE ST	850,000	0	0	0	0	**850,000**
Total		**10,392,246**	**4,000,000**	**3,511,433**	**2,204,590**	**2,000,000**	**22,108,269**
TDDR - TDDR							
2270881	GADSDEN CO.	19,468	19,468	19,468	19,468	19,468	**97,340**
2271021	JEFFERSON CO.	4,494	4,494	4,494	4,494	4,494	**22,470**
2271061	LEON CO.	40,116	40,116	40,116	40,116	40,116	**200,580**
2271221	WAKULLA CO.	3,690	3,690	3,690	3,690	3,690	**18,450**
Total		**67,768**	**67,768**	**67,768**	**67,768**	**67,768**	**338,840**
TDTF - TRANS DISADV - TRUST FUND							
2270881	GADSDEN CO.	252,498	257,503	260,283	264,555	264,555	**1,299,394**
2270882	GADSDEN CO.	19,348	19,348	19,348	18,039	18,039	**94,122**
2271021	JEFFERSON CO.	137,991	141,923	137,653	147,463	147,463	**712,493**

5-Year Summary of Projects by Funding Category

FM	Project Name	2011/12	2012/13	2013/14	2014/15	2015/16	Total
TDTF - TRANS DISADV - TRUST FUND							
2271022	JEFFERSON CO.	18,585	18,585	18,585	17,330	17,330	**90,415**
2271061	LEON CO.	417,985	429,381	401,170	445,438	445,438	**2,139,412**
2271062	LEON CO.	24,399	24,399	24,399	22,578	22,578	**118,353**
2271221	WAKULLA CO.	153,545	157,863	146,863	163,948	163,948	**786,167**
2271222	WAKULLA CO.	18,850	18,850	18,850	17,633	17,633	**91,816**
Total		**1,043,201**	**1,067,852**	**1,027,151**	**1,096,984**	**1,096,984**	**5,332,172**

5-Year Summary of Funding Source

GRAND TOTAL

Funding Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
Federal	88,346,699	52,181,483	70,654,818	49,929,557	35,305,017	**296,417,574**
Local	37,120,076	9,966,134	11,007,874	10,791,547	8,081,651	**76,967,282**
State	28,047,863	39,918,054	27,485,645	16,757,078	3,987,413	**116,196,053**
Total	**153,514,638**	**102,065,671**	**109,148,337**	**77,478,182**	**47,374,081**	**489,580,909**

5-Year Summary of Funding Source

Districtwide

Funding Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
Federal	234,833	0	0	0	0	**234,833**
Total	**234,833**	**0**	**0**	**0**	**0**	**234,833**

5-Year Summary of Funding Source

Gadsden

Funding Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
Federal	27,085,542	11,295,872	13,145,177	5,888,454	170,000	**57,585,045**
Local	347,526	343,811	380,472	64,558	31,558	**1,167,925**
State	2,074,644	10,240,309	18,877,616	568,436	552,144	**32,313,149**
Total	**29,507,712**	**21,879,992**	**32,403,265**	**6,521,448**	**753,702**	**91,066,119**

5-Year Summary of Funding Source

Jefferson

Funding Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
Federal	2,805,422	4,198,305	380,148	0	0	**7,383,875**
Local	15,794	16,269	16,906	16,884	16,884	**82,737**
State	2,821,605	10,742,789	160,732	1,598,309	169,287	**15,492,722**
Total	**5,642,821**	**14,957,363**	**557,786**	**1,615,193**	**186,171**	**22,959,334**

5-Year Summary of Funding Source

Leon

Funding Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
Federal	49,148,646	35,967,422	57,003,493	44,041,103	35,135,017	**221,295,681**
Local	30,478,628	8,463,104	9,466,846	9,566,478	8,014,582	**65,989,638**
State	22,513,779	14,901,534	8,277,894	14,223,244	2,905,711	**62,822,162**
Total	**102,141,053**	**59,332,060**	**74,748,233**	**67,830,825**	**46,055,310**	**350,107,481**

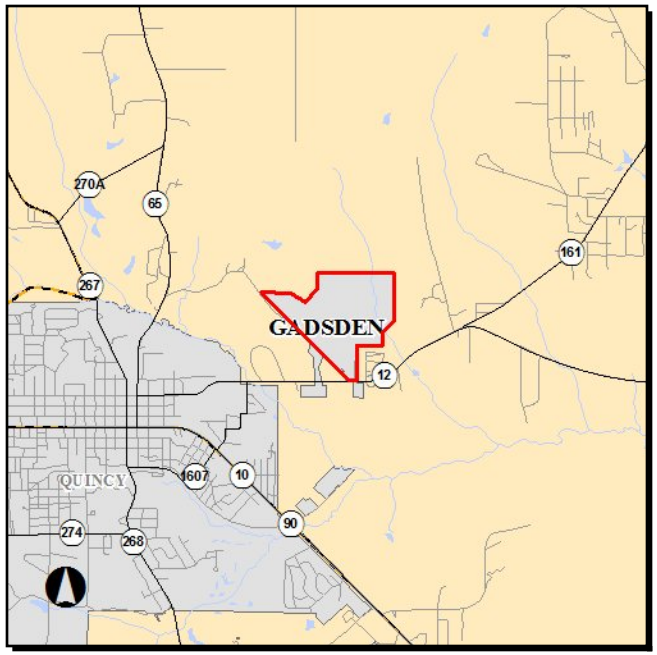
5-Year Summary of Funding Source

Wakulla

Funding Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
Federal	9,072,256	719,884	126,000	0	0	**9,918,140**
Local	6,278,128	1,142,950	1,143,650	1,143,627	18,627	**9,726,982**
State	637,835	4,033,422	169,403	367,089	360,271	**5,568,020**
Total	**15,988,219**	**5,896,256**	**1,439,053**	**1,510,716**	**378,898**	**25,213,142**

Section A - Aviation (State/Federally Funded)

4203722 QUINCY MUNICIPAL



Work Summary: AVIATION CAPACITY PROJECT

From: AIRPORT

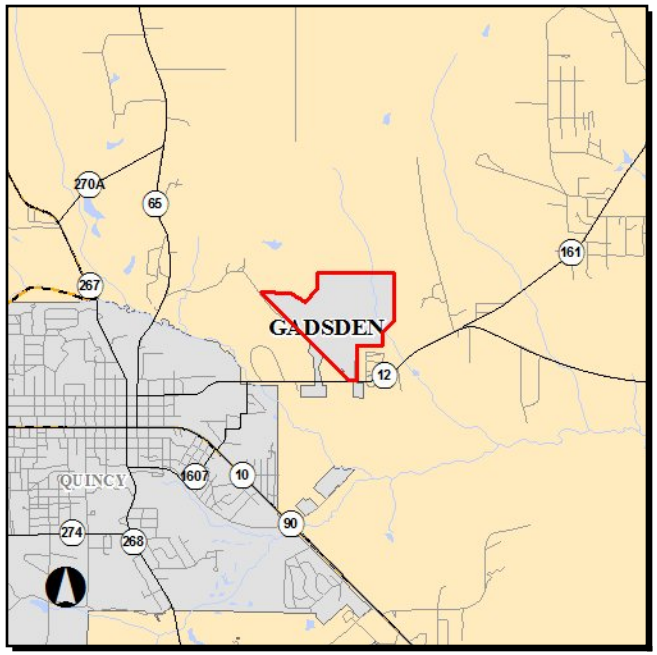
To: CONST PARALLEL TAXIWAY

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	0	0	0	0	250,082	**250,082**
Total		**0**	**0**	**0**	**0**	**250,082**	**250,082**

Project Description:

4223041 QUINCY MUNICIPAL



Work Summary: AVIATION **From:** AIRPORT

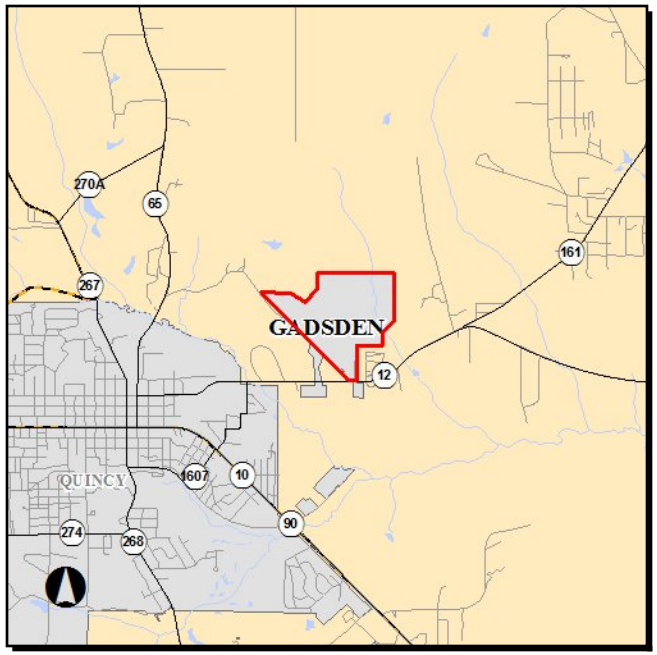
To: CONSTRUCT T-HANGAR

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	400,000	0	0	0	0	**400,000**
Total		**400,000**	**0**	**0**	**0**	**0**	**400,000**

Project Description: Provides state funding for the construction of a T-hangar.

4223051 QUINCY MUNICIPAL



Work Summary: AVIATION CAPACITY PROJECT

From: AIRPORT

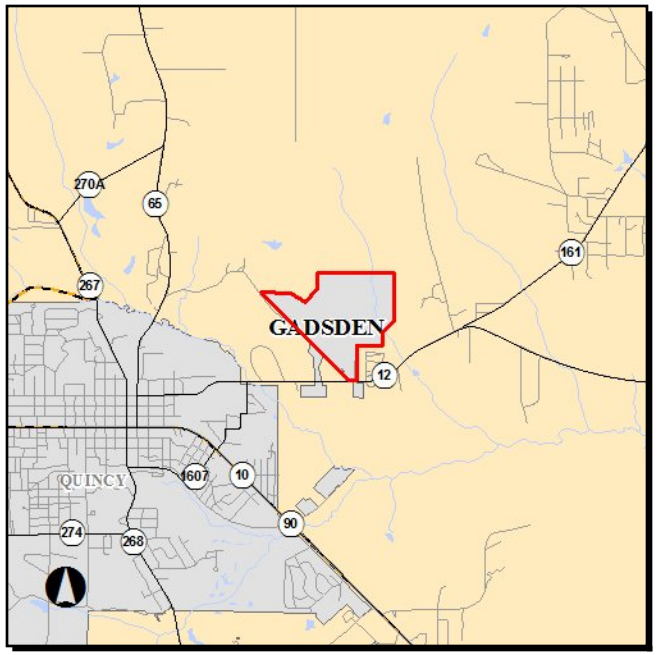
To: UPDATE MASTER PLAN

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DPTO	150,000	0	0	0	0	**150,000**
Total		**150,000**	**0**	**0**	**0**	**0**	**150,000**

Project Description: Provides state funding for the update of the airport's master plan.

4223052 QUINCY MUNICIPAL



Work Summary: AVIATION **From:** AIRPORT

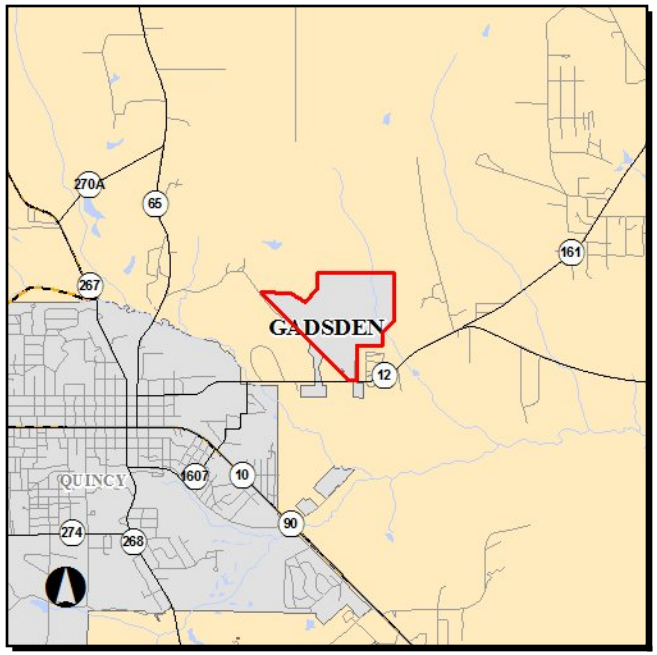
To: CONSTRUCT HANGARS

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	0	500,000	0	0	0	**500,000**
Total		**0**	**500,000**	**0**	**0**	**0**	**500,000**

Project Description: Provides state funding to construct airport hangar.

4256111 QUINCY MUNICIPAL



Work Summary: AVIATION

From: AIRPORT CONSTRUCT MAINT.

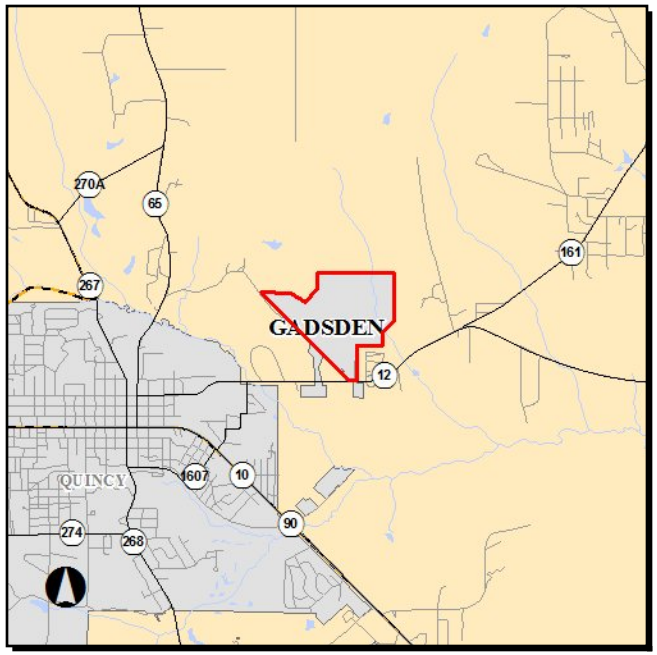
To: HANGAR & BYPASS TAXIWAY

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DPTO	0	0	250,000	0	0	**250,000**
Total		**0**	**0**	**250,000**	**0**	**0**	**250,000**

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

4256112 QUINCY MUNICIPAL



Work Summary: AVIATION PRESERVATION

From: AIRPORT SEALCOAT & MARK

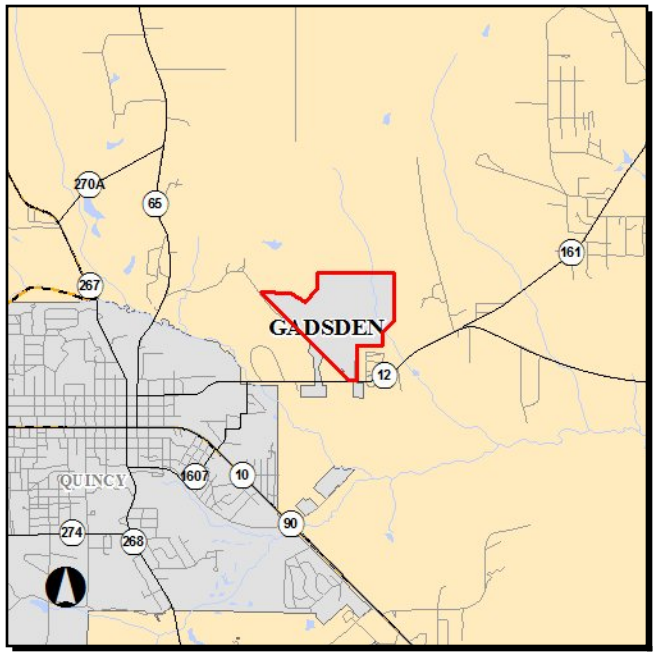
To: T-HANGER ACCESS TAXIWAYS

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DPTO	0	0	0	80,000	0	**80,000**
Total		**0**	**0**	**0**	**80,000**	**0**	**80,000**

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

4256113 QUINCY MUNICIPAL



Work Summary: AVIATION PRESERVATION

From: AIRPORT CONSTRUCT

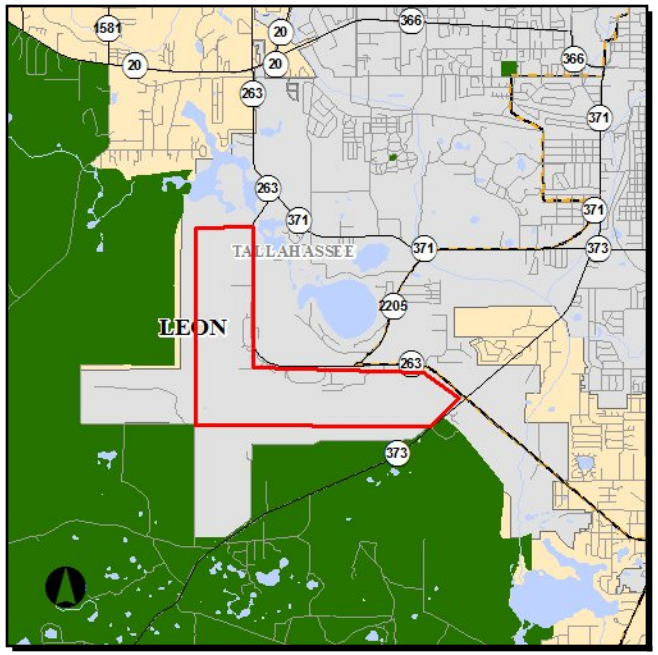
To: T-HANGER ACCESS ROAD

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DPTO	0	0	0	101,818	0	**101,818**
Total		**0**	**0**	**0**	**101,818**	**0**	**101,818**

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

2267691 TALLAHASSEE REGIONAL



Work Summary: AVIATION **From:** AIRPORT

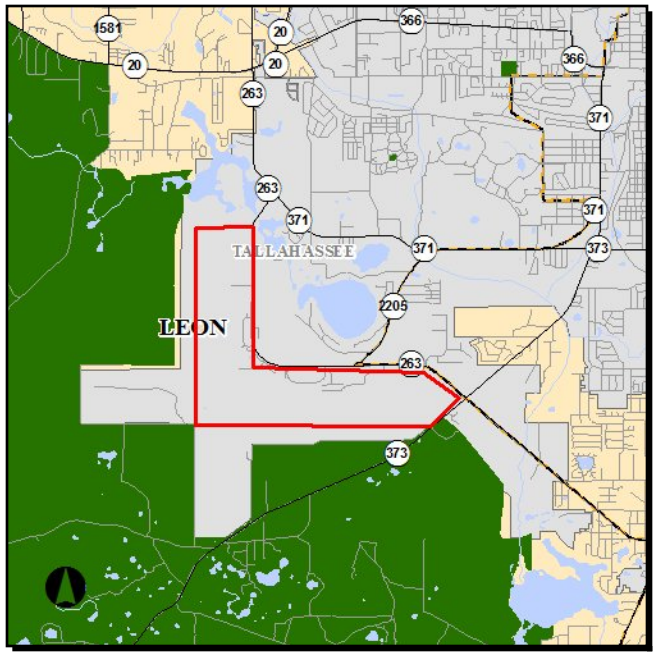
To: CONSTRUCT HANGER

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	0	0	0	600,000	0	**600,000**
CAP (94)	LF	0	0	0	600,000	0	**600,000**
Total		**0**	**0**	**0**	**1,200,000**	**0**	**1,200,000**

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

2267811 TALLAHASSEE REGIONAL



Work Summary: AVIATION SECURITY PROJECT

From: AIRPORT

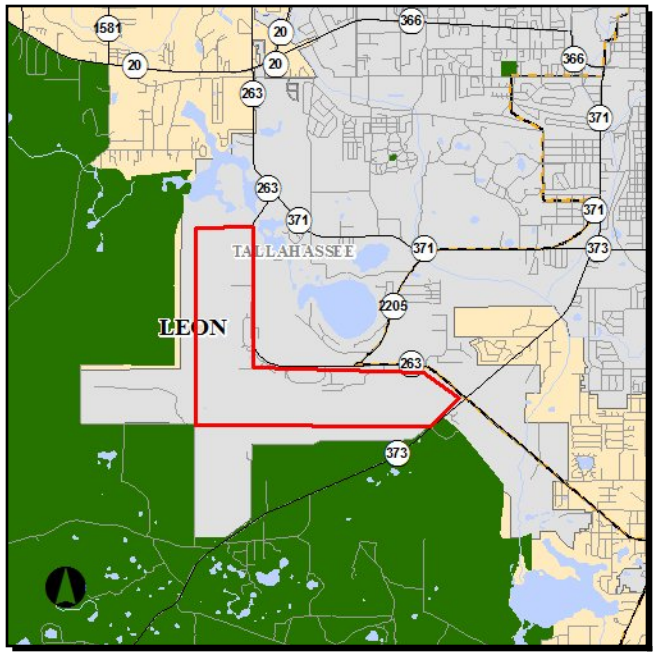
To: TERMINAL REHAB

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	0	303,419	400,000	0	0	**703,419**
CAP (94)	LF	0	400,000	400,000	0	0	**800,000**
CAP (94)	DPTO	0	96,581	0	0	0	**96,581**
Total		**0**	**800,000**	**800,000**	**0**	**0**	**1,600,000**

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

2267812 TALLAHASSEE REGIONAL



Work Summary: AVIATION SAFETY PROJECT

From: AIRPORT

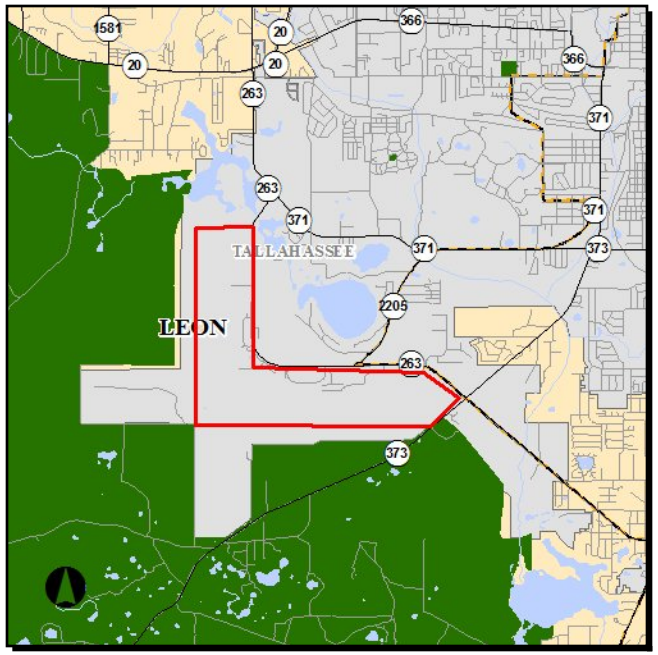
To: TERMINAL REHAB

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	0	12,500	0	0	0	**12,500**
CAP (94)	LF	0	12,500	0	0	0	**12,500**
CAP (94)	FAA	0	475,000	0	0	0	**475,000**
Total		**0**	**500,000**	**0**	**0**	**0**	**500,000**

Project Description: Provides federal funding for an aviation security project (including state and local match).

2267813 TALLAHASSEE REGIONAL



Work Summary: AVIATION SAFETY PROJECT

From: AIRPORT

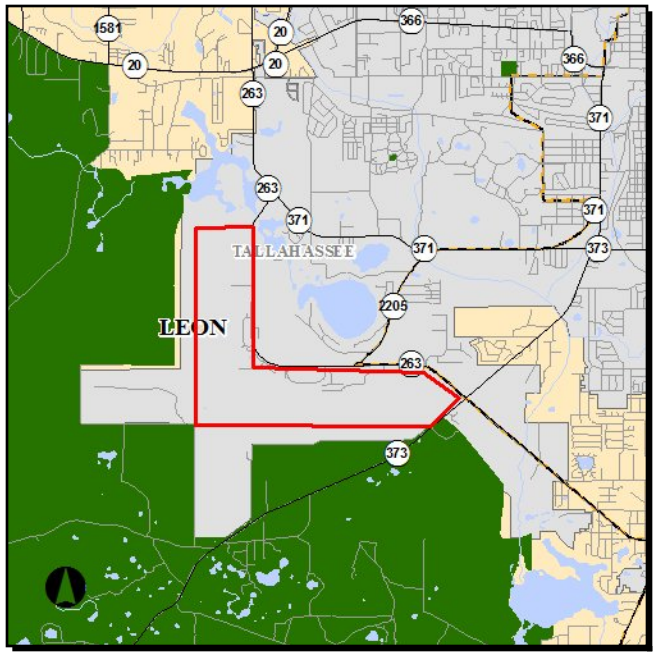
To: TERMINAL REHAB

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	0	12,500	0	0	0	**12,500**
CAP (94)	LF	0	12,500	0	0	0	**12,500**
CAP (94)	FAA	0	475,000	0	0	0	**475,000**
Total		**0**	**500,000**	**0**	**0**	**0**	**500,000**

Project Description: Provides federal funding for an aviation security project (includes state and local match).

2267814 TALLAHASSEE REGIONAL



Work Summary: AVIATION CAPACITY PROJECT

From: AIRPORT

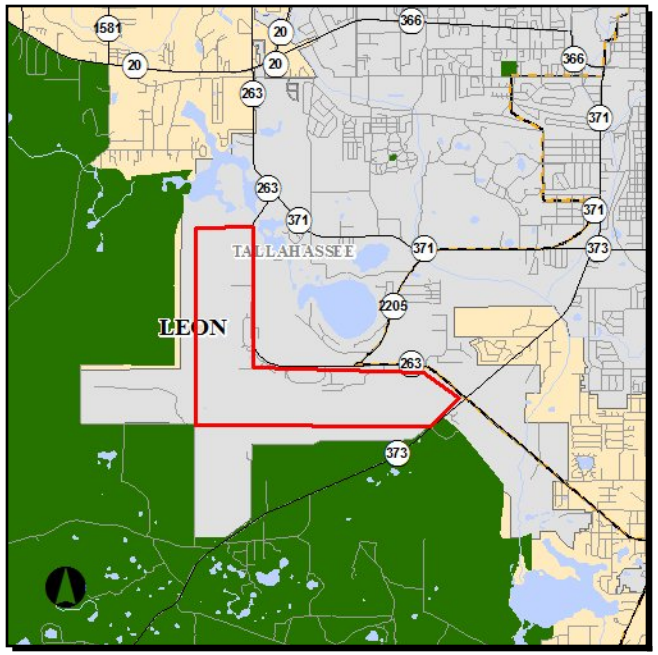
To: TERMINAL REHAB

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	0	39,000	0	0	0	**39,000**
CAP (94)	LF	0	39,000	0	0	0	**39,000**
CAP (94)	FAA	0	1,482	0	0	0	**1,482**
Total		**0**	**79,482**	**0**	**0**	**0**	**79,482**

Project Description: Provides funding for an aviation capacity project .

2267815 TALLAHASSEE REGIONAL



Work Summary: AVIATION PRESERVATION

From: AIRPORT

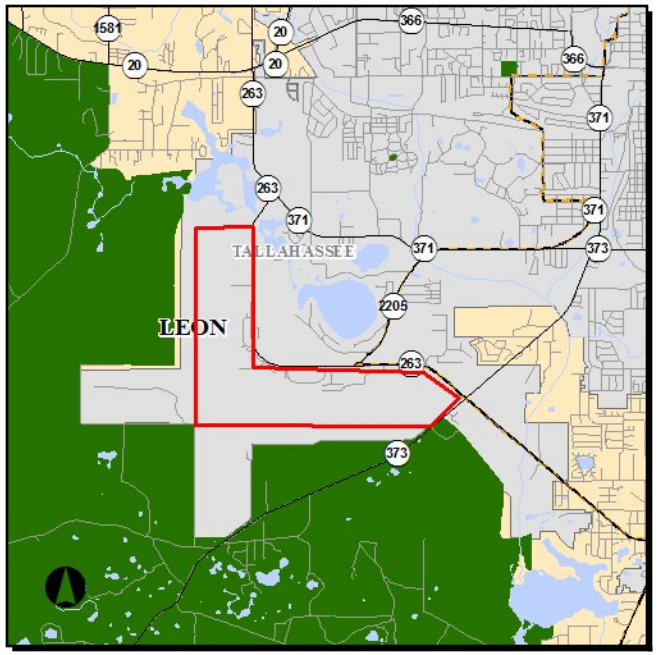
To: SOUTH APRON REHAB CONST

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	0	0	0	125,000	0	**125,000**
CAP (94)	LF	0	0	0	125,000	0	**125,000**
CAP (94)	FAA	0	0	0	4,750,000	0	**4,750,000**
Total		**0**	**0**	**0**	**5,000,000**	**0**	**5,000,000**

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

2267816 TALLAHASSEE REGIONAL



Work Summary: AVIATION PRESERVATION

From: AIRPORT

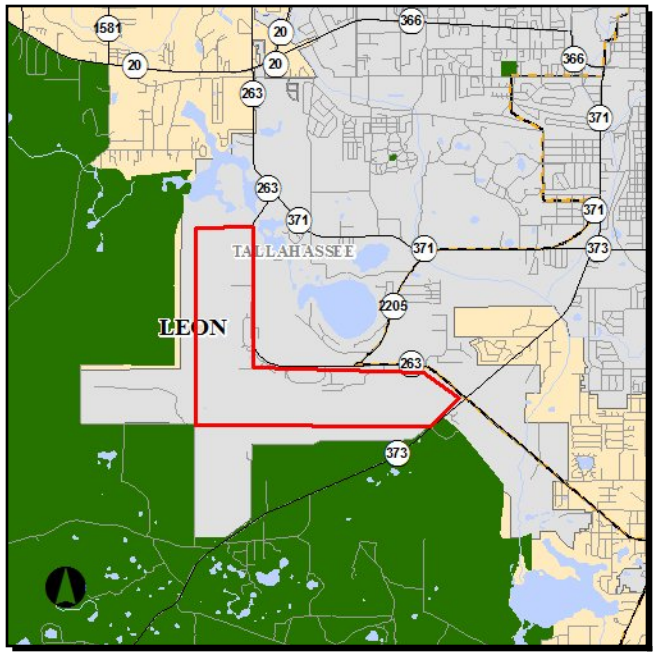
To: TERMINAL REHAB

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	0	0	0	0	400,000	**400,000**
CAP (94)	LF	0	0	0	0	400,000	**400,000**
Total		**0**	**0**	**0**	**0**	**800,000**	**800,000**

Project Description:

2267921 TALLAHASSEE REGIONAL



Work Summary: AVIATION **From:** AIRPORT

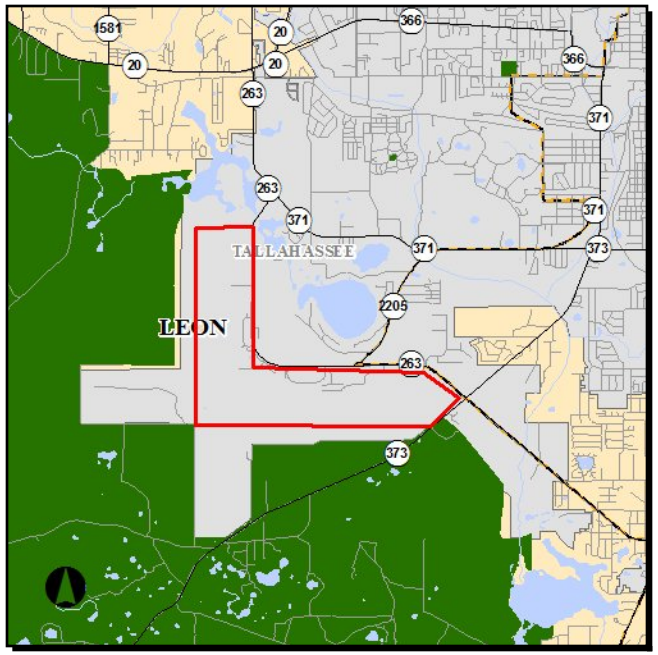
To: MARKETING STUDY

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	LF	0	0	50,000	0	0	**50,000**
CAP (94)	DPTO	0	0	50,000	0	0	**50,000**
Total		**0**	**0**	**100,000**	**0**	**0**	**100,000**

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

2267922 TALLAHASSEE REGIONAL



Work Summary: AVIATION PRESERVATION

From: AIRPORT

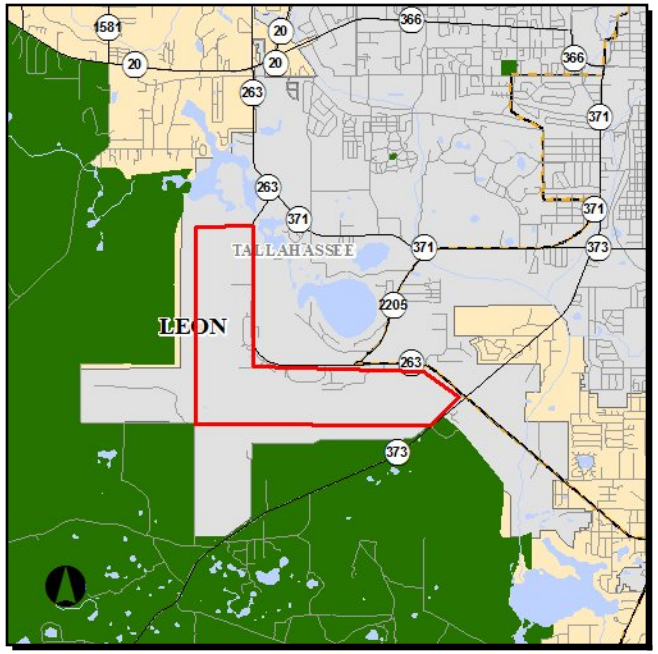
To: MARKETING STUDY

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	0	0	0	0	50,000	**50,000**
CAP (94)	LF	0	0	0	0	50,000	**50,000**
Total		**0**	**0**	**0**	**0**	**100,000**	**100,000**

Project Description:

4122101 TALLAHASSEE REGIONAL



Work Summary: AVIATION **From:** AIRPORT

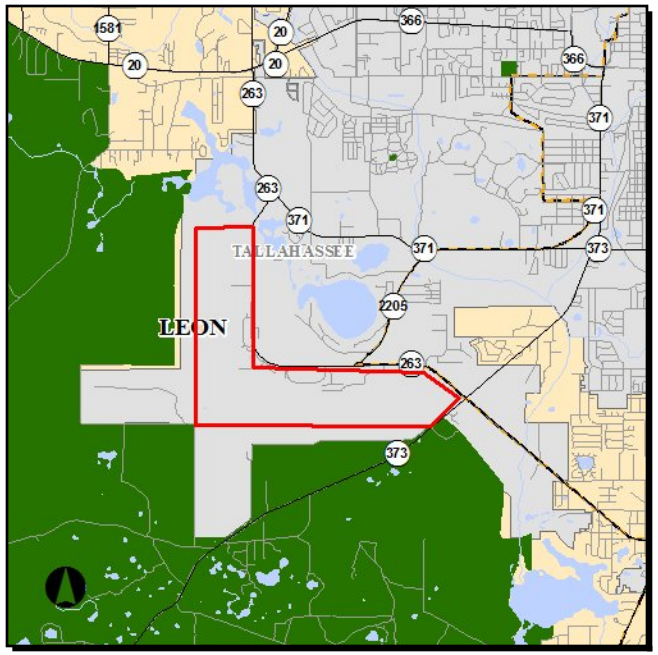
To: OVERLAY RUNWAY

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	LF	500,050	0	0	0	0	**500,050**
CAP (94)	DPTO	500,050	0	0	0	0	**500,050**
Total		**1,000,100**	**0**	**0**	**0**	**0**	**1,000,100**

Project Description: Provides federal and state funds for airport overlay runway project.

4122102 TALLAHASSEE REGIONAL



Work Summary: AVIATION PRESERVATION

From: AIRPORT

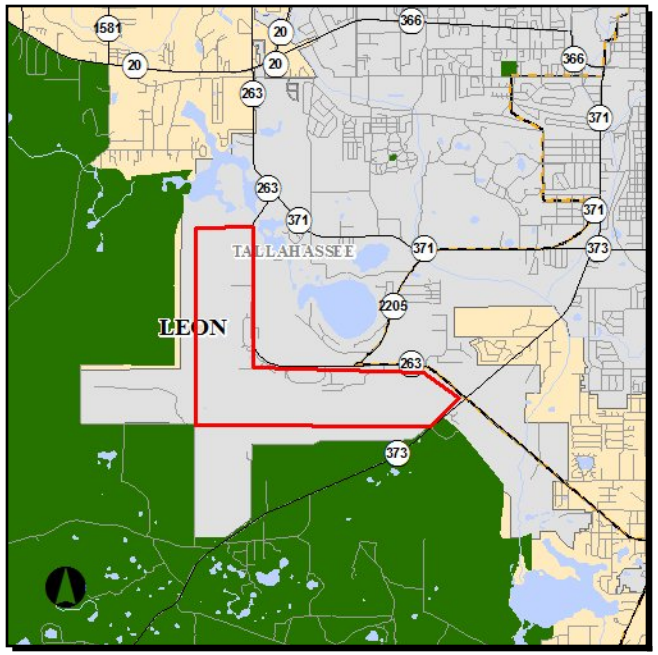
To: OVERLAY OF RUNWAY

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	0	0	0	0	300,000	**300,000**
CAP (94)	LF	0	0	0	0	300,000	**300,000**
Total		**0**	**0**	**0**	**0**	**600,000**	**600,000**

Project Description:

4160101 TALLAHASSEE REGIONAL



Work Summary: AVIATION SAFETY PROJECT

From: AIRPORT

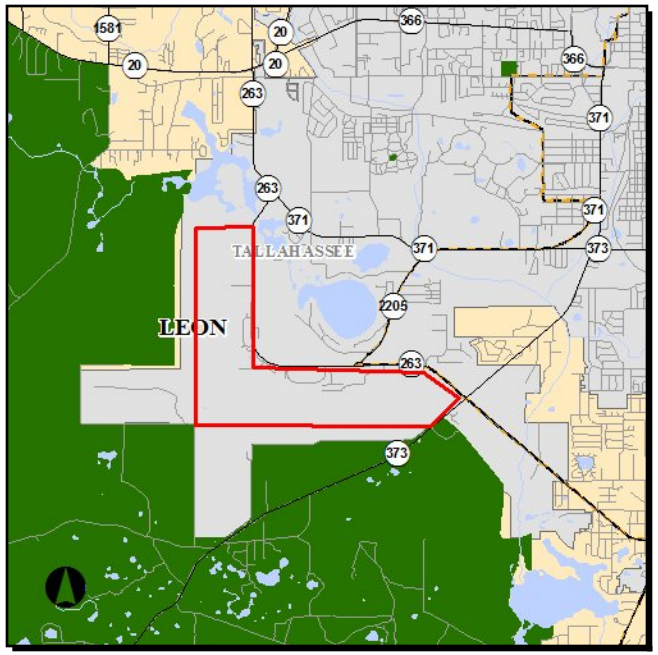
To: UPGRADE CONTROL TOWER

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	0	0	267,221	0	0	**267,221**
CAP (94)	LF	0	0	400,000	0	0	**400,000**
CAP (94)	DPTO	0	0	132,779	0	0	**132,779**
Total		**0**	**0**	**800,000**	**0**	**0**	**800,000**

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

4160102 TALLAHASSEE REGIONAL



Work Summary: AVIATION PRESERVATION

From: AIRPORT

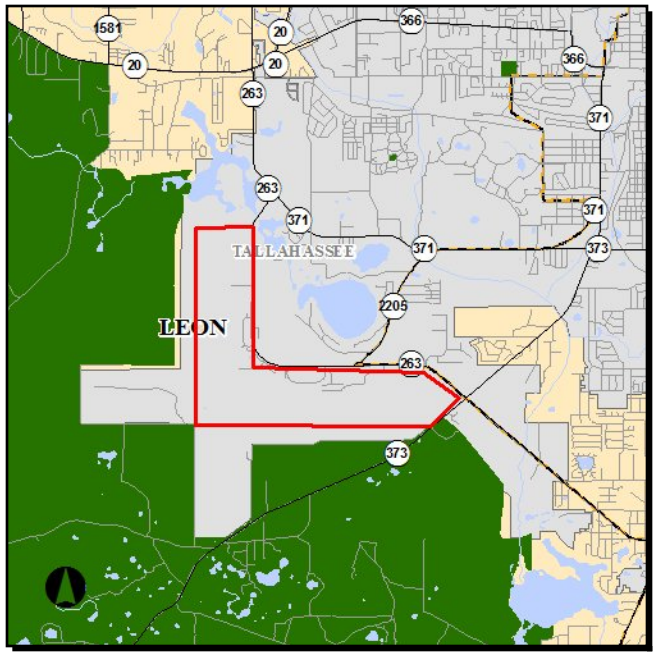
To: REHAB TAXIWAYS

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	0	0	0	125,000	125,000	**250,000**
CAP (94)	LF	0	0	0	125,000	125,000	**250,000**
Total		**0**	**0**	**0**	**250,000**	**250,000**	**500,000**

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

4160103 TALLAHASSEE REGIONAL



Work Summary: AVIATION PRESERVATION

From: AIRPORT

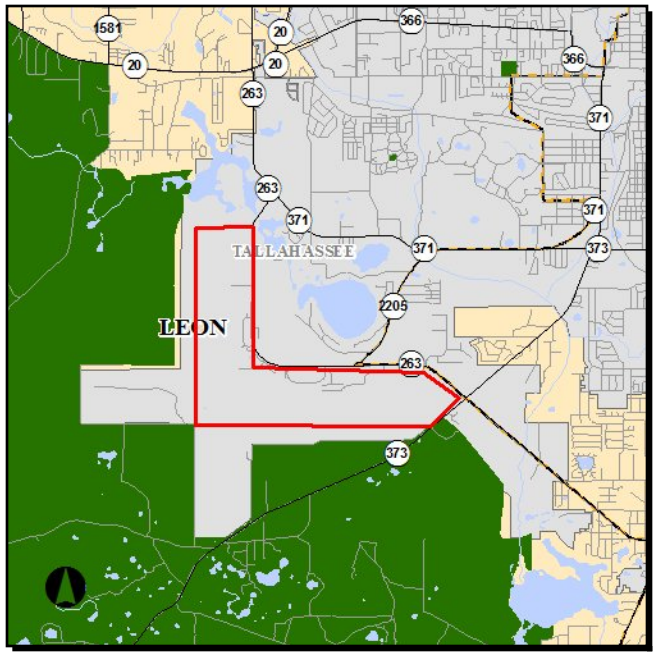
To: AARF STATION REHAB

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	0	0	0	0	25,000	**25,000**
CAP (94)	LF	0	0	0	0	25,000	**25,000**
CAP (94)	FAA	0	0	0	0	950,000	**950,000**
Total		**0**	**0**	**0**	**0**	**1,000,000**	**1,000,000**

Project Description:

4203681 TALLAHASSEE REGIONAL



Work Summary: AVIATION SAFETY PROJECT

From: AIRPORT

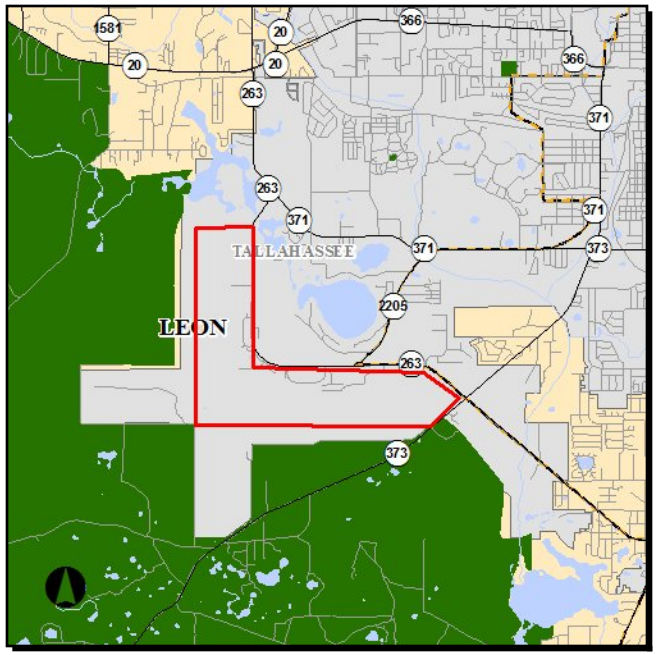
To: APRON REHAB

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	LF	0	0	0	31,250	0	**31,250**
CAP (94)	DPTO	0	0	0	31,250	0	**31,250**
CAP (94)	FAA	0	0	0	1,187,500	0	**1,187,500**
Total		**0**	**0**	**0**	**1,250,000**	**0**	**1,250,000**

Project Description: Provides federal funding for an airport rehabiliation project (includes state and local match).

4223014 TALLAHASSEE REGIONAL



Work Summary: AVIATION PRESERVATION

From: AIRPORT

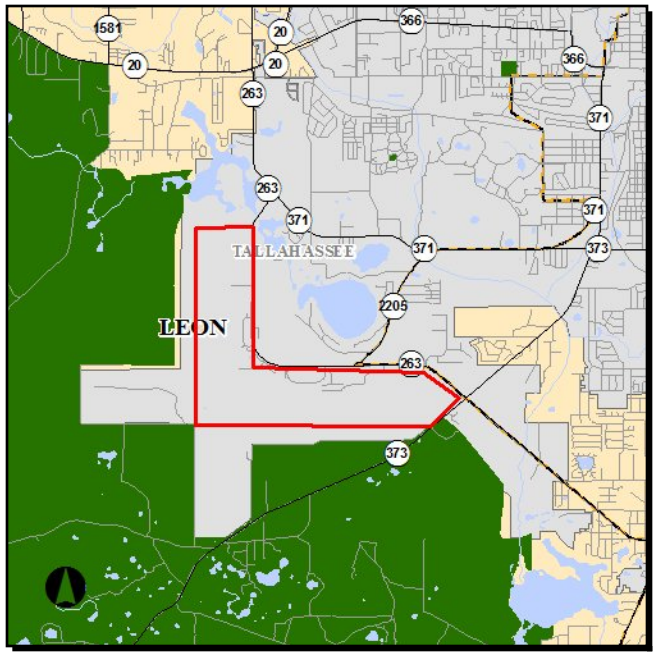
To: AIRFIELD PRESERVATION

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	100,000	100,000	0	0	0	**200,000**
CAP (94)	LF	100,000	100,000	100,000	0	0	**300,000**
CAP (94)	DPTO	0	0	100,000	0	0	**100,000**
Total		**200,000**	**200,000**	**200,000**	**0**	**0**	**600,000**

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

4223015 TALLAHASSEE REGIONAL



Work Summary: AVIATION PRESERVATION

From: AIRPORT

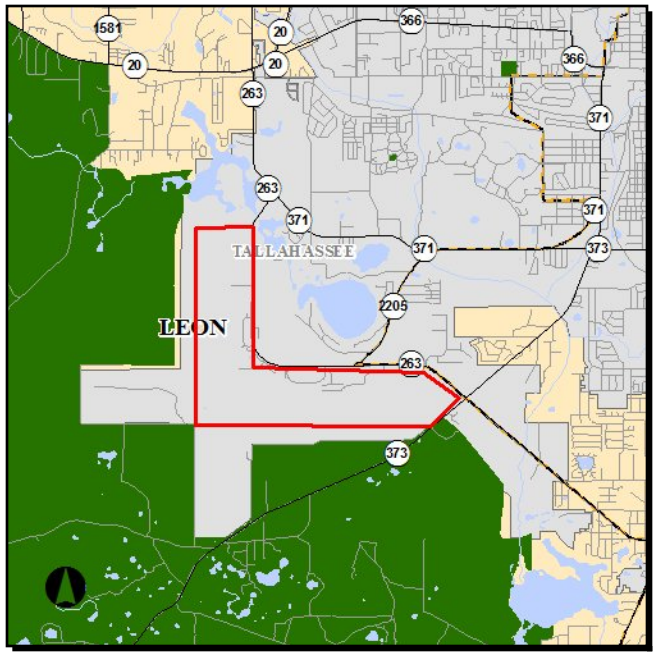
To: AIRFIELD PRESERVATION

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	0	0	0	0	100,000	**100,000**
CAP (94)	LF	0	0	0	0	100,000	**100,000**
Total		**0**	**0**	**0**	**0**	**200,000**	**200,000**

Project Description:

4256201 TALLAHASSEE REGIONAL



Work Summary: AVIATION PRESERVATION

From: AIRPORT UPDATE AIRPORT

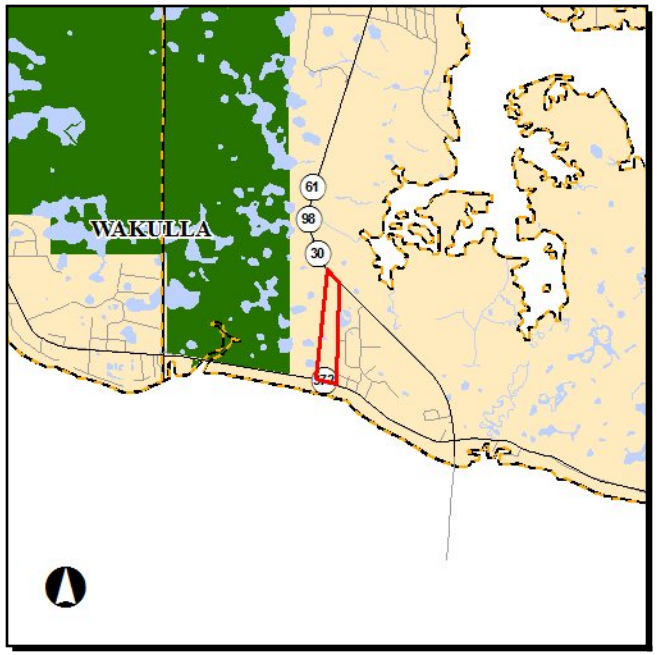
To: DEV. OF REGIONAL IMPACTS

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	LF	0	0	250,000	0	0	**250,000**
CAP (94)	DPTO	0	0	250,000	0	0	**250,000**
Total		**0**	**0**	**500,000**	**0**	**0**	**500,000**

Project Description: Provides state and local funding associated with the airport's development of regional impact (DRI) update.

4223061 WAKULLA COUNTY



Work Summary: AVIATION PRESERVATION

From: AIRPORT

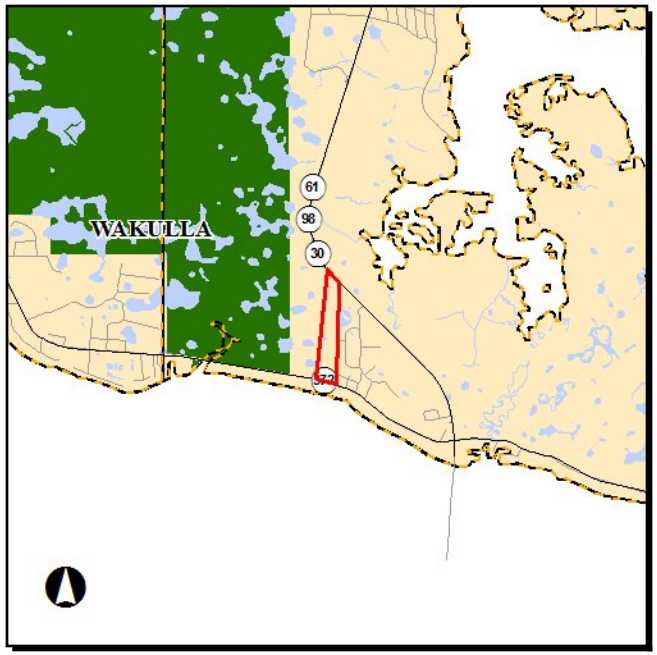
To: INSTALL RUNWAY LIGHTING

Project Location: Wakulla County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DPTO	75,000	0	0	0	0	**75,000**
Total		**75,000**	**0**	**0**	**0**	**0**	**75,000**

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

4223062 WAKULLA COUNTY



Work Summary: AVIATION **From:** AIRPORT

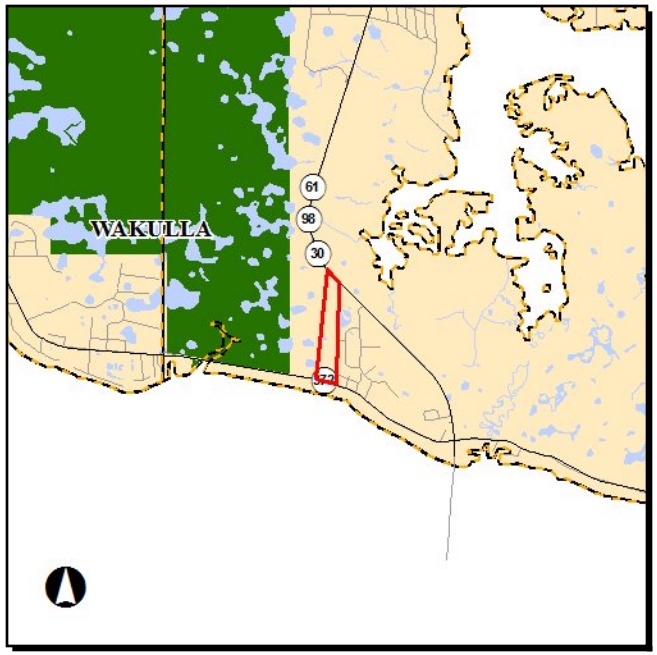
To: LAND ACQUISITION

Project Location: Wakulla County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	0	0	0	92,035	0	**92,035**
CAP (94)	DPTO	0	0	0	89,783	0	**89,783**
Total		**0**	**0**	**0**	**181,818**	**0**	**181,818**

Project Description: Provides state funding for land acquisition.

4223063 WAKULLA COUNTY



Work Summary: AVIATION **From:** AIRPORT

To: LAND ACQUISITION

Project Location: Wakulla County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DDR	0	0	0	0	175,000	**175,000**
Total		**0**	**0**	**0**	**0**	**175,000**	**175,000**

Project Description:

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

4281032 GADSDEN COUNTY



Work Summary: BIKE LANE/SIDEWALK **From:** BICYCLE/PEDESTRIAN

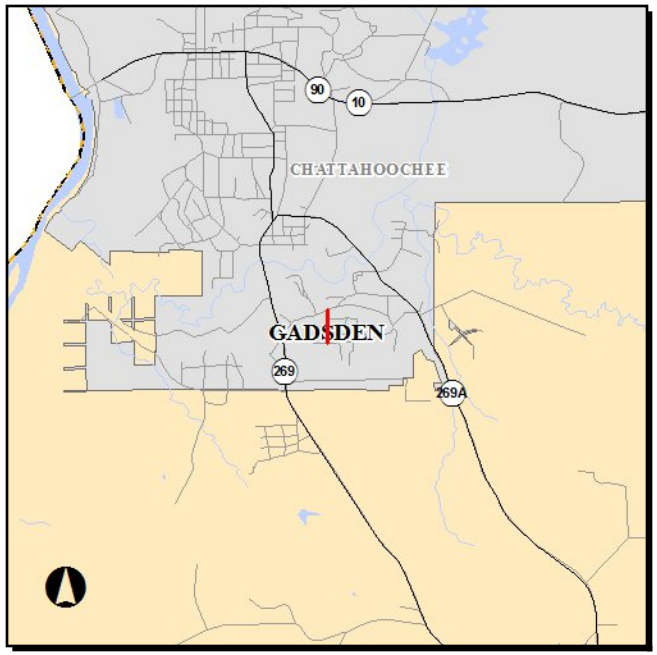
To: NETWORK DEVELOPMENT

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	ACSU	0	210,000	252,000	0	0	**462,000**
Total		**0**	**210,000**	**252,000**	**0**	**0**	**462,000**

Project Description: Provides funds for the construction of bicycle and pedestrian projects in Gadsden County.

4298591 CAIRO STREET



Work Summary: SIDEWALK **From:** FROM LINE STREET

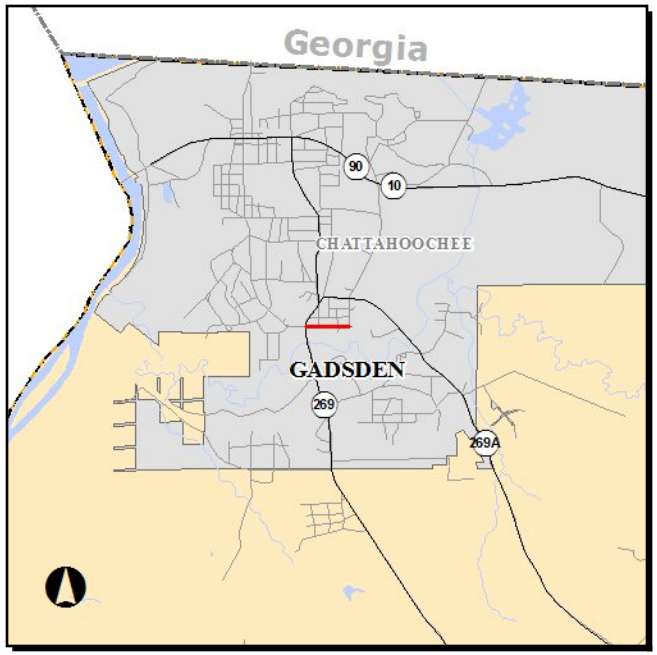
To: TO MLK JR BLVD

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (38)	SE	0	0	20,000	0	0	**20,000**
Total		**0**	**0**	**20,000**	**0**	**0**	**20,000**

Project Description: Provides funding for the construction of a sidewalk on Cairo street from Line Street to Martin Luther King, Jr. Boulevard (Chattahoochee)(project length: .017 miles).

4298601 MCDONALD STREET



Work Summary: SIDEWALK **From:** FROM CR 269 MAIN STREET

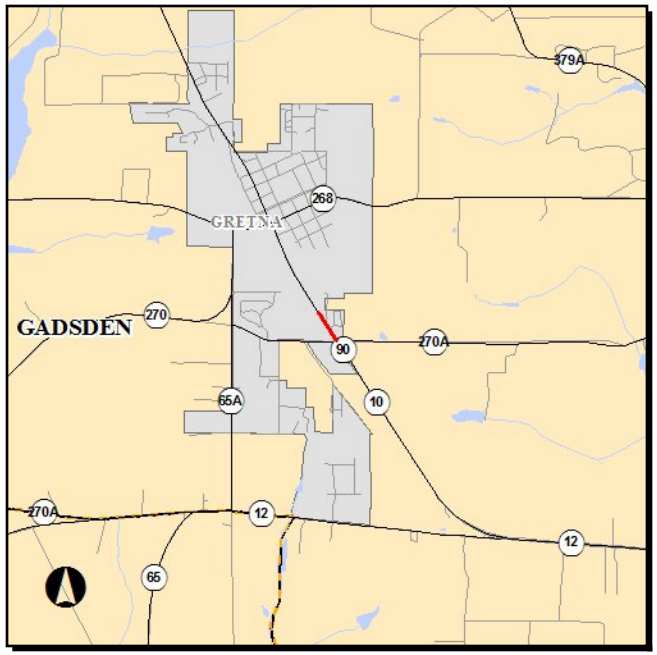
To: TO MAPLE STREET

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (38)	SE	0	0	20,000	0	0	**20,000**
Total		**0**	**0**	**20,000**	**0**	**0**	**20,000**

Project Description: Provides funds for the construction of a sidewalk on McDonald Avenue from Main Street (CR 269) to Maple Street (Chattahoochee)(project length: .013 miles).

4298611 SR 10 (US 90)



Work Summary: SIDEWALK **From:** FROM N OF ELLIS CIRCLE

To: TO CR 270A LUTEN ROAD

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (38)	SE	0	0	10,000	0	0	**10,000**
CST (58)	SE	0	0	0	0	70,000	**70,000**
Total		**0**	**0**	**10,000**	**0**	**70,000**	**80,000**

Project Description: Provides funds for the construction of a sidewalk on US 90 from n. of Ellis Circle to Luten Road (CR 270A)(Gretna)(project lenght: .02 miles).

4298631 SR 10 (US 90)



Work Summary: SIDEWALK **From:** FROM NORTH AVENUE

To: TO LANIER DRIVE

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (38)	SE	0	0	10,000	0	0	**10,000**
CST (58)	SE	0	0	0	0	100,000	**100,000**
Total		**0**	**0**	**10,000**	**0**	**100,000**	**110,000**

Project Description: Provides funds for the construction of a sidewalk on US 90 from North Avenue to Lanier Drive (Gretna)(project length: .4 miles).

4281291 SR 10 (US 90)



Work Summary: SIDEWALK **From:** FROM HOLLY ROAD

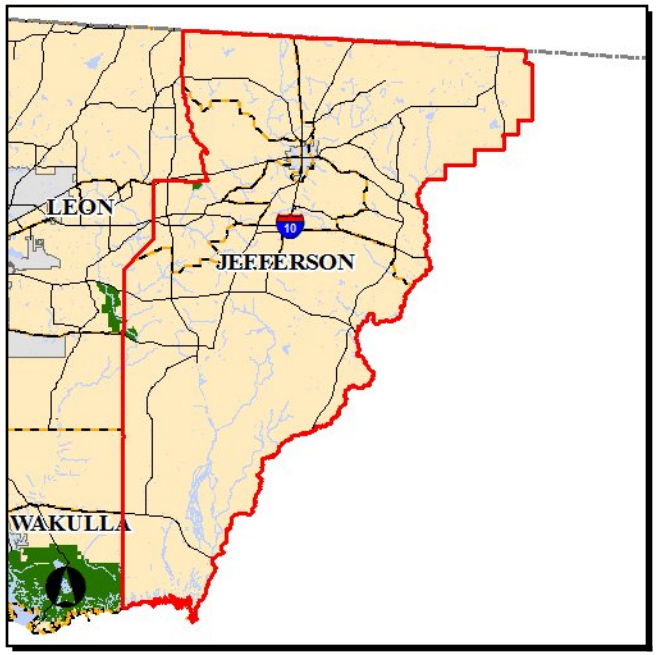
To: TO WILLOW STREET

Project Location: Jefferson County **Length:** 0.171

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (38)	SE	38,015	0	0	0	0	**38,015**
CST (58)	SE	0	0	380,148	0	0	**380,148**
Total		**38,015**	**0**	**380,148**	**0**	**0**	**418,163**

Project Description: Provides federal funding to construct a sidewalk on US 90 from Holly Road to Willow Street.

4301501 JEFFERSON COUNTY



Work Summary: BIKE LANE/SIDEWALK **From:** BICYCLE/PEDESTRIAN

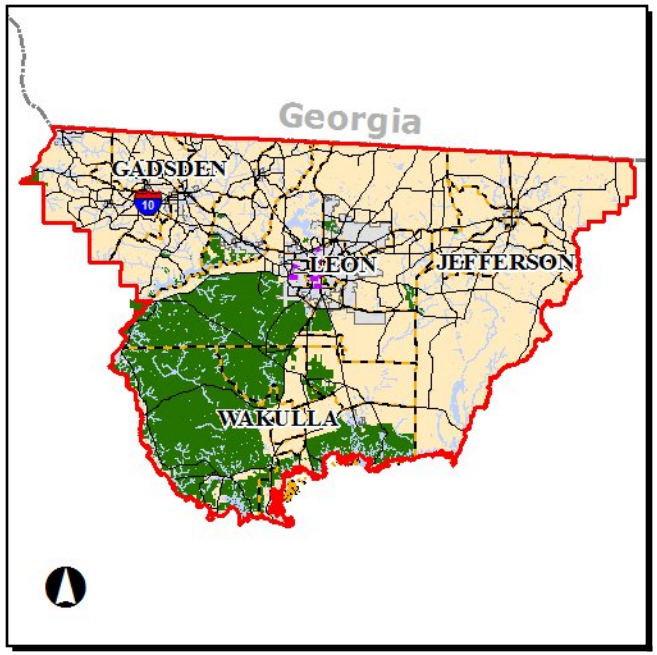
To: NETWORK DEVELOPMENT

Project Location: Jefferson County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	ACSU	0	132,000	0	0	0	**132,000**
Total		**0**	**132,000**	**0**	**0**	**0**	**132,000**

Project Description: Provides funding to construct bicycle and pedestrian projects in Jefferson County.

4098032 CRTPA



Work Summary: SAFETY PROJECT **From:** BICYCLE/PEDESTRIAN

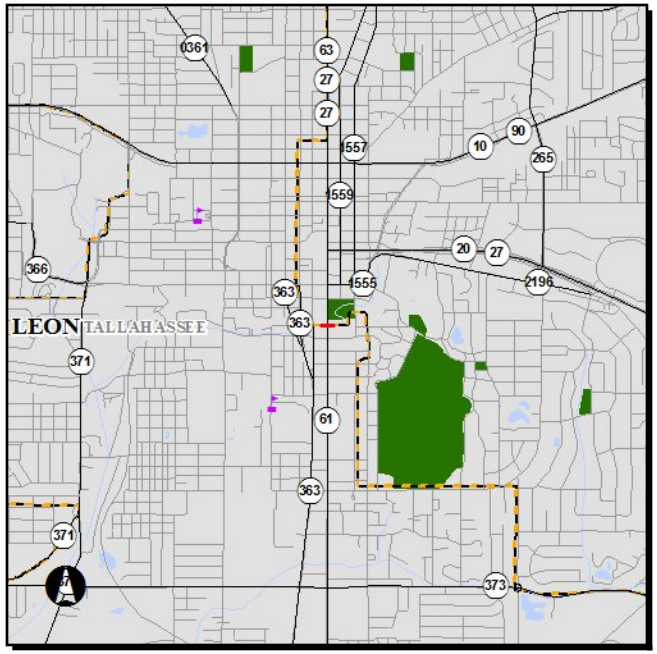
To: PROJECTS

Project Location: Leon County **Length:** 0.100

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	SU	0	0	0	0	1,000,000	**1,000,000**
Total		**0**	**0**	**0**	**0**	**1,000,000**	**1,000,000**

Project Description: This project provides funding for bicycle and pedestrians projects within the CRTPA region. Specific projects remain to be identified. This funding is consistent with the agency's September 21, 2010 board meeting whereby the agency voted to annually set aside $1 million for bicycle and pedestrian projects as the agency's number one transportation priority project.

4259411 CAPITAL CASCADE CONNECTOR BRIDGE



Work Summary: PEDESTRIAN/WILDLIFE OVERPASS

From: CONNECTOR BRIDGE

To:

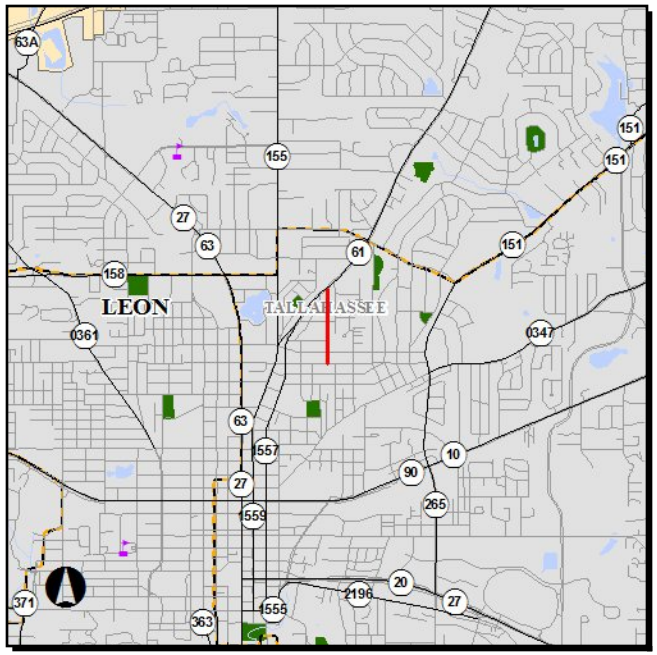
Project Location: Leon County

Length: 0.011

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	SE	0	0	850,000	0	0	**850,000**
Total		**0**	**0**	**850,000**	**0**	**0**	**850,000**

Project Description: This project will span South Monroe Street to provide bicyclists and pedestrians a safe crossing by connecting Cascade Park to the FAMU and FSU campuses as well as the revitalizing Gaines Street Corridor. Design consultant selection is underway. This project is being developed by Blueprint 2000. For more information contact Dave Bright (701-2740).

4286231 Midtown Connector Improvements



Work Summary: SIDEWALK **From:** Thomasville Road

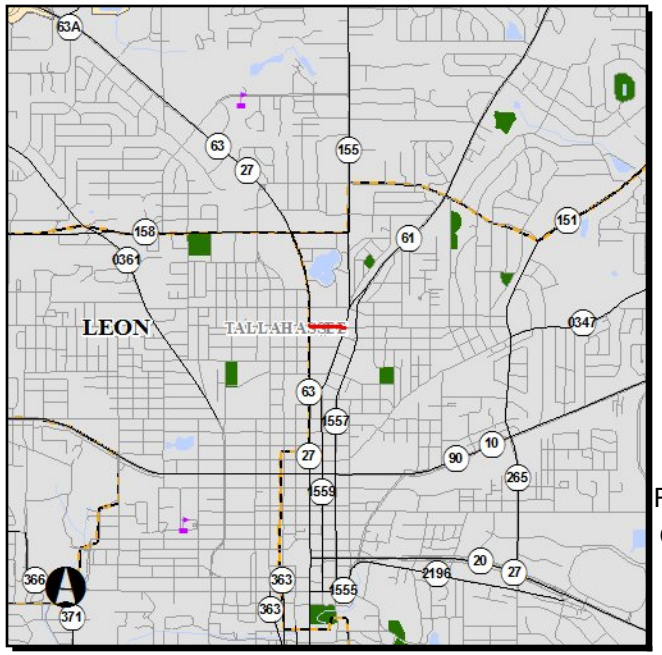
To: Sixth Avenue

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	ACSE	210,000	0	0	0	0	**210,000**
Total		**210,000**	**0**	**0**	**0**	**0**	**210,000**

Project Description: Transportation enhancement project that involves the construction of a sidewalk on Colonial Drive from Thomasville Road to E. Sixth Avenue. This project is being managed by the City of Tallahassee.

4301471 6TH AVENUE



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

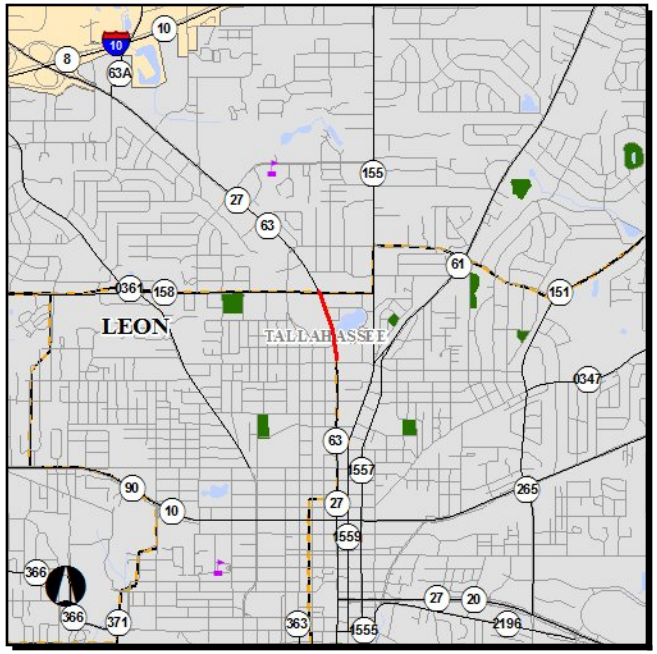
To: TO SR 61 THOMASVILLE HWY

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (38)	ACSU	0	165,000	0	0	0	**165,000**
ROW (48)	ACSU	0	0	550,000	0	0	**550,000**
CST (58)	SU	0	0	0	0	600,000	**600,000**
Total		**0**	**165,000**	**550,000**	**0**	**600,000**	**1,315,000**

Project Description: Provides funding to construct sidewalks on Sixth Avenue between Monroe Street and Thomasville Road.

4301481 SR 63 (US 27) MONROE



Work Summary: PEDESTRIAN SAFETY IMPROVEMENT

From: LAKE ELLA PEDESTRIAN

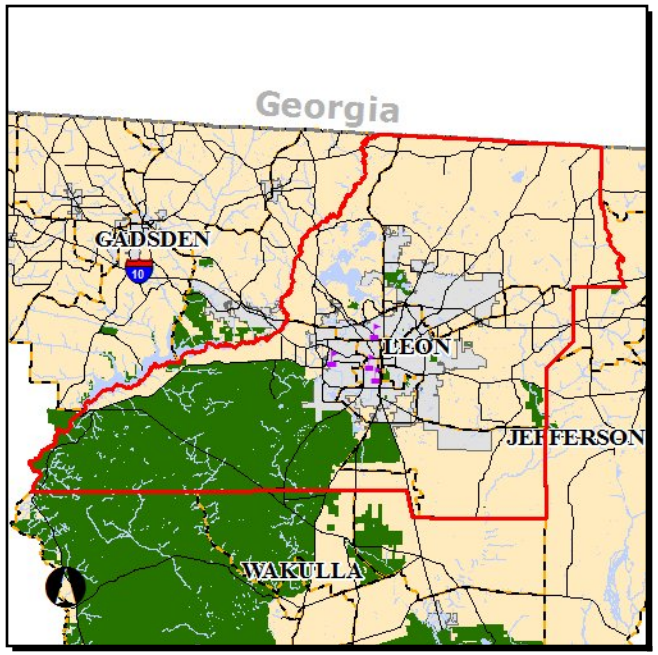
To: IMPROVEMENTS

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PLN (18)	SU	25,000	0	0	0	0	**25,000**
PE (38)	ACSU	0	172,000	0	0	0	**172,000**
CST (58)	SU	0	0	0	1,000,000	0	**1,000,000**
Total		**25,000**	**172,000**	**0**	**1,000,000**	**0**	**1,197,000**

Project Description: Provides funds to study and implement access management improvements (including construction of medians) along the Monroe Street Lake Ella corridor (from Tharpe Avenue to Seventh Avenue).

4301511 TRAILS & GREENWAYS



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

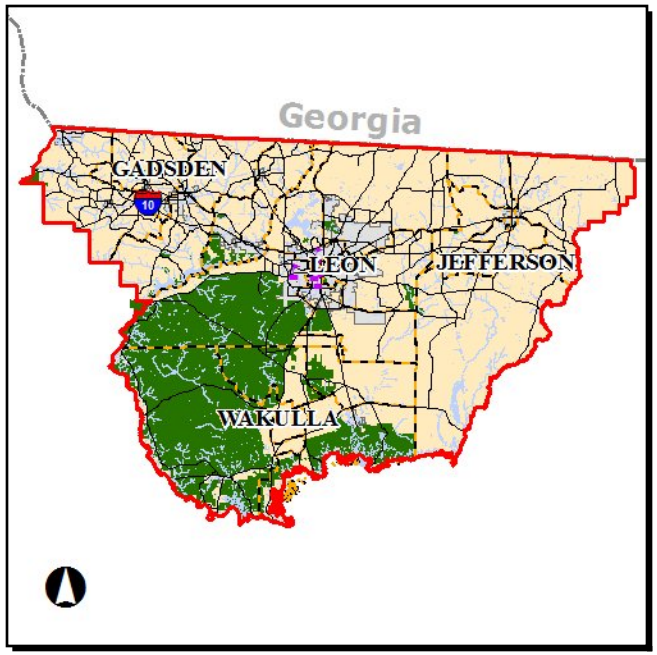
To: LEON COUNTY

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (38)	ACSU	0	216,000	0	0	0	**216,000**
CST (58)	SU	0	0	0	1,200,000	400,000	**1,600,000**
Total		**0**	**216,000**	**0**	**1,200,000**	**400,000**	**1,816,000**

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

4301521 Safe Routes to School Study



Work Summary: TRANSPORTATION PLANNING

From:

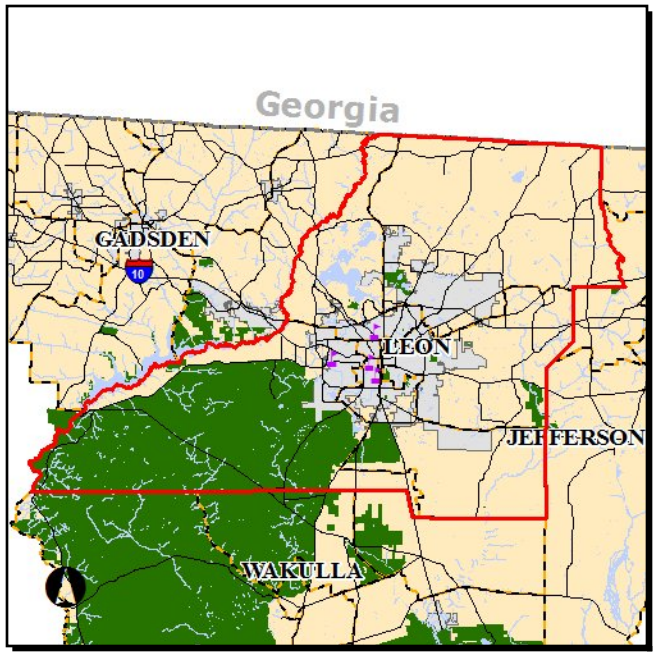
To:

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PLN (18)	SU	225,000	0	0	0	0	**225,000**
PLN (19)	EBOH	9,833	0	0	0	0	**9,833**
Total		**234,833**	**0**	**0**	**0**	**0**	**234,833**

Project Description: This is a CRTPA region wide (Gadsden, Jefferson, Leon and Wakulla counties) study to inventory existing school routes and incorporate new school facilities into a comprehensive region wide plan.

4301531 CAPITAL CITY



Work Summary: PD&E/EMO STUDY **From:** TO THE SEA TRAIL

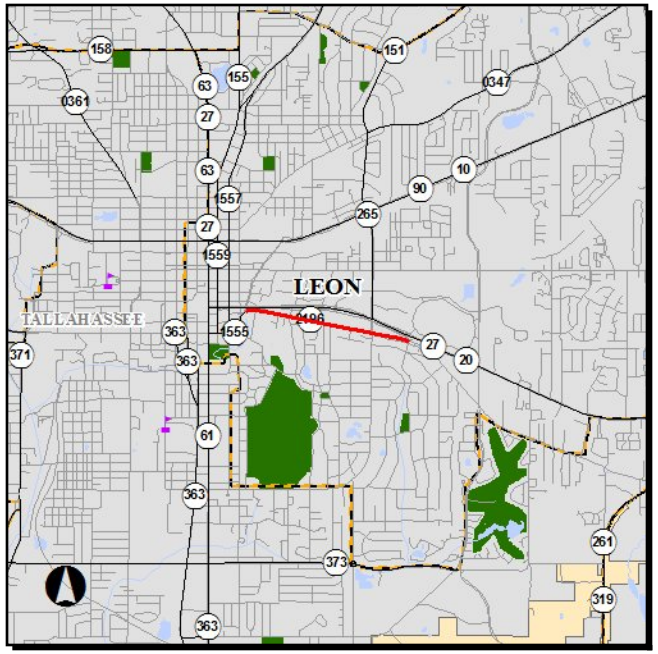
To: LEON COUNTY

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PDE (28)	SU	550,000	0	0	0	0	**550,000**
Total		**550,000**	**0**	**0**	**0**	**0**	**550,000**

Project Description: Provides funds to study the Leon County portion of the proposed Capital City to the Sea Trail project.

4301541 CR 2196 LAFAYETTE ST



Work Summary: BIKE LANE/SIDEWALK **From:** FROM FRANKLIN BLVD

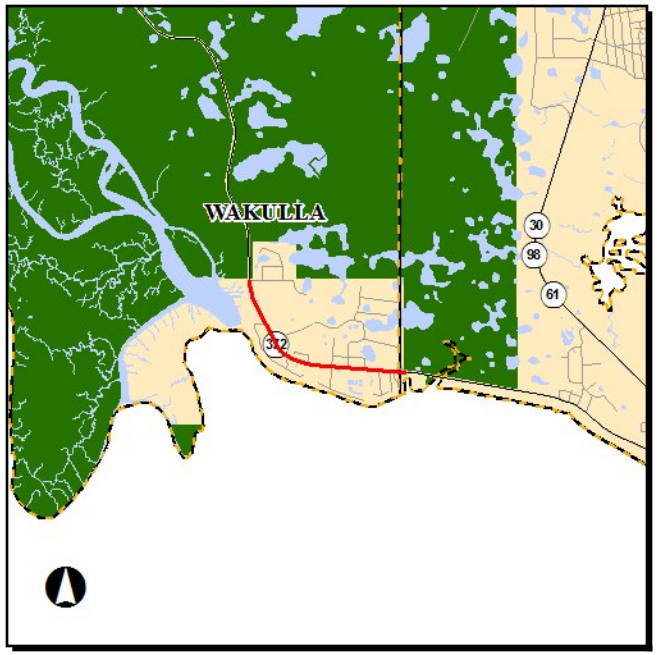
To: TO WINCHESTER LANE

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	SU	850,000	0	0	0	0	**850,000**
Total		**850,000**	**0**	**0**	**0**	**0**	**850,000**

Project Description: Provides funding to implement bicycle and pedestrian improvements along the Lafayette Street corridor in coordination with Leon County and the City of Tallahassee.

4162723 CR 372 SURF ROAD



Work Summary: BIKE LANE/SIDEWALK **From:** OCHLOCKNEE BAY TRAIL

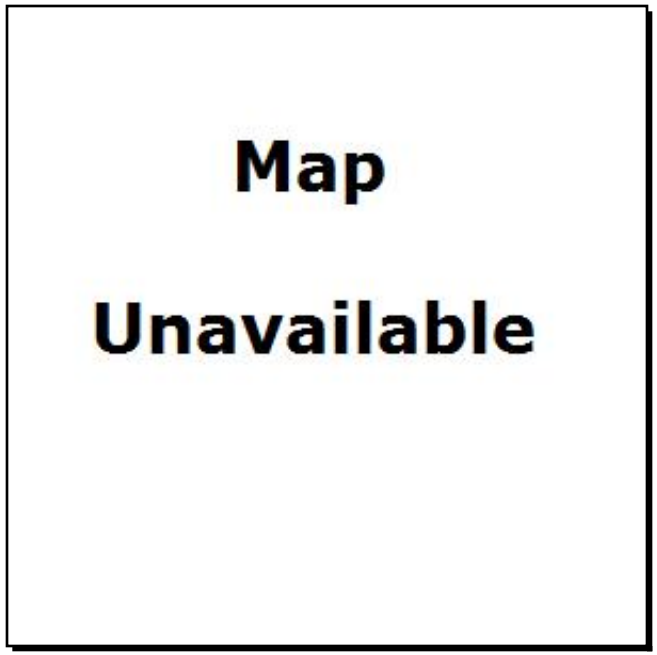
To: PHASE III

Project Location: Wakulla County **Length:** 1.392

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (61)	SE	0	1,000	0	0	0	**1,000**
CST (58)	SE	0	613,884	0	0	0	**613,884**
Total		**0**	**614,884**	**0**	**0**	**0**	**614,884**

Project Description: Provides federal funding for the construction of Phase III of the Ochlocknee Bay Trail.

4301461 CAPITAL CITY



Work Summary: PD&E/EMO STUDY **From:** TO THE SEA TRAIL

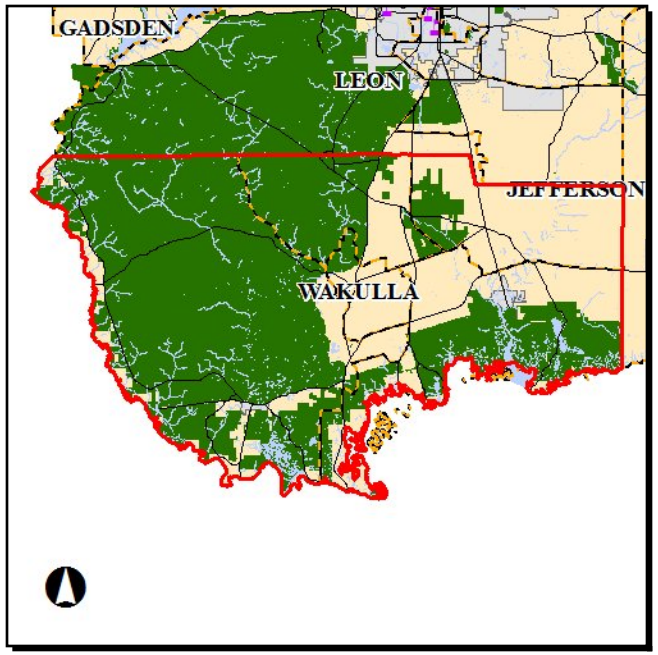
To: WAKULLA COUNTY

Project Location: Wakulla County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PDE (28)	SU	550,000	0	0	0	0	**550,000**
Total		**550,000**	**0**	**0**	**0**	**0**	**550,000**

Project Description: Provides funding to study the Wakulla County portion of the proposed Capital City to the Sea Trail.

4301491 WAKULLA COUNTY



Work Summary: BIKE LANE/SIDEWALK **From:** BICYCLE/PEDESTRIAN

To: NETWORK DEVELOPMENT

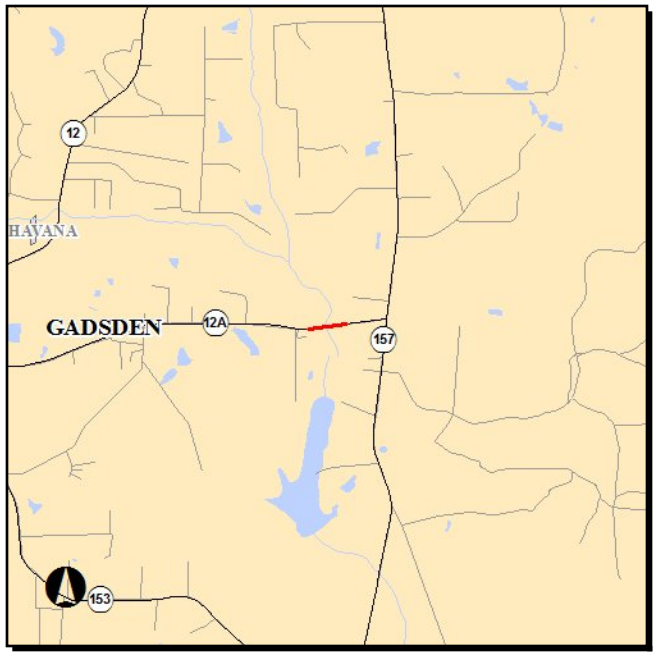
Project Location: Wakulla County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	ACSU	0	105,000	126,000	0	0	**231,000**
Total		**0**	**105,000**	**126,000**	**0**	**0**	**231,000**

Project Description: Provides funds to construct bicycle and pedestrian projects in Wakulla County.

Section C - Bridge (State/Federally Funded)

4134851 CR 12A



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

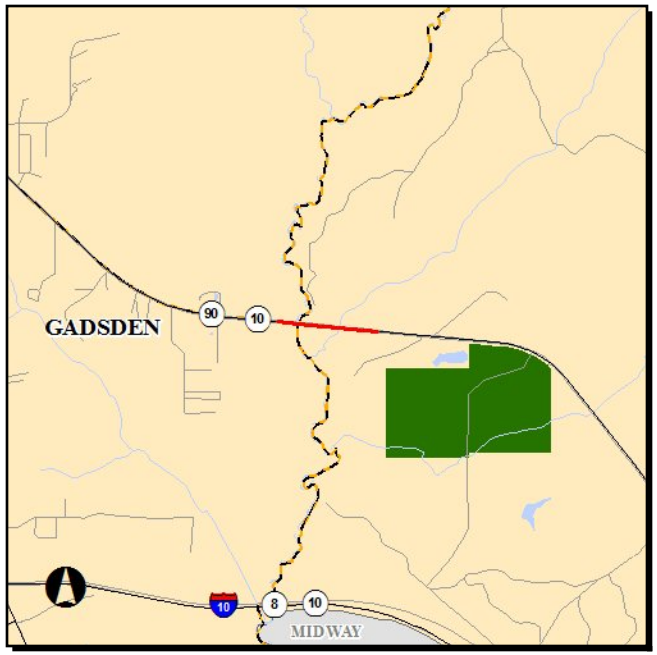
To: BRIDGE NO.500035

Project Location: Gadsden County **Length:** 0.265

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (52)	BRTZ	1,758,063	0	0	0	0	**1,758,063**
CST (61)	BRTZ	19,954	0	0	0	0	**19,954**
CST (62)	BRTZ	291,708	0	0	0	0	**291,708**
Total		**2,069,725**	**0**	**0**	**0**	**0**	**2,069,725**

Project Description: Provides federal funding for a bridge replacement over unnamed creek (located east of the Town of Havana).

4228231 SR 10 (US 90)



Work Summary: BRIDGE REPLACEMENT **From:** OVER LITTLE RIVER

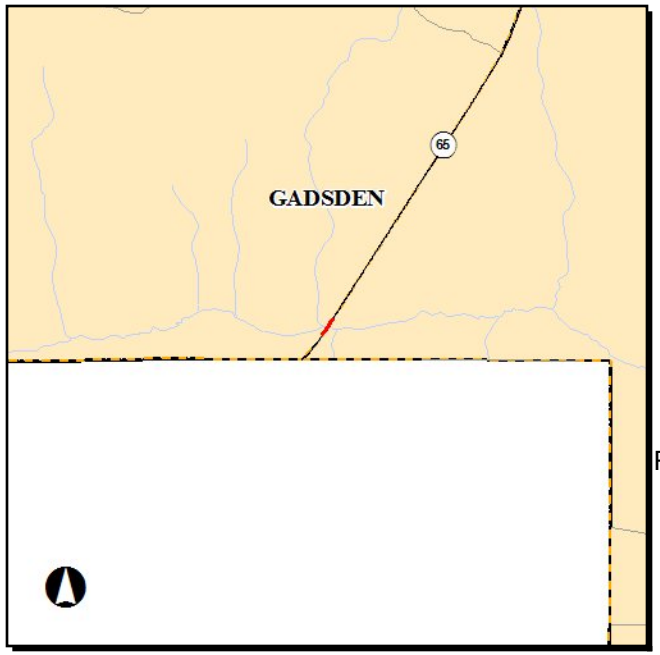
To: BR NOS. 500018 & 500063

Project Location: Gadsden County **Length:** 0.601

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (61)	ACBR	0	126,920	0	0	0	**126,920**
CST (62)	ACBR	0	2,151,460	0	0	0	**2,151,460**
CST (52)	BNBR	0	5,346,854	0	0	0	**5,346,854**
CST (52)	ACBR	0	8,524,146	0	0	0	**8,524,146**
Total		**0**	**16,149,380**	**0**	**0**	**0**	**16,149,380**

Project Description: Provides federal and state funding for a bridge replacement over Little River (located east of the City of Quincy).

4238581 SR 65



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

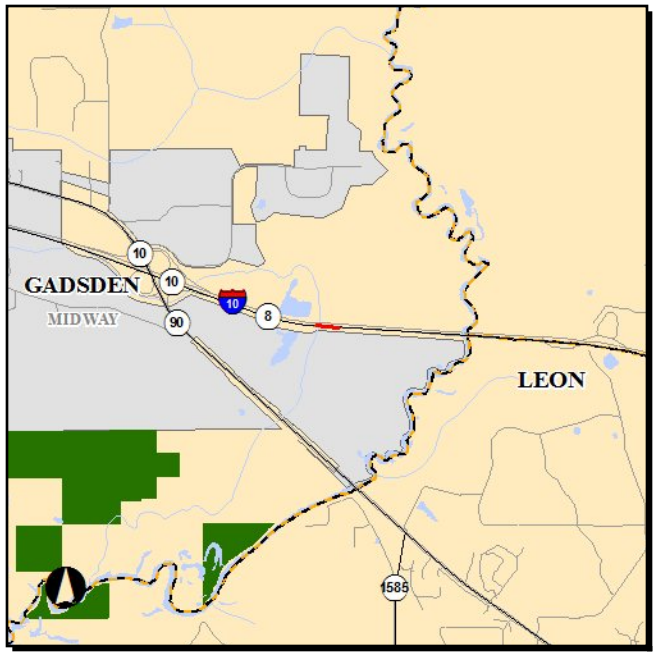
To: BRIDGE NO. 500048

Project Location: Gadsden County **Length:** 0.028

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
ROW (41)	DIH	10,350	0	0	0	0	**10,350**
CST (61)	ACBR	0	0	43,796	0	0	**43,796**
CST (62)	ACBR	0	0	686,826	0	0	**686,826**
CST (52)	ACBR	0	0	4,243,776	0	0	**4,243,776**
Total		**10,350**	**0**	**4,974,398**	**0**	**0**	**4,984,748**

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

4284611 SR 8 (I 10)



Work Summary: BRIDGE - PAINTING **From:** OCHLOCKONEE RELIEF BR

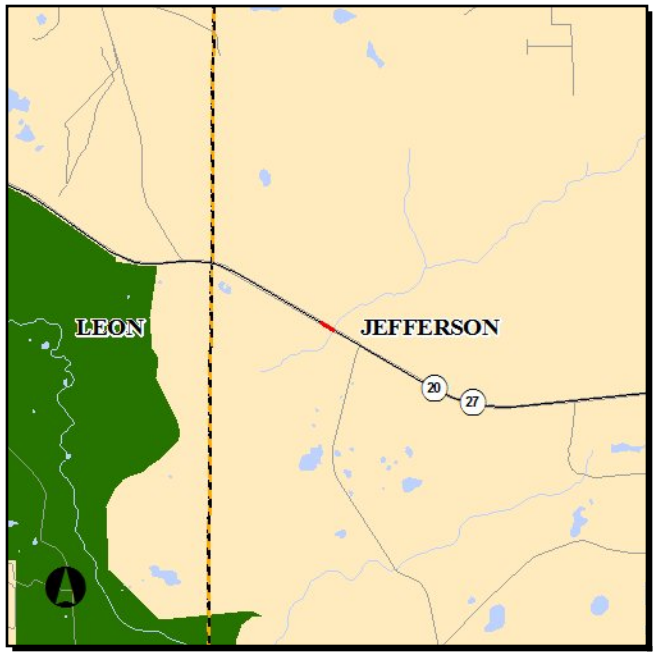
To: BRIDGE NOS. 500055,500056

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (61)	DIH	0	4,067	0	0	0	**4,067**
CST (52)	BRRP	0	229,405	0	0	0	**229,405**
CST (62)	BRRP	0	45,881	0	0	0	**45,881**
Total		**0**	**279,353**	**0**	**0**	**0**	**279,353**

Project Description: Involves the painting of the Ochlockonee relief bridges on Interstate 10.

4261101 SR 20 (US 27)



Work Summary:

From: BURNT MILL CREEK

To: BRIDGE NOS. 540023 & 28

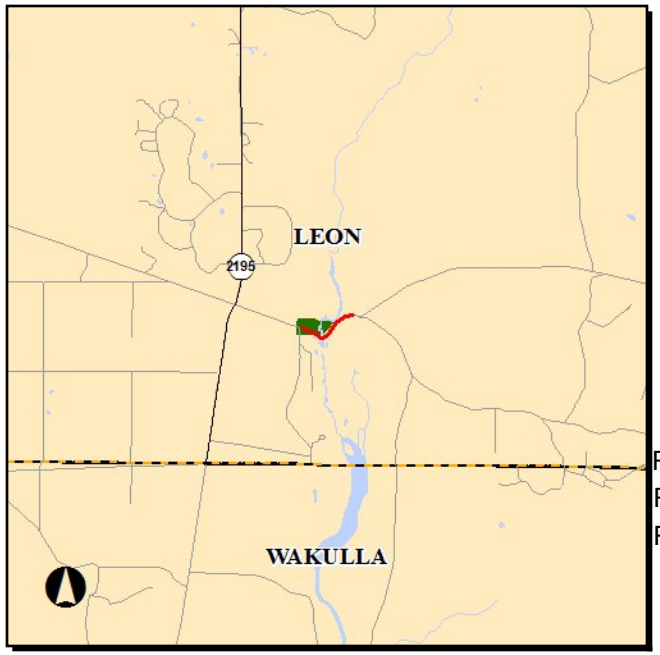
Project Location: Jefferson County

Length: 0.070

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (61)	DIH	12,821	0	0	0	0	**12,821**
CST (52)	BRRP	72,310	0	0	0	0	**72,310**
Total		**85,131**	**0**	**0**	**0**	**0**	**85,131**

Project Description: Provides state funding to repair/rehabilitate Burnt Mill Creek bridges on US 27.

4134911 NATURAL BRIDGE ROAD



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

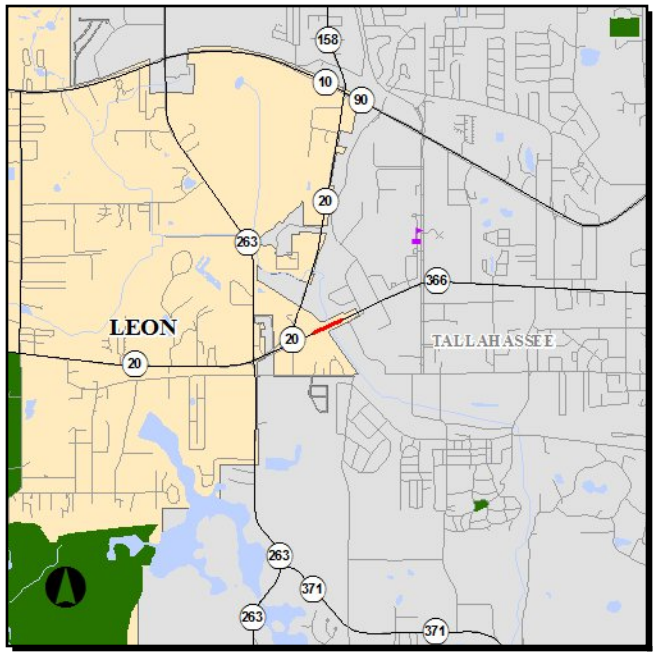
To: BRIDGE NO.554001

Project Location: Leon County **Length:** 0.022

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
ROW (4B)	BRTZ	5,175	0	0	0	0	**5,175**
ROW (41)	BRTZ	31,050	0	0	0	0	**31,050**
ROW (43)	BRTZ	42,840	0	0	0	0	**42,840**
CST (52)	BRTZ	0	0	2,644,800	0	0	**2,644,800**
CST (61)	BRTZ	0	0	30,018	0	0	**30,018**
CST (62)	BRTZ	0	0	454,702	0	0	**454,702**
Total		**79,065**	**0**	**3,129,520**	**0**	**0**	**3,208,585**

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

4201562 SR 366 PENSACOLA ST



Work Summary: BRIDGE - PAINTING **From:** CSX R/R BRIDGE

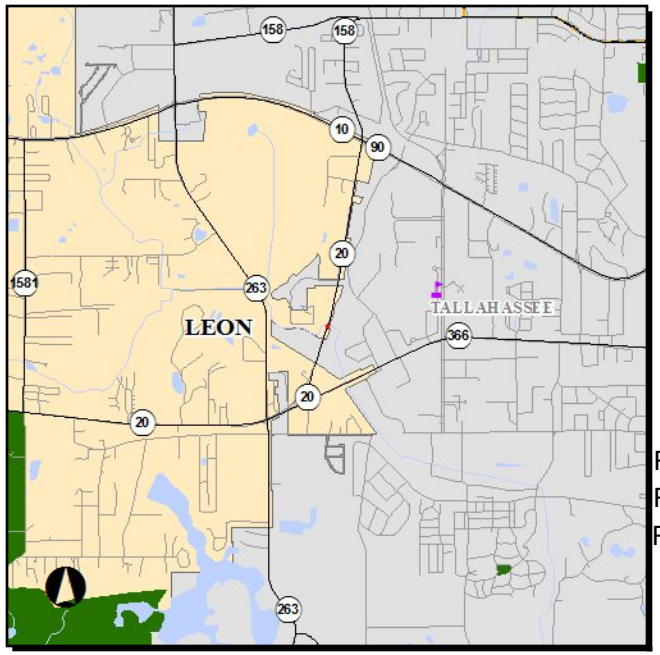
To: BRIDGE NO. 550001

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (61)	DIH	2,014	0	0	0	0	**2,014**
CST (52)	BRRP	113,630	0	0	0	0	**113,630**
CST (62)	BRRP	22,726	0	0	0	0	**22,726**
Total		**138,370**	**0**	**0**	**0**	**0**	**138,370**

Project Description: Provides funding for painting the Pensacola Street Bridge over the CSX Railroad.

4245091 SR 20



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

To: BRIDGE NO. 550028

Project Location: Leon County **Length:** 0.019

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
ROW (41)	DIH	37,493	0	0	0	0	**37,493**
ROW (43)	ACEP	2,006,375	0	0	0	0	**2,006,375**
ROW (4B)	ACEP	160,148	0	0	0	0	**160,148**
CST (61)	ACBR	0	0	34,118	0	0	**34,118**
CST (62)	ACBR	0	0	558,805	0	0	**558,805**
CST (52)	ACBR	0	0	3,306,000	0	0	**3,306,000**
Total		**2,204,016**	**0**	**3,898,923**	**0**	**0**	**6,102,939**

Project Description: Repair and rehabilitate bridge over Gum Creek.

4134781 CR 375



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

To: BRIDGE NO. 590018

Project Location: Wakulla County **Length:** 0.023

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (61)	ACBR	38,839	0	0	0	0	**38,839**
CST (62)	ACBR	562,181	0	0	0	0	**562,181**
ENV (C8)	ACBR	165,000	0	0	0	0	**165,000**
PE (31)	ACBR	35,000	0	0	0	0	**35,000**
CST (52)	ACBR	3,763,436	0	0	0	0	**3,763,436**
Total		**4,564,456**	**0**	**0**	**0**	**0**	**4,564,456**

Project Description: Provides federal funds for the replacement of a bridge over Syfrett Creek on CR 375 (Smith Creek Highway).

Section D - Major Capacity (State/Federally Funded)

2189461 QUINCY BY-PASS



Work Summary: RIGHT OF WAY - FUTURE CAPACITY

From: FROM SR 10 (US 90) EAST

To: TO SR 12

Project Location: Gadsden County

Length: 1.648

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
ENV (C8)	DS	0	100,000	0	0	0	**100,000**
CST (61)	DIH	0	0	139,150	0	0	**139,150**
CST (52)	DS	0	0	15,207,600	0	0	**15,207,600**
CST (62)	DS	0	0	2,129,064	0	0	**2,129,064**
Total		**0**	**100,000**	**17,475,814**	**0**	**0**	**17,575,814**

Project Description: Provides right-of-way funding for the construction of the two-lane Quincy By-Pass on eastern side of downtown Quincy.

2189463 QUINCY BY-PASS



Work Summary: ENVIRONMENTAL PERMITS ACQ

From: MITIGATION

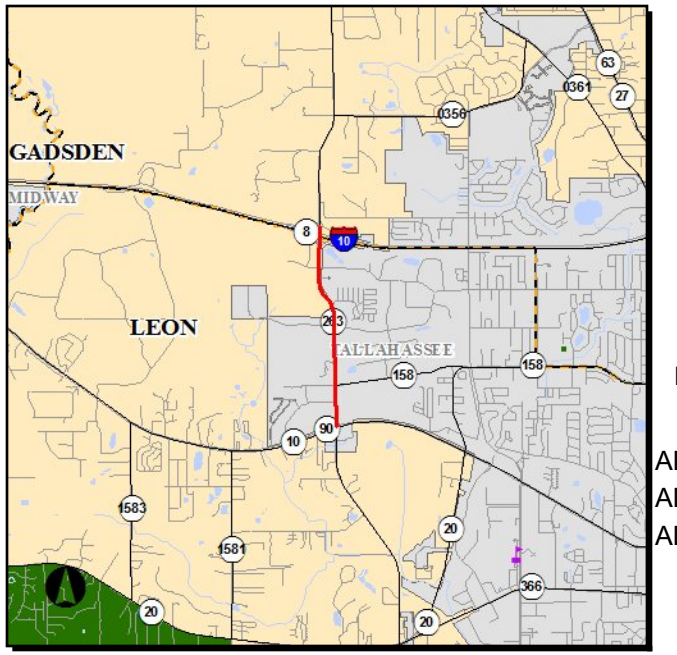
To:

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PDE (22)	DS	0	0	550,000	0	0	**550,000**
PDE (21)	DIH	0	0	1,000	0	0	**1,000**
Total		**0**	**0**	**551,000**	**0**	**0**	**551,000**

Project Description: Provides funds for environmental permits associated with the construction of the Quincy By-Pass.

2197221 SR 263 CAP CIR NW



Work Summary: ADD LANES & RECONSTRUCT

From: FROM SR 10 (US 90) TENN.

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

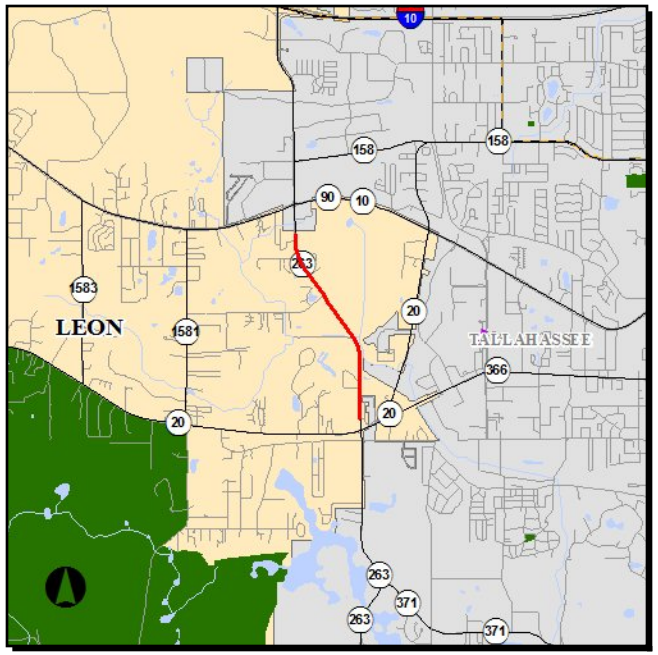
Project Location: Leon County

Length: 2.534

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
ADM (A8)	ACSU	500,000	4,000,000	4,000,000	777,227	0	**9,277,227**
ADM (A8)	SU	3,000,000	4,000,000	3,511,433	4,590	0	**10,516,023**
ADM (A8)	DS	0	0	488,567	772,637	0	**1,261,204**
Total		**3,500,000**	**8,000,000**	**8,000,000**	**1,554,454**	**0**	**21,054,454**

Project Description: Construction on this project was completed in 2007 (widened to 6 lanes with bike lanes and sidewalks). The funding shown represents FDOT reimbursement to Blueprint 2000 for the agency's advancement of funds. For further information please contact Phil Maher (BP 2000) at 701-2740.

4157827 SR 263 Capital Circle



Work Summary: RIGHT OF WAY - FUTURE CAPACITY

From: N of SR 20

To: S of US 90 (SR 10)

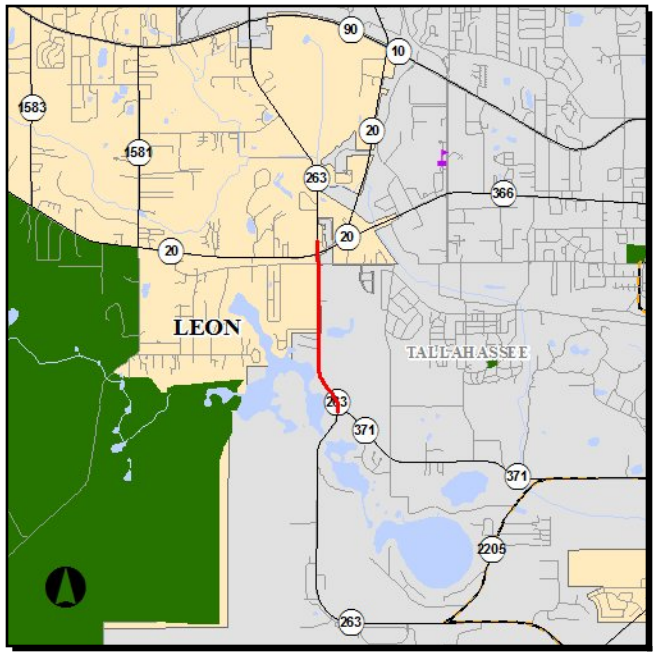
Project Location: Leon County

Length: 1.455

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	LF	16,145,454	0	0	0	0	**16,145,454**
Total		**16,145,454**	**0**	**0**	**0**	**0**	**16,145,454**

Project Description: Blueprint 2000 project involving the construction of 6 lanes from north of SR 20 to south of US 90 (SR 10). For further information, please contact Latesa Turner or Dave Bright at 701-2740. NOTE: This project was administratively amended in December 2010 to update project limits, funding and project identification number.

4157828 SR 263 CAPITAL CIR.



Work Summary: ADD LANES & RECONSTRUCT

From: FROM SR 371 ORANGE AVE

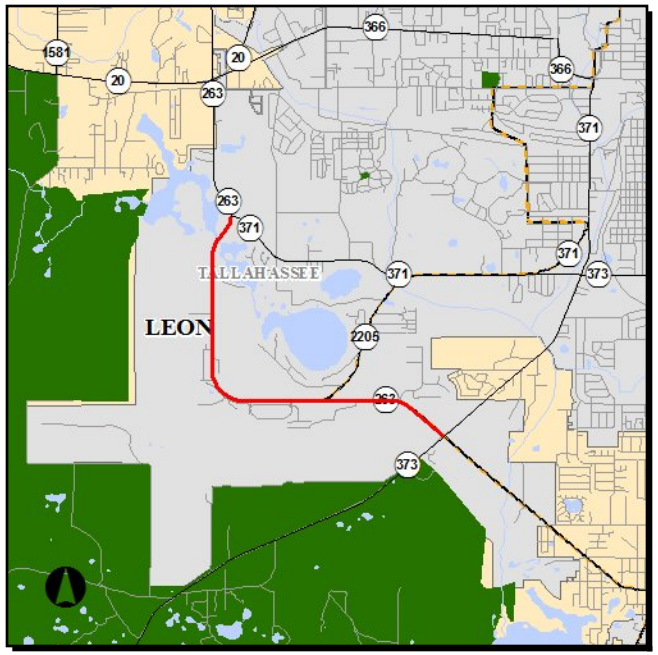
To: TO N OF SR 20 B-TOWN HWY

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	SU	2,708,743	0	0	0	0	**2,708,743**
CST (58)	ACSU	6,491,257	0	0	0	0	**6,491,257**
Total		**9,200,000**	**0**	**0**	**0**	**0**	**9,200,000**

Project Description: Provides construction funding to construct 6 lanes from Orange Avenue to north of SR 20. Project being developed by Blueprint 2000.

4157829 SR 263 CAPITAL CIR



Work Summary: PRELIM ENG FOR FUTURE CAPACITY

From: FROM CR2203 SPRINGHILL RD

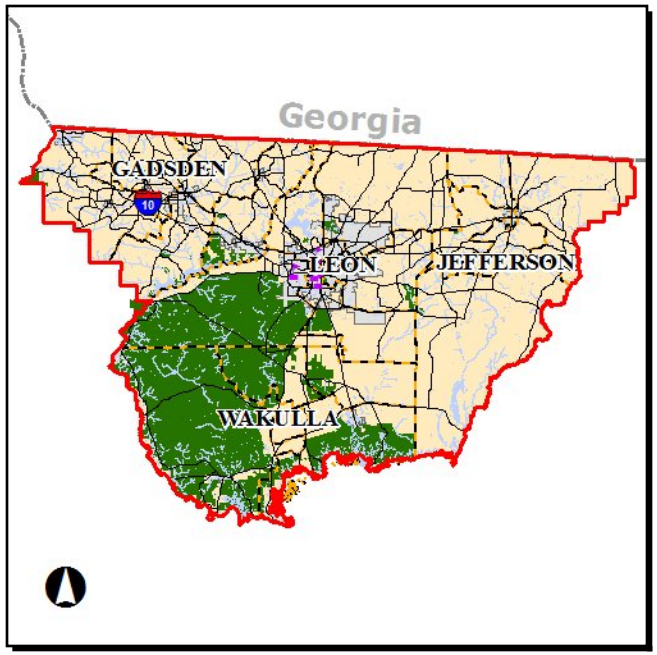
To: TO SR 373 ORANGE AVENUE

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (38)	SU	2,708,503	0	0	0	0	**2,708,503**
Total		**2,708,503**	**0**	**0**	**0**	**0**	**2,708,503**

Project Description: Provides design funding for the future widening of Capital Circle from Springhill Road to Orange Avenue. Project being developed by Blueprint 2000.

4217162 CAPITAL REGION TPA



Work Summary: MODAL SYSTEMS PLANNING

From: PLANNING SECTION 5303

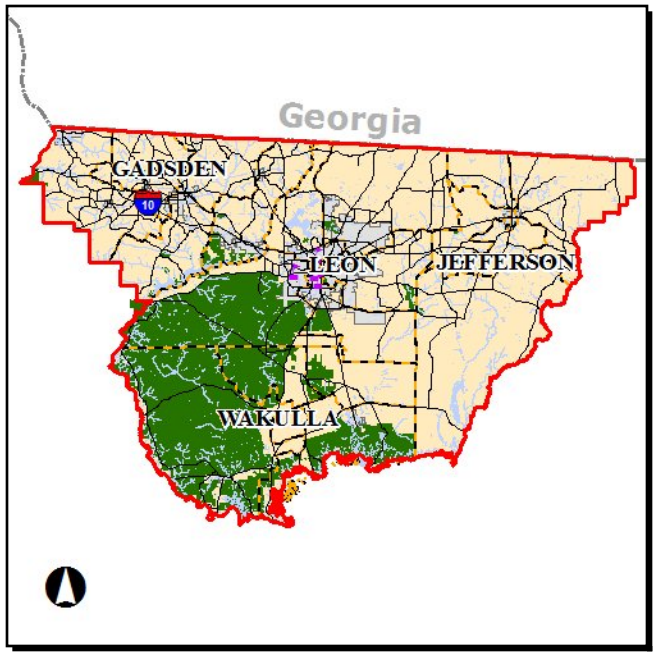
To: GRANT

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PLN (14)	LF	12,182	0	0	0	0	**12,182**
PLN (14)	DU	97,456	0	0	0	0	**97,456**
PLN (14)	DPTO	12,182	0	0	0	0	**12,182**
Total		**121,820**	**0**	**0**	**0**	**0**	**121,820**

Project Description:

4225442 CRTPA



Work Summary: PLANNING MODELS/DATA UPDATE

From: LRTP UPDATE

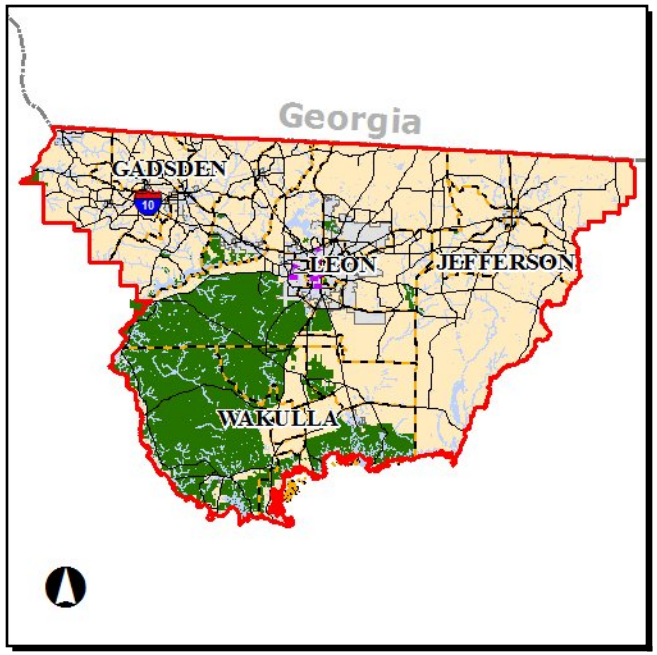
To:

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PLN (12)	D	0	0	375,000	0	0	**375,000**
Total		**0**	**0**	**375,000**	**0**	**0**	**375,000**

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

4225443 CRTPA



Work Summary: PLANNING MODELS/DATA UPDATE

From: LONG RANGE TRANSPORTATION

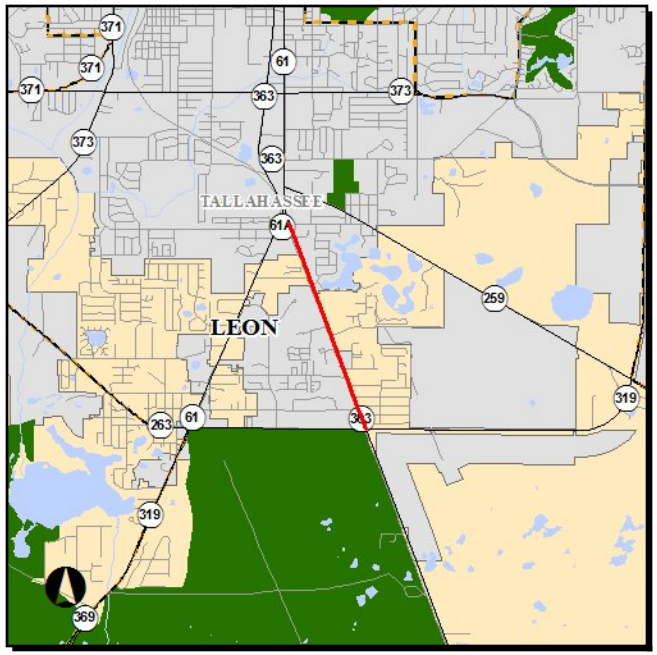
To: PLAN UPDATE - 2040

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PLN (12)	DS	0	500,000	0	0	0	**500,000**
Total		**0**	**500,000**	**0**	**0**	**0**	**500,000**

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

4240093 SR 363 WOODVILLE HWY



Work Summary: PRELIM ENG FOR FUTURE CAPACITY

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

To: TO GAILE AVENUE

Project Location: Leon County

Length: 1.648

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (31)	DIH	5,000	0	0	0	0	**5,000**
PE (32)	ST10	249,957	0	0	0	0	**249,957**
PE (32)	LF	1,011,098	0	0	0	0	**1,011,098**
Total		**1,266,055**	**0**	**0**	**0**	**0**	**1,266,055**

Project Description: Provides PD&E and design funding for widening this roadway to 4 lanes.

Section E - Public Transportation (State/Federally Funded)

2270881 GADSDEN CO.



Work Summary: TD COMMISSION - CAPITAL

From: TD COMMISSION

To: TRIP AND EQUIPMENT GRANT

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OPS (84)	LF	31,083	30,775	31,585	31,558	31,558	**156,559**
OPS (84)	TDDR	19,468	19,468	19,468	19,468	19,468	**97,340**
OPS (84)	TDTF	252,498	257,503	260,283	264,555	264,555	**1,299,394**
Total		**303,049**	**307,746**	**311,336**	**315,581**	**315,581**	**1,553,293**

Project Description: Provides state transportation disadvantaged funding to Gadsden County.

2270882 GADSDEN CO.



Work Summary: TD COMMISSION - CAPITAL

From: LCB ASSISTANCE

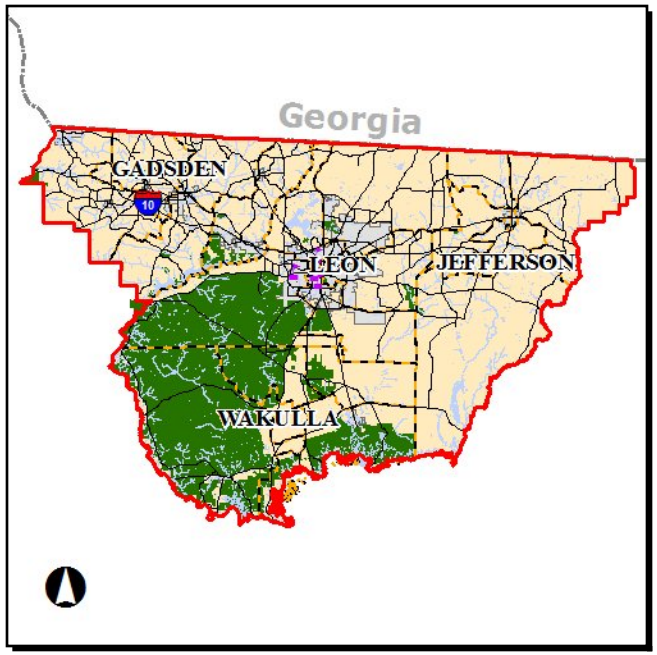
To: COMMISSION TD

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PLN (14)	TDTF	19,348	19,348	19,348	18,039	18,039	**94,122**
Total		**19,348**	**19,348**	**19,348**	**18,039**	**18,039**	**94,122**

Project Description: Provides state transportation disadvantaged funding to Gadsden County.

4203101 BIG BEND TRANSIT



Work Summary: COMMUTER TRANS. ASSISTANCE

From: COMMUTER ASSISTANCE

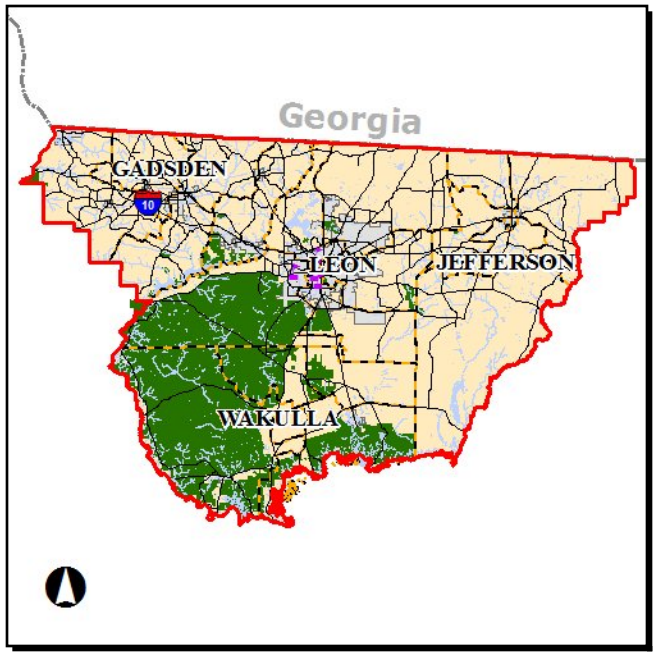
To:

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OPS (84)	LF	0	18,000	20,000	0	0	**38,000**
OPS (84)	DDR	0	18,000	20,000	0	0	**38,000**
Total		**0**	**36,000**	**40,000**	**0**	**0**	**76,000**

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

4203131 BIG BEND TRANSIT



Work Summary: COMMUTER TRANS. ASSISTANCE

From: COMMUTER ASSISTANCE

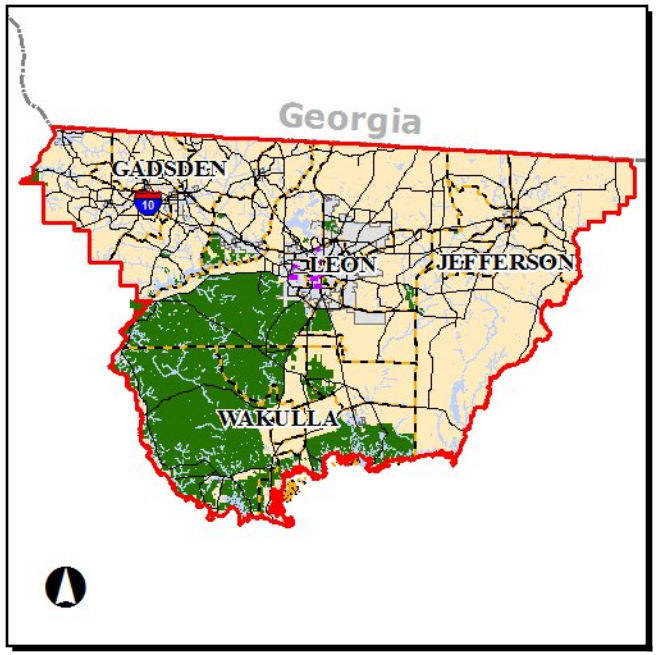
To:

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OPS (84)	LF	0	0	25,000	0	0	**25,000**
OPS (84)	DDR	0	0	25,000	0	0	**25,000**
Total		**0**	**0**	**50,000**	**0**	**0**	**50,000**

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

4222621 BIG BEND TRANSIT



Work Summary: COMMUTER TRANS. ASSISTANCE

From: COMMUTER ROUTE

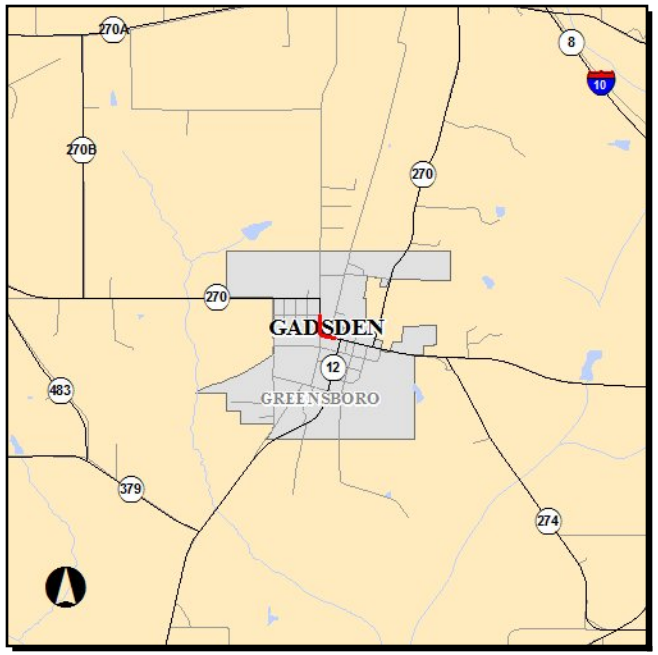
To:

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OPS (84)	LF	30,000	0	0	33,000	0	**63,000**
OPS (84)	DDR	30,000	0	0	33,000	0	**63,000**
Total		**60,000**	**0**	**0**	**66,000**	**0**	**126,000**

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

4238481 APALACH N. R/R DEPOT



Work Summary: BUILDING **From:** RESTORATION

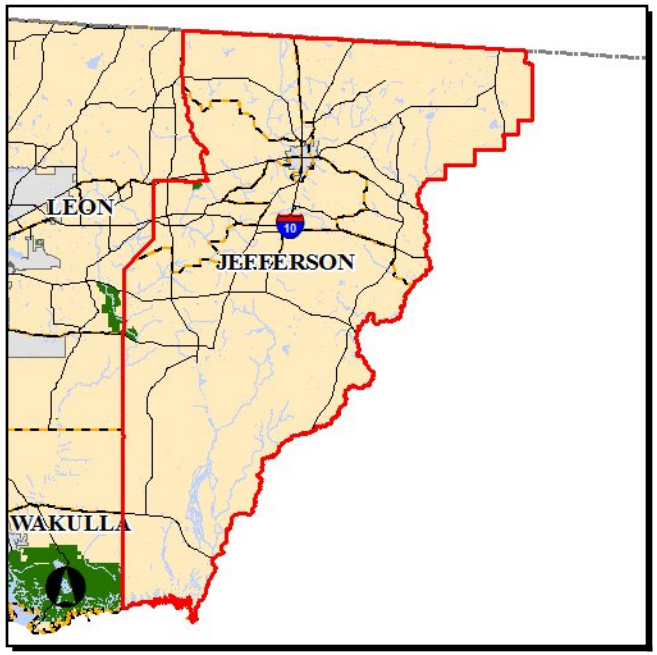
To: IN GREENSBORO

Project Location: Gadsden County **Length:** 0.181

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	SE	518,500	0	0	0	0	**518,500**
Total		**518,500**	**0**	**0**	**0**	**0**	**518,500**

Project Description: Provides federal funds (and state match) for the rehabilitation of the Greensboro Railroad Depot.

2271021 JEFFERSON CO.



Work Summary: TD COMMISSION - CAPITAL

From: TD COMMISSION

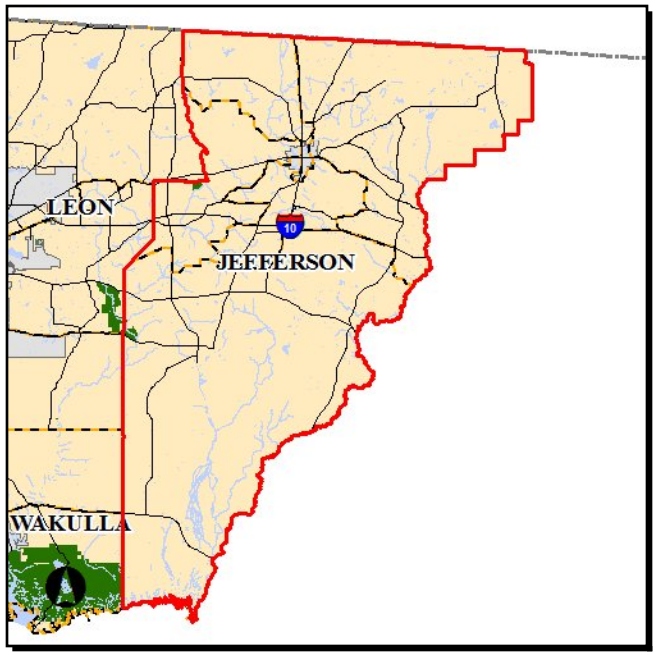
To: TRIP AND EQUIPMENT GRANT

Project Location: Jefferson County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OPS (84)	LF	15,794	16,269	16,906	16,884	16,884	**82,737**
OPS (84)	TDDR	4,494	4,494	4,494	4,494	4,494	**22,470**
OPS (84)	TDTF	137,991	141,923	137,653	147,463	147,463	**712,493**
Total		**158,279**	**162,686**	**159,053**	**168,841**	**168,841**	**817,700**

Project Description: Provides state transportation disadvantaged funding to Jefferson County.

2271022 JEFFERSON CO.



Work Summary: TD COMMISSION - CAPITAL

From: LCB ASSISTANCE

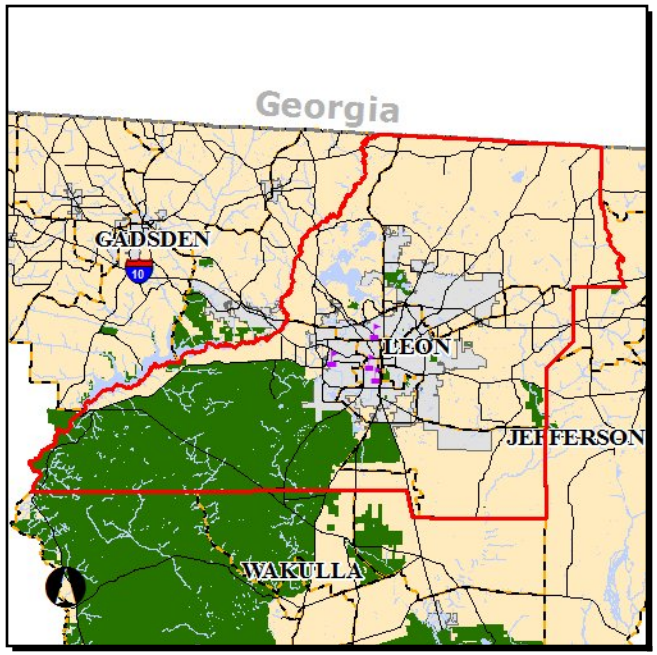
To: COMMISSION TD

Project Location: Jefferson County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PLN (14)	TDTF	18,585	18,585	18,585	17,330	17,330	**90,415**
Total		**18,585**	**18,585**	**18,585**	**17,330**	**17,330**	**90,415**

Project Description: Provides state transportation disadvantaged funding to Jefferson County.

2271061 LEON CO.



Work Summary: TD COMMISSION - CAPITAL

From: TD COMMISSION

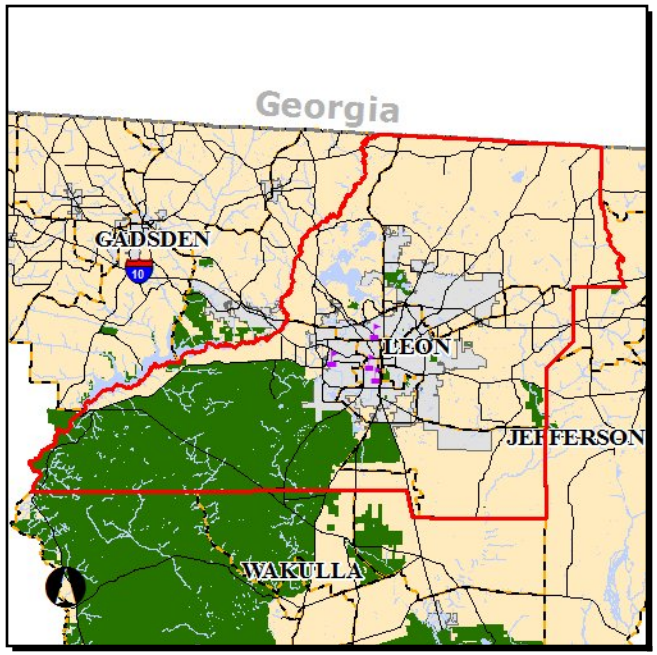
To: TRIP AND EQUIPMENT GRANT

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OPS (84)	TDDR	40,116	40,116	40,116	40,116	40,116	**200,580**
OPS (84)	TDTF	417,985	429,381	401,170	445,438	445,438	**2,139,412**
OPS (84)	LF	0	52,166	54,013	53,951	53,951	**214,081**
Total		**458,101**	**521,663**	**495,299**	**539,505**	**539,505**	**2,554,073**

Project Description: Provides funding to StarMetro from the Florida Transportation Disadvantaged Commission to pay the contracted carriers for trips and equipment.

2271062 LEON CO.



Work Summary: TD COMMISSION - CAPITAL

From: LCB ASSISTANCE

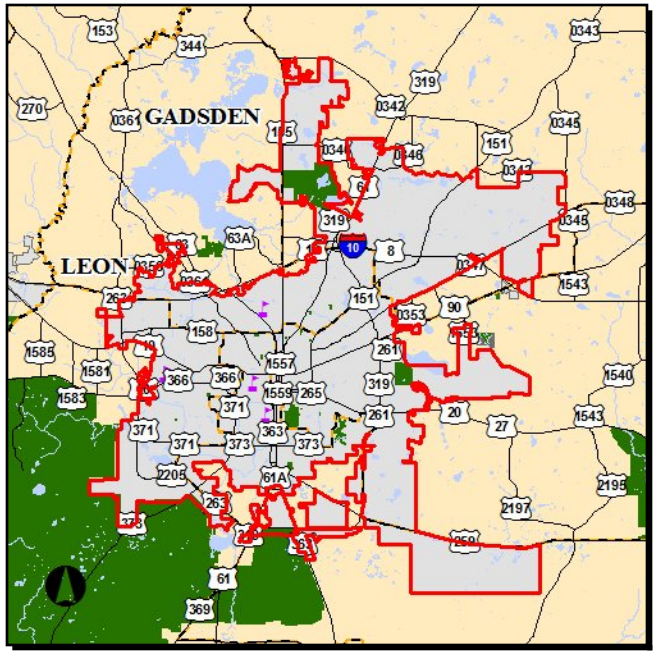
To: COMMISSION TD

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PLN (14)	TDTF	24,399	24,399	24,399	22,578	22,578	**118,353**
Total		**24,399**	**24,399**	**24,399**	**22,578**	**22,578**	**118,353**

Project Description: Provides funding from the Florida Transportation Disadvantaged Commission.

4091481 CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE

From: STARMETRO CAPITAL GRANT

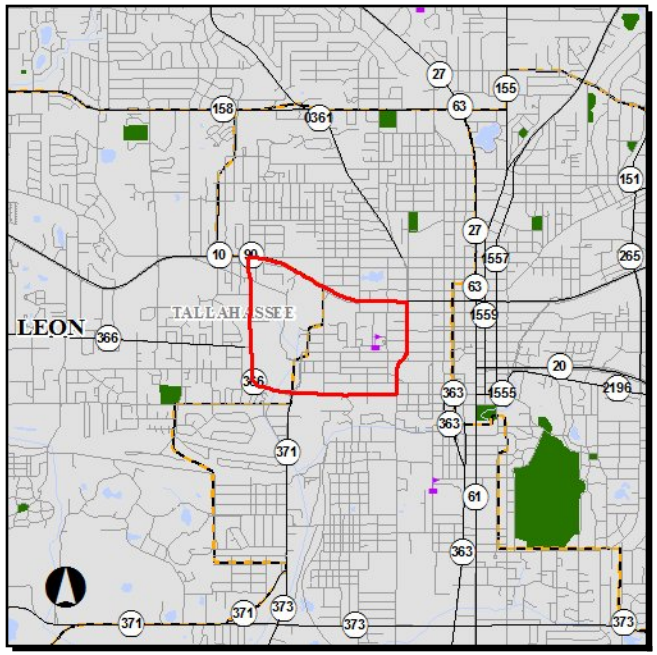
To: SECTION 5309

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	FTA	12,932,325	13,578,941	14,257,888	14,970,783	15,719,332	**71,459,269**
CAP (94)	LF	3,233,081	3,394,735	3,564,472	3,742,696	3,929,830	**17,864,814**
Total		**16,165,406**	**16,973,676**	**17,822,360**	**18,713,479**	**19,649,162**	**89,324,083**

Project Description: Provides federal funding to StarMetro for capital projects.

4156071 FL STATE UNIVERSITY



Work Summary: COMMUTER TRANS. ASSISTANCE

From: REGIONAL COMMUTER

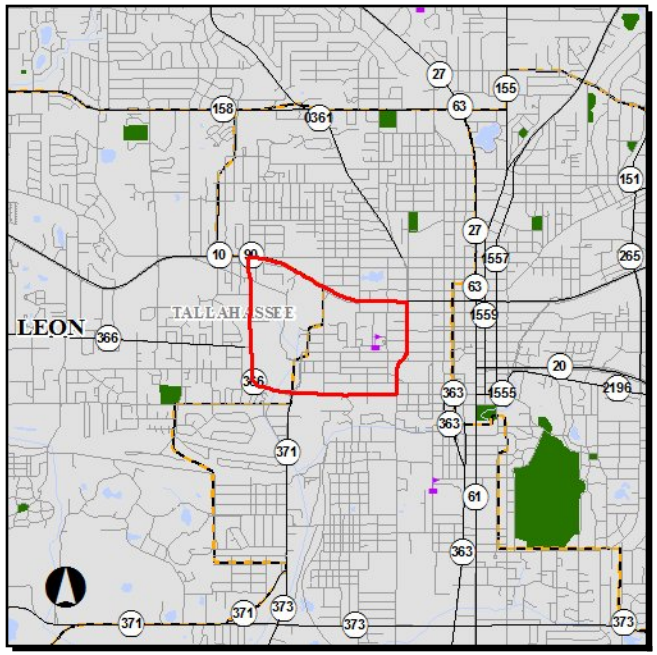
To: ASSISTANCE

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OPS (84)	DPTO	100,000	0	0	0	0	**100,000**
OPS (84)	DDR	98,418	273,500	256,000	0	0	**627,918**
Total		**198,418**	**273,500**	**256,000**	**0**	**0**	**727,918**

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

4156072 FL STATE UNIVERSITY



Work Summary: COMMUTER TRANS. ASSISTANCE

From: REGIONAL COMMUTER

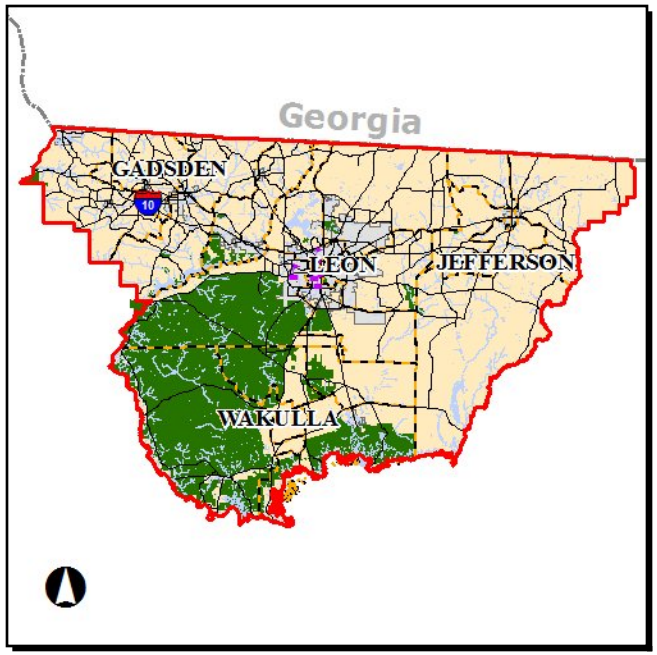
To: ASSISTANCE

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OPS (84)	DDR	0	0	0	286,000	286,000	**572,000**
Total		**0**	**0**	**0**	**286,000**	**286,000**	**572,000**

Project Description:

4203111 BIG BEND TRANSIT



Work Summary: COMMUTER TRANS. ASSISTANCE

From: COMMUTER ASSISTANCE

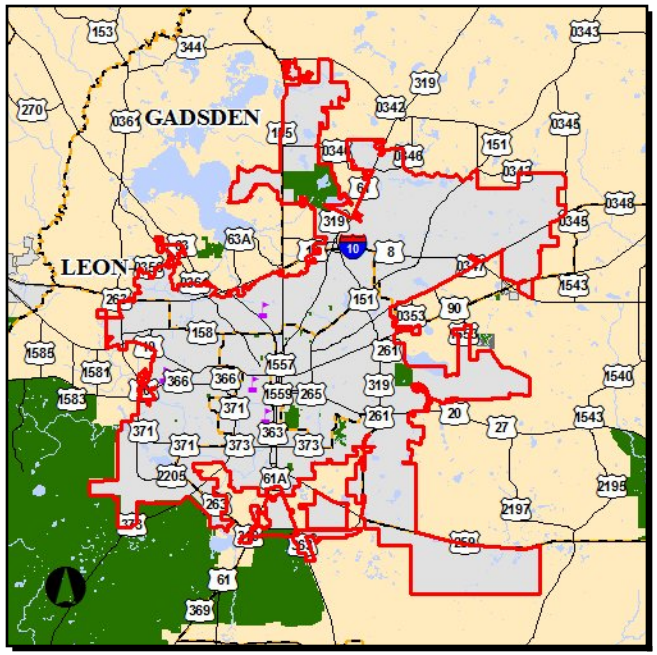
To:

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OPS (84)	LF	0	15,000	25,000	0	0	**40,000**
OPS (84)	DDR	0	15,000	25,000	0	0	**40,000**
Total		**0**	**30,000**	**50,000**	**0**	**0**	**80,000**

Project Description: Provides state funds for commuter transportation assistance to Big Bend Transit.

4211577 CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE

From: JOB ACCESS COMMUTE

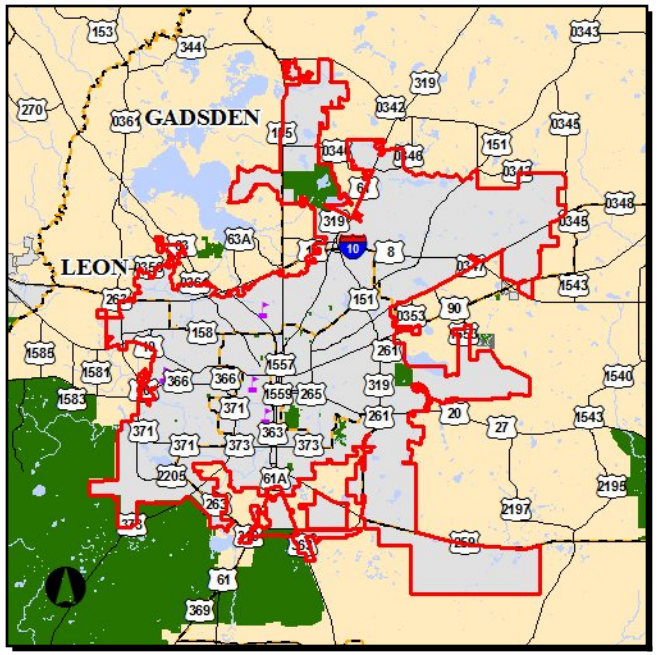
To: SECTION 5316 CAPITAL

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	FTA	100,000	103,000	106,090	109,273	112,551	**530,914**
CAP (94)	LF	25,000	25,750	26,523	27,318	28,138	**132,729**
Total		**125,000**	**128,750**	**132,613**	**136,591**	**140,689**	**663,643**

Project Description:

4211578 CITY OF TALLAHASSEE



Work Summary: OPERATING FOR FIXED ROUTE

From: JOB ACCESS COMMUTE

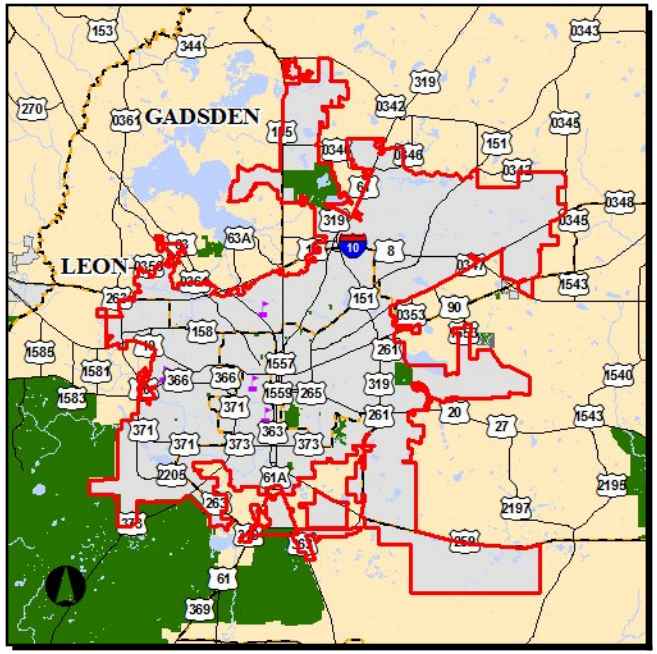
To: SECTION 5316 OPERATING

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OPS (84)	LF	69,910	72,007	74,168	76,393	78,684	**371,162**
OPS (84)	FTA	69,910	72,007	74,168	76,393	78,684	**371,162**
Total		**139,820**	**144,014**	**148,336**	**152,786**	**157,368**	**742,324**

Project Description:

4211605 CITY OF TALLAHASSEE



Work Summary: OPERATING FOR FIXED ROUTE

From: NEW FREEDOM

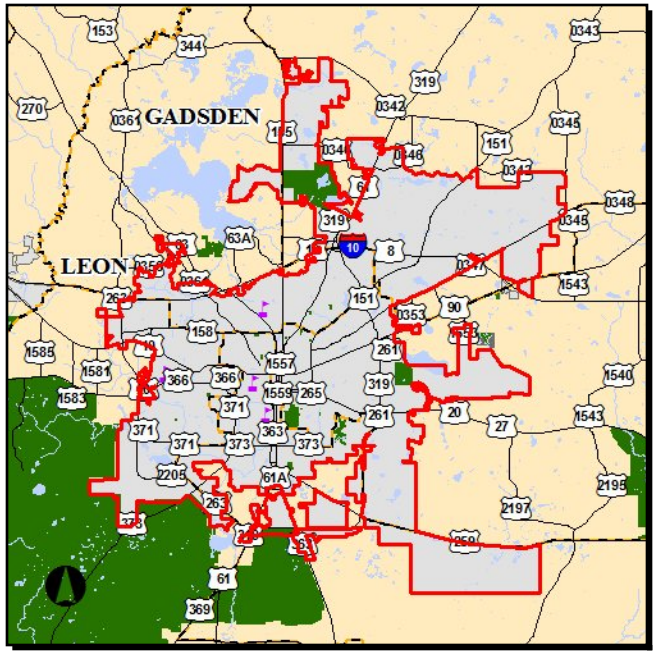
To: SECTION 5317 OPERATING

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OPS (84)	LF	22,257	22,925	23,612	24,321	25,050	**118,165**
OPS (84)	FTA	22,257	22,925	23,612	24,321	25,050	**118,165**
Total		**44,514**	**45,850**	**47,224**	**48,642**	**50,100**	**236,330**

Project Description:

4211606 CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE

From: NEW FREEDOM

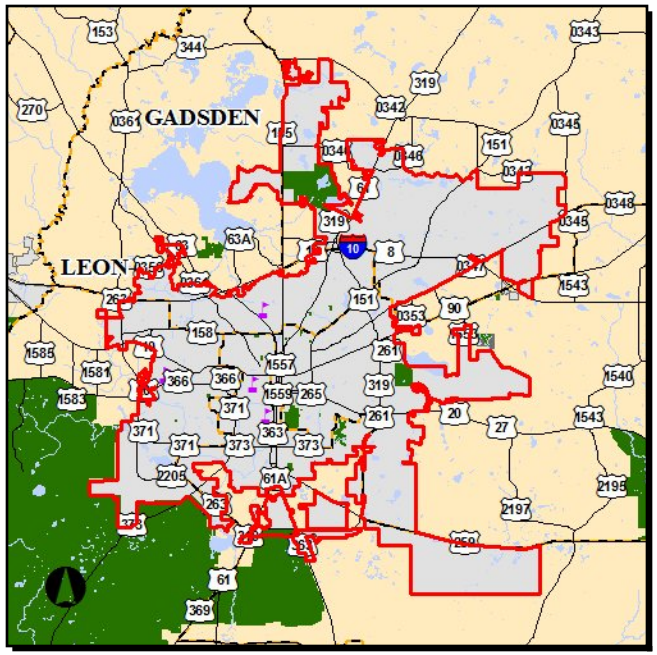
To: SECTION 5317 CAPITAL

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	FTA	30,000	30,900	31,827	32,782	33,765	**159,274**
CAP (94)	LF	7,500	7,725	7,957	8,195	8,441	**39,818**
Total		**37,500**	**38,625**	**39,784**	**40,977**	**42,206**	**199,092**

Project Description:

4213642 CITY OF TALLAHASSEE



Work Summary: OPERATING/ADMIN. ASSISTANCE

From: TRANSIT

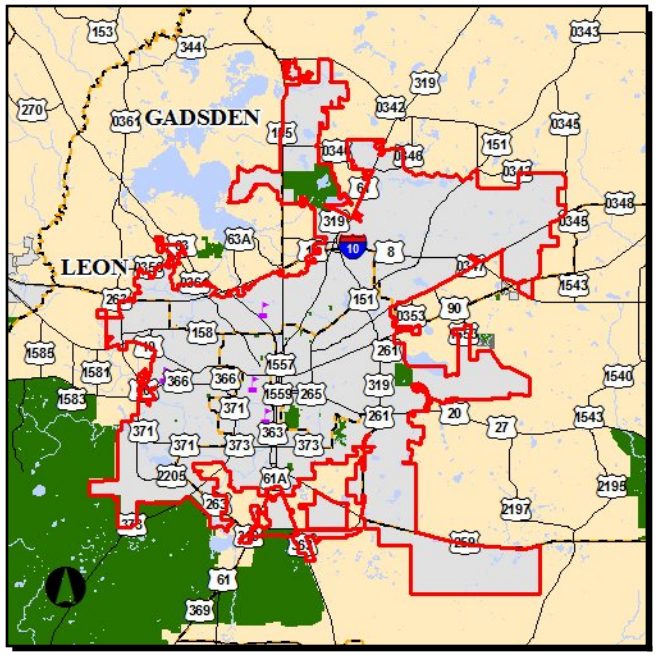
To: NON-URBANIZED AREA 5311

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OPS (84)	LF	155,000	0	0	0	0	**155,000**
OPS (84)	DU	155,000	0	0	0	0	**155,000**
Total		**310,000**	**0**	**0**	**0**	**0**	**310,000**

Project Description:

4222501 CITY OF TALLAHASSEE



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

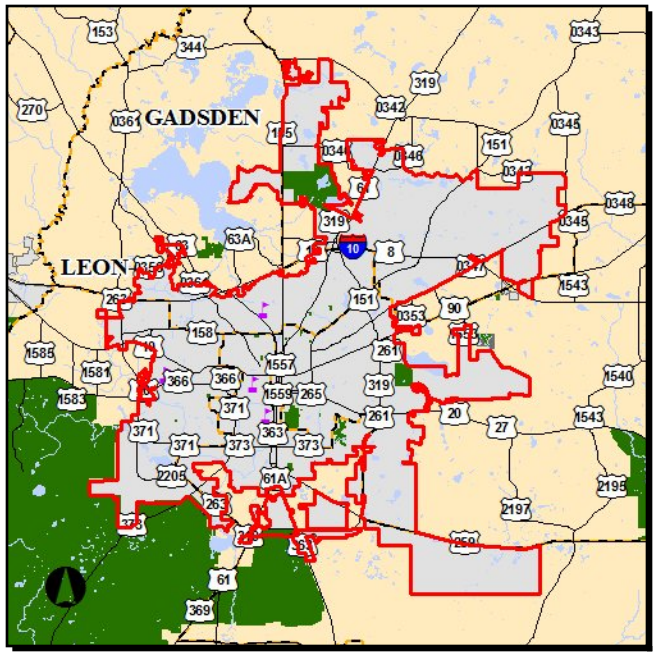
To: OPERATING ASSISTANCE

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OPS (84)	LF	1,012,966	1,075,004	1,077,442	1,087,195	1,111,579	**5,364,186**
OPS (84)	DDR	1,012,966	1,075,004	1,077,442	1,087,195	1,111,579	**5,364,186**
Total		**2,025,932**	**2,150,008**	**2,154,884**	**2,174,390**	**2,223,158**	**10,728,372**

Project Description: Provides state operating funding to StarMetro.

4222511 CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE

From: STARMETRO

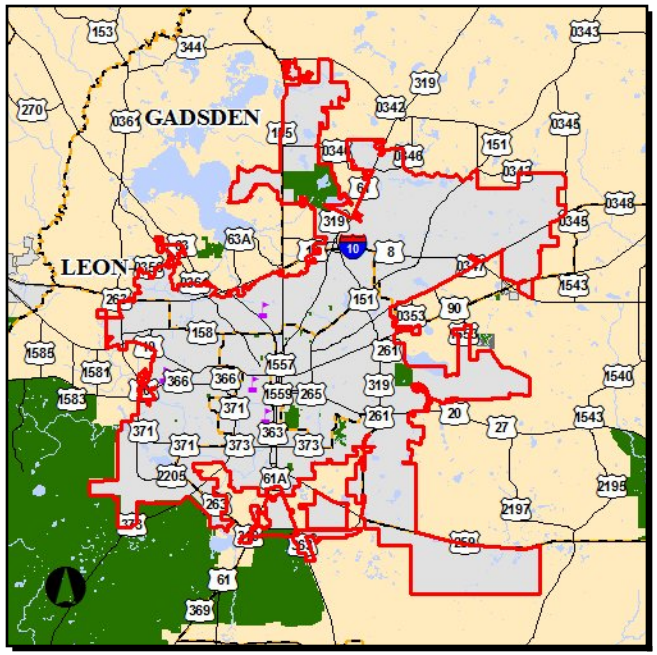
To: CAPITAL SECTION 5307

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	FTA	2,527,991	0	0	0	0	**2,527,991**
CAP (94)	LF	631,998	0	0	0	0	**631,998**
Total		**3,159,989**	**0**	**0**	**0**	**0**	**3,159,989**

Project Description: Provides federal capital funding to StarMetro.

4222512 CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE

From: STARMETRO

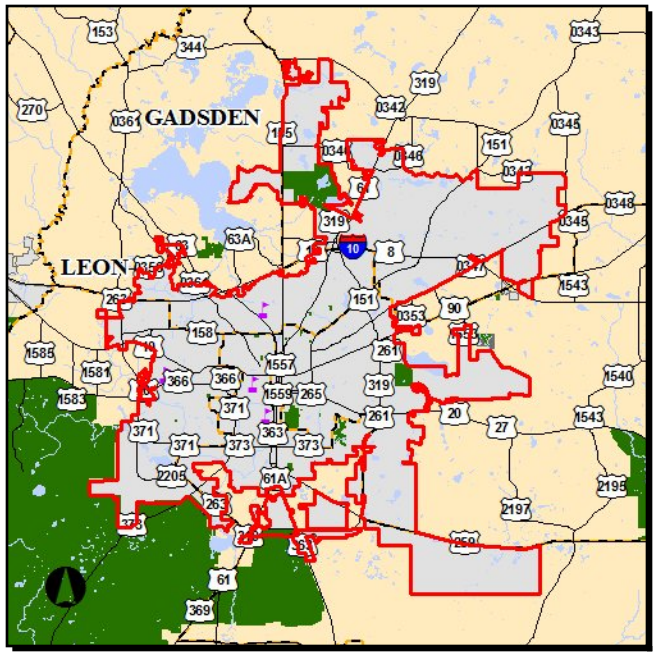
To: CAPITAL SECTION 5307

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	FTA	0	0	2,582,635	0	0	**2,582,635**
CAP (94)	LF	0	0	645,659	0	0	**645,659**
Total		**0**	**0**	**3,228,294**	**0**	**0**	**3,228,294**

Project Description: Provides federal capital funding to StarMetro.

4222513 CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE

From: STARMETRO

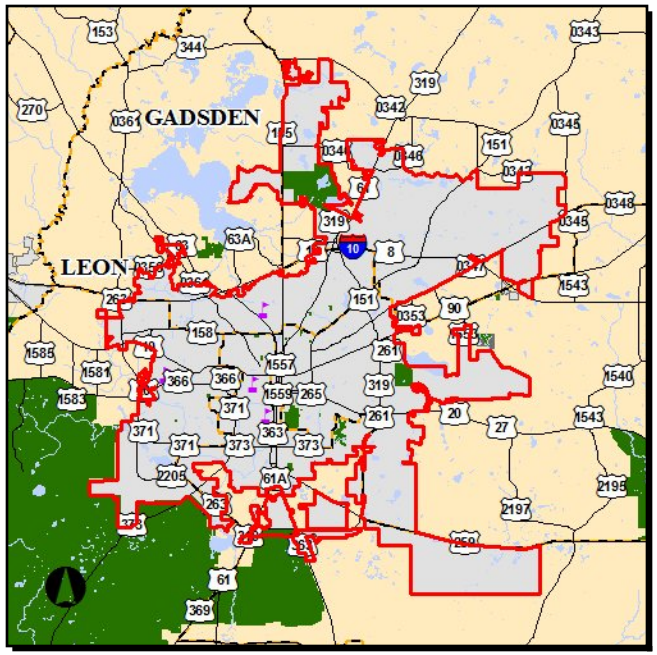
To: CAPITAL SECTION 5307

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	FTA	0	0	0	2,612,635	0	**2,612,635**
CAP (94)	LF	0	0	0	653,159	0	**653,159**
Total		**0**	**0**	**0**	**3,265,794**	**0**	**3,265,794**

Project Description:

4222514 CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE

From: STARMETRO

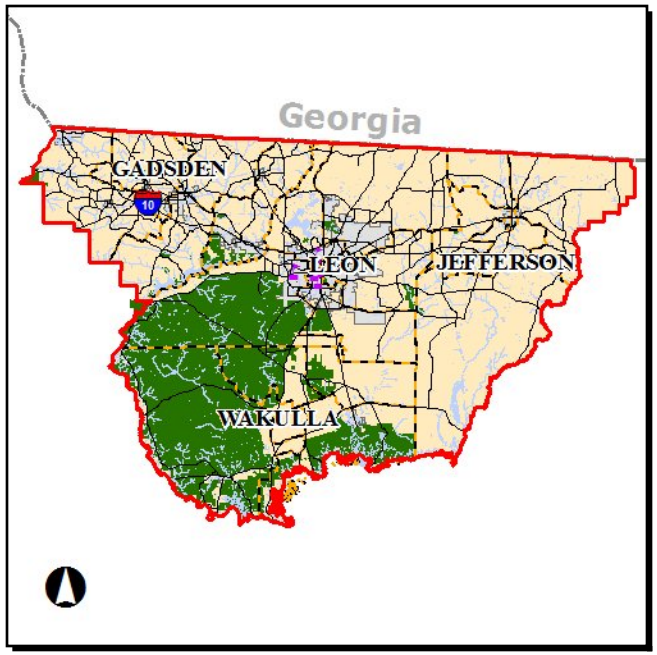
To: CAPITAL SECTION 5307

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	FTA	0	0	0	0	2,615,635	**2,615,635**
CAP (94)	LF	0	0	0	0	653,909	**653,909**
Total		**0**	**0**	**0**	**0**	**3,269,544**	**3,269,544**

Project Description:

4222611 BIG BEND TRANSIT



Work Summary: COMMUTER TRANS. ASSISTANCE

From: COMMUTER ROUTES

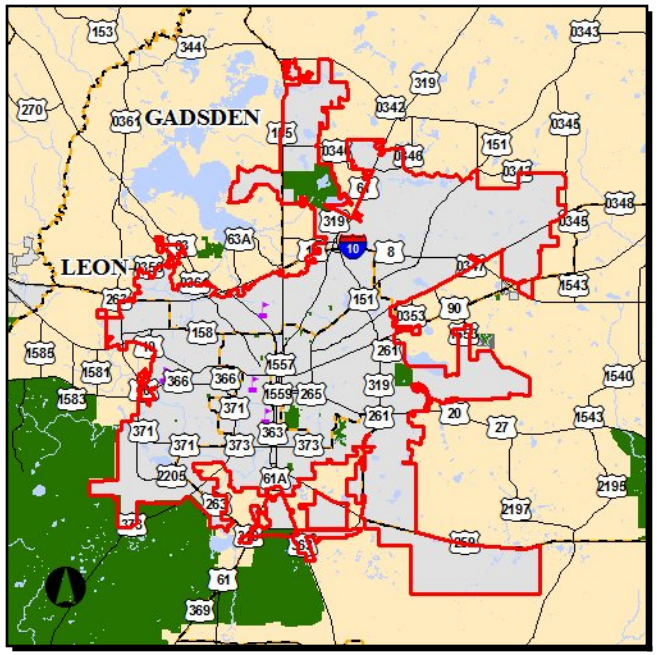
To:

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OPS (84)	LF	23,000	0	23,000	0	0	**46,000**
OPS (84)	DDR	23,000	0	23,000	0	0	**46,000**
Total		**46,000**	**0**	**46,000**	**0**	**0**	**92,000**

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

4234451 CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE

From: STARMETRO

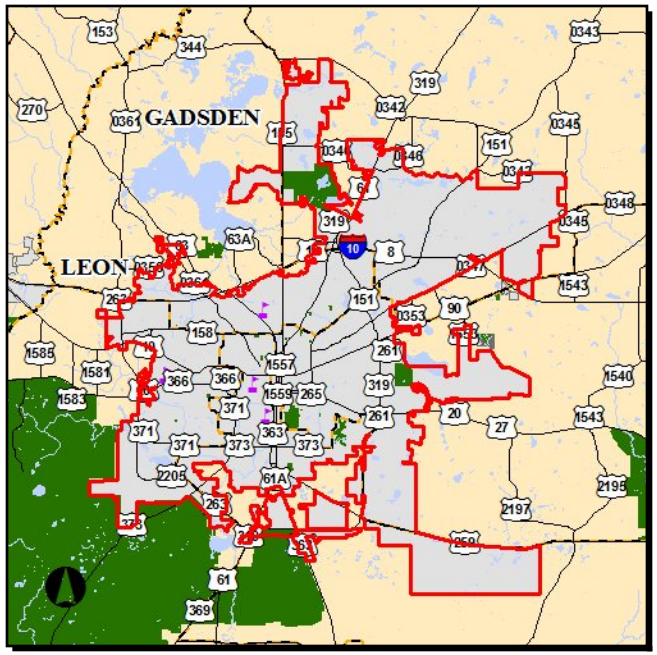
To: SECTION 5307

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	FTA	0	2,555,167	0	0	0	**2,555,167**
CAP (94)	LF	0	638,792	0	0	0	**638,792**
Total		**0**	**3,193,959**	**0**	**0**	**0**	**3,193,959**

Project Description: Provides federal capital funding to StarMetro.

4234651 CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE

From: STARMETRO

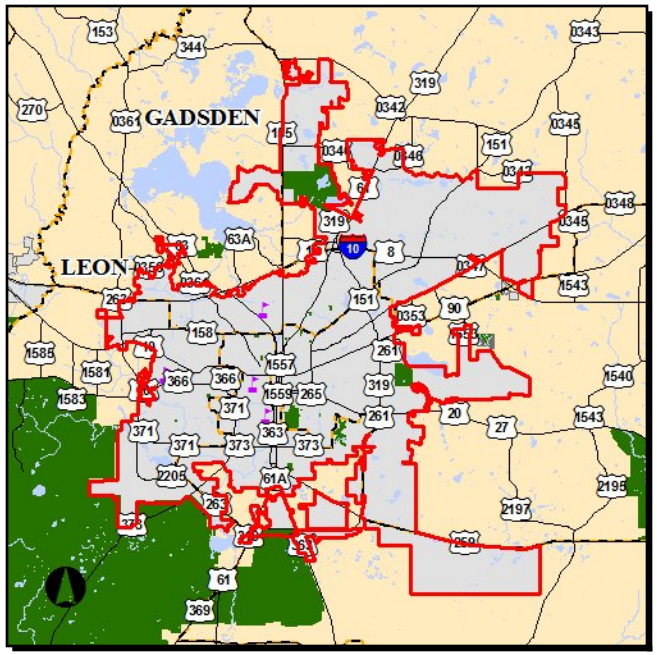
To: SECTION 5309

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	FTA	500,000	500,000	500,000	1,000,000	1,000,000	**3,500,000**
CAP (94)	LF	125,000	125,000	125,000	250,000	250,000	**875,000**
Total		**625,000**	**625,000**	**625,000**	**1,250,000**	**1,250,000**	**4,375,000**

Project Description: Provides federal capital funding to StarMetro.

4234661 CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE

From: STARMETRO

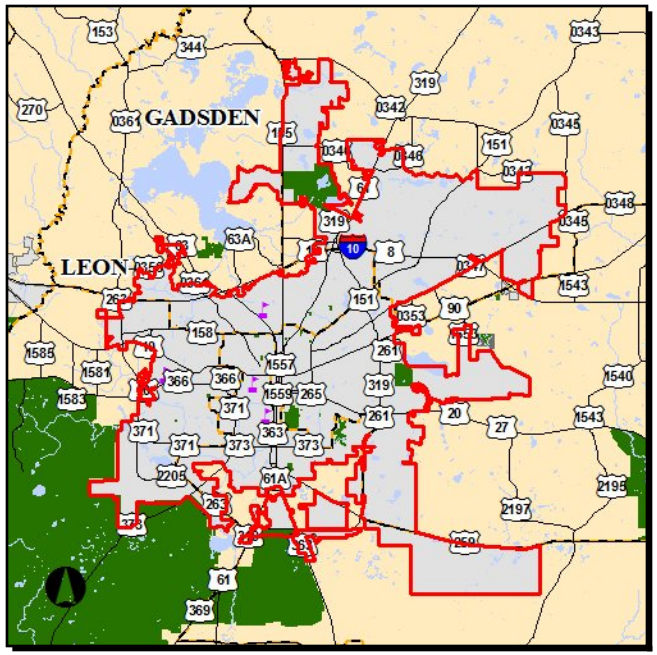
To: SECTION 5309

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	FTA	500,000	500,000	500,000	500,000	500,000	**2,500,000**
CAP (94)	LF	125,000	125,000	125,000	125,000	125,000	**625,000**
Total		**625,000**	**625,000**	**625,000**	**625,000**	**625,000**	**3,125,000**

Project Description: Provides federal capital funding to StarMetro.

4252691 CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE

From: STARMETRO

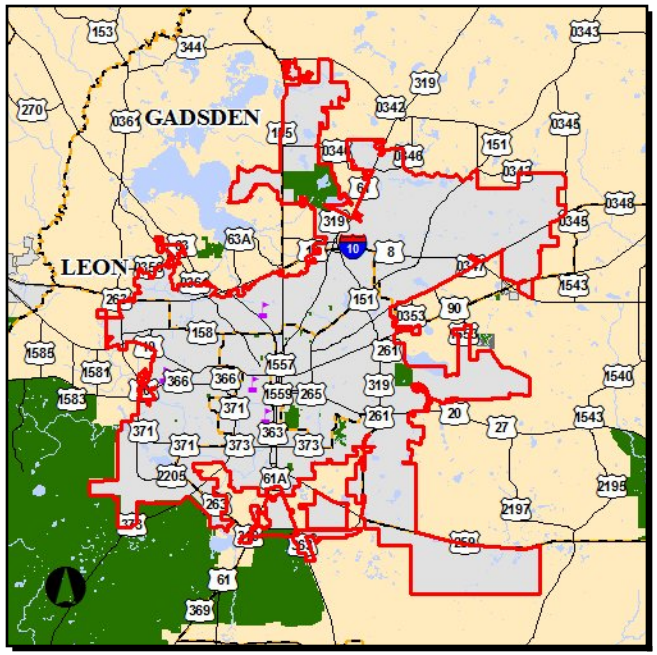
To: CAPITOL SECTION 5309

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	FTA	1,600,000	0	0	0	0	**1,600,000**
CAP (94)	LF	400,000	0	0	0	0	**400,000**
Total		**2,000,000**	**0**	**0**	**0**	**0**	**2,000,000**

Project Description: Provides federal capital funding to StarMetro.

4252692 CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE

From: STARMETRO

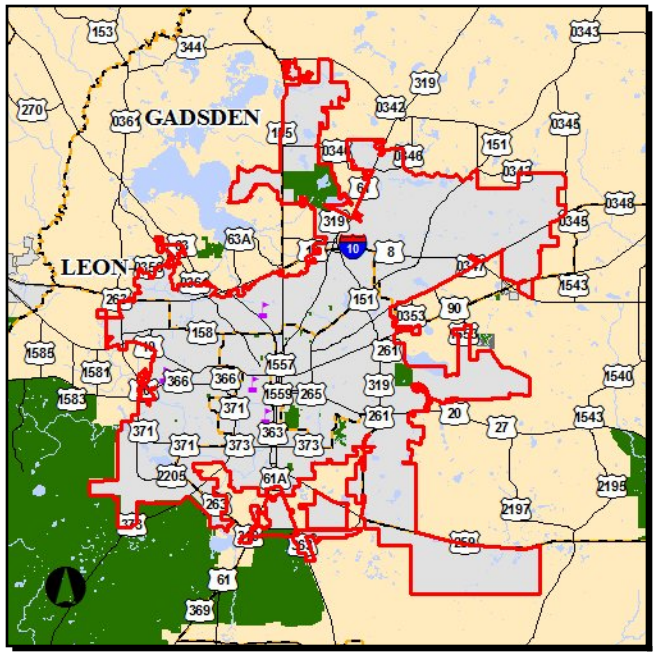
To: SECTION 5309 CAPITAL

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	FTA	0	0	0	0	1,000,000	**1,000,000**
CAP (94)	LF	0	0	0	0	250,000	**250,000**
Total		**0**	**0**	**0**	**0**	**1,250,000**	**1,250,000**

Project Description:

4252693 CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE

From: STARMETRO

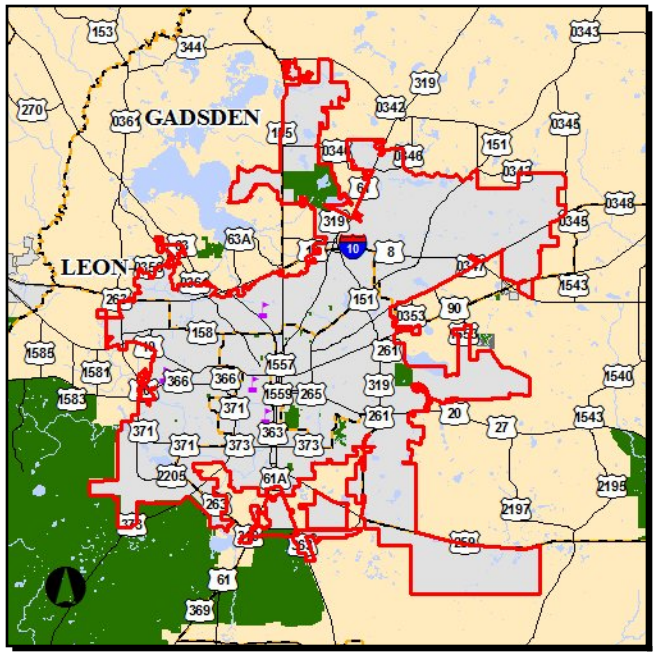
To: SECTION 5309 CAPITAL

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	FTA	0	0	0	0	2,000,000	**2,000,000**
CAP (94)	LF	0	0	0	0	500,000	**500,000**
Total		**0**	**0**	**0**	**0**	**2,500,000**	**2,500,000**

Project Description:

4293421 CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE

From: STARMETRO

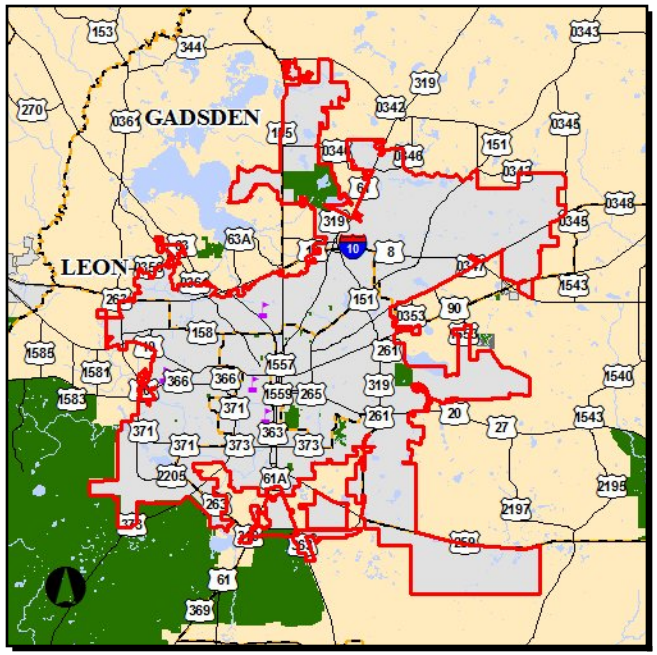
To: TRANSIT CAPITAL 5309

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	FTA	400,000	400,000	400,000	400,000	400,000	**2,000,000**
Total		**400,000**	**400,000**	**400,000**	**400,000**	**400,000**	**2,000,000**

Project Description:

4293422 CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE

From: STARMETRO

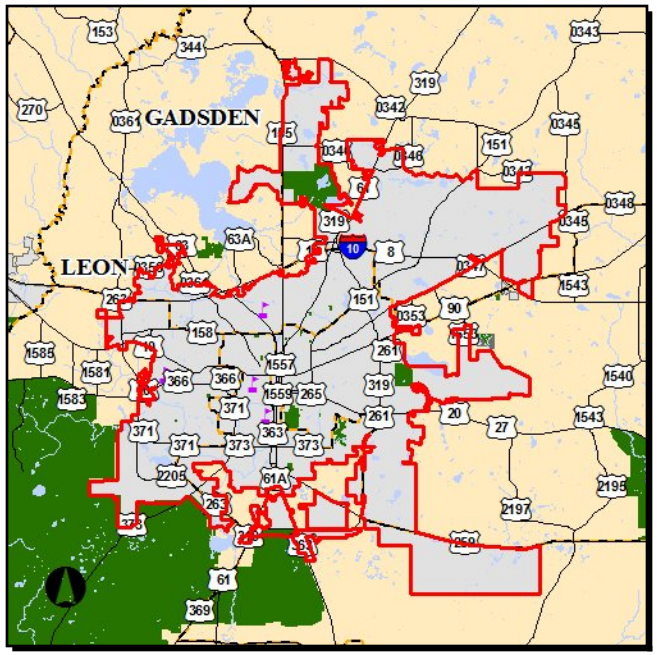
To: TRANSIT CAPITAL 5309

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	FTA	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	**22,500,000**
Total		**4,500,000**	**4,500,000**	**4,500,000**	**4,500,000**	**4,500,000**	**22,500,000**

Project Description:

4293423 CITY OF TALLAHASSEE



Work Summary: CAPITAL FOR FIXED ROUTE

From: STARMETRO

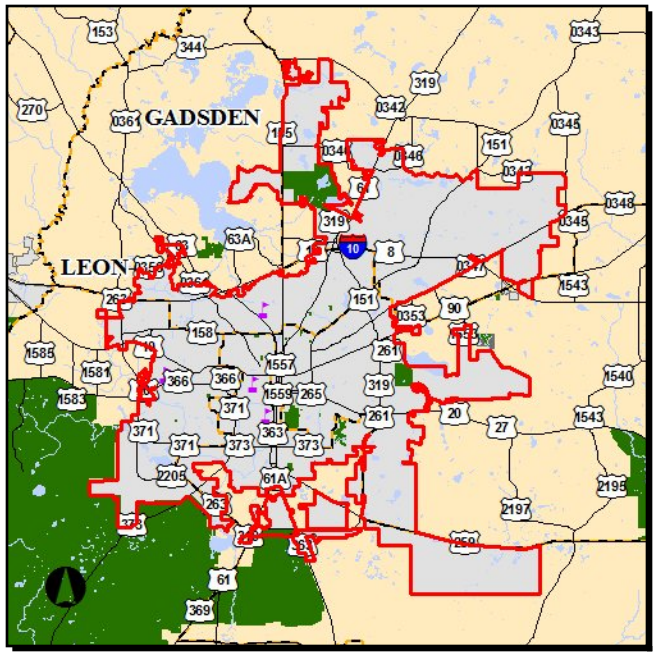
To: TRANSIT CAPITAL 5309

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	FTA	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	**21,000,000**
Total		**4,200,000**	**4,200,000**	**4,200,000**	**4,200,000**	**4,200,000**	**21,000,000**

Project Description:

4297351 CITY OF TALLAHASSEE



Work Summary: INTERMODAL HUB CAPACITY

From: TRANSIT ACCESS

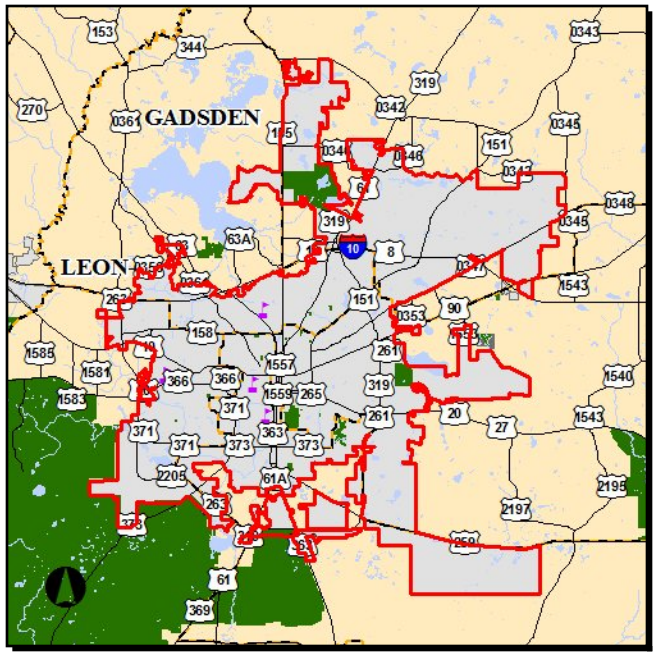
To:

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CAP (94)	DPTO	0	0	0	134,442	0	**134,442**
Total		**0**	**0**	**0**	**134,442**	**0**	**134,442**

Project Description:

4302881 CITY OF TALLAHASSEE



Work Summary: TRANSIT SERVICE DEMONSTRATION

From: STARMETRO SERVICE

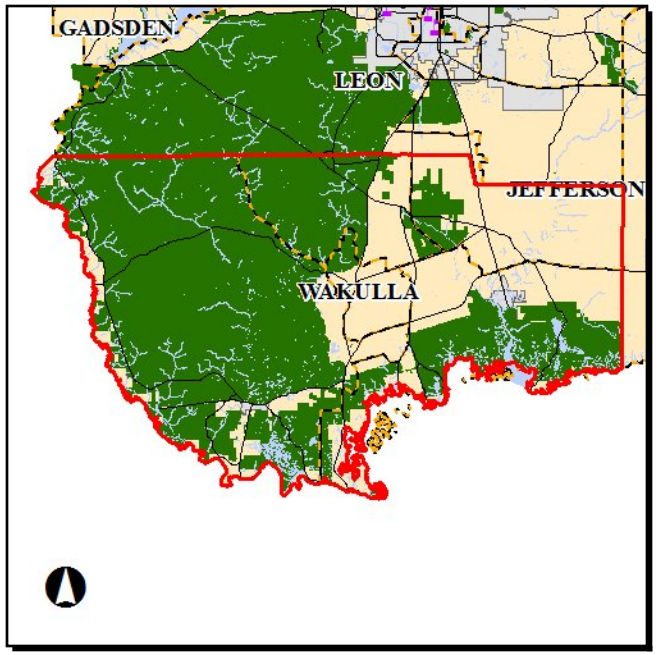
To: DEVELOPMENT

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OPS (84)	DPTO	46,000	46,000	40,000	0	0	**132,000**
Total		**46,000**	**46,000**	**40,000**	**0**	**0**	**132,000**

Project Description:

2271221 WAKULLA CO.



Work Summary: TD COMMISSION - CAPITAL

From: TD COMMISSION

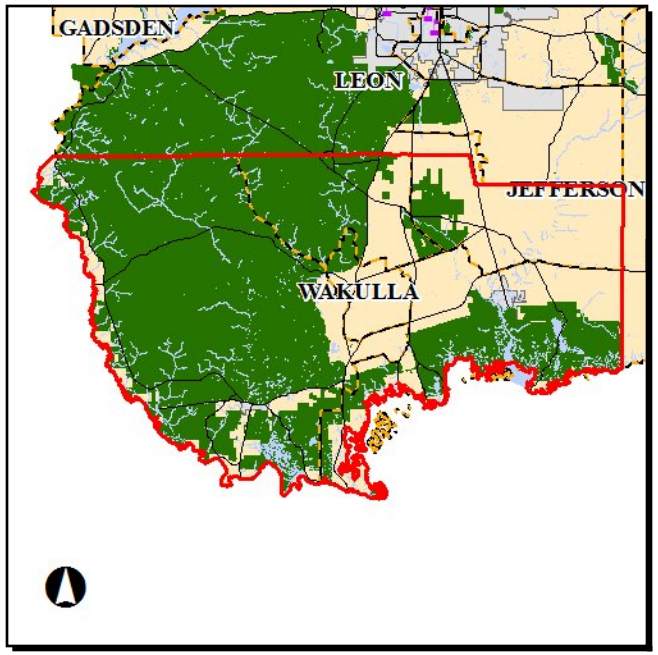
To: TRIP AND EQUIPMENT GRANT

Project Location: Wakulla County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OPS (84)	LF	16,728	17,950	18,650	18,627	18,627	**90,582**
OPS (84)	TDDR	3,690	3,690	3,690	3,690	3,690	**18,450**
OPS (84)	TDTF	153,545	157,863	146,863	163,948	163,948	**786,167**
Total		**173,963**	**179,503**	**169,203**	**186,265**	**186,265**	**895,199**

Project Description: Provides state transportation disadvantaged funding to Wakulla County.

2271222 WAKULLA CO.



Work Summary: TD COMMISSION - CAPITAL

From: LCB ASSISTANCE

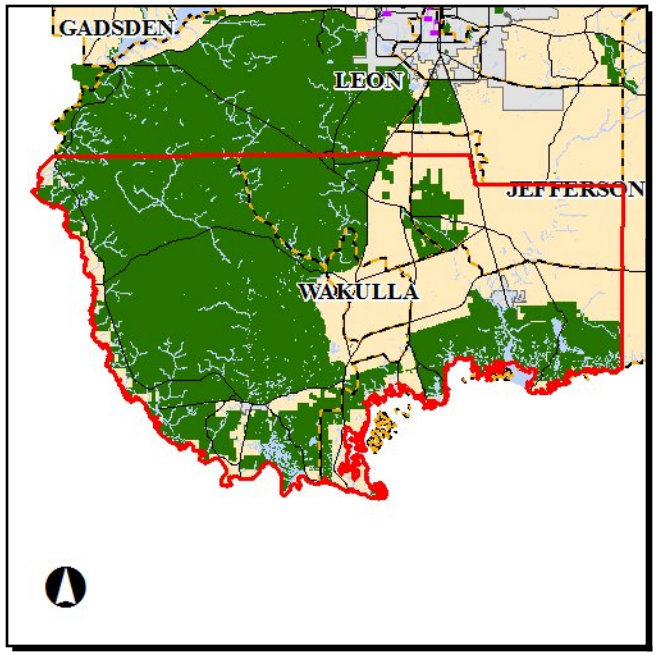
To: COMMISSION TD

Project Location: Wakulla County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PLN (14)	TDTF	18,850	18,850	18,850	17,633	17,633	**91,816**
Total		**18,850**	**18,850**	**18,850**	**17,633**	**17,633**	**91,816**

Project Description: Provides state transportation disadvantaged funding to Wakulla County.

4213662 WAKULLA COUNTY



Work Summary: OPERATING/ADMIN. ASSISTANCE

From: SENIOR CITIZEN TRANSIT

To: NON-URBANIZED AREA 5311

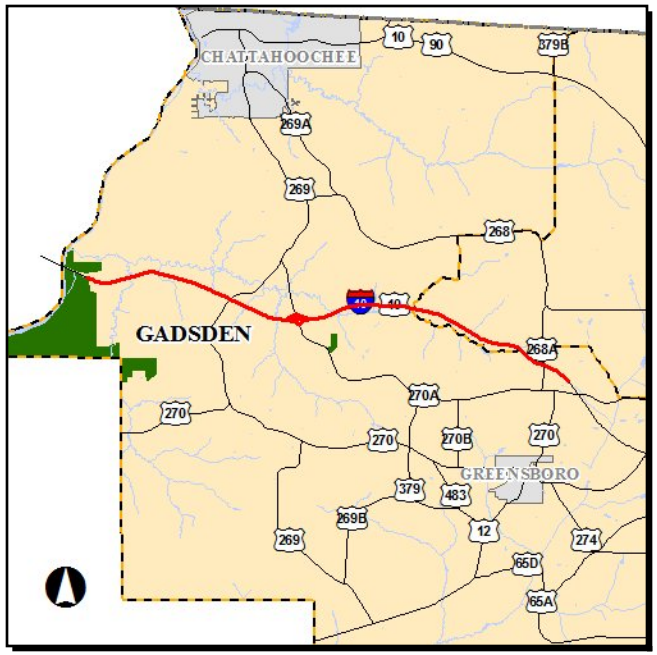
Project Location: Wakulla County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
OPS (84)	LF	122,000	0	0	0	0	**122,000**
OPS (84)	DU	122,000	0	0	0	0	**122,000**
Total		**244,000**	**0**	**0**	**0**	**0**	**244,000**

Project Description:

Section F - Resurfacing (State/Federally Funded)

4246191 SR 8 (I-10)



Work Summary: RESURFACING **From:** FROM APALACHICOLA RIVER

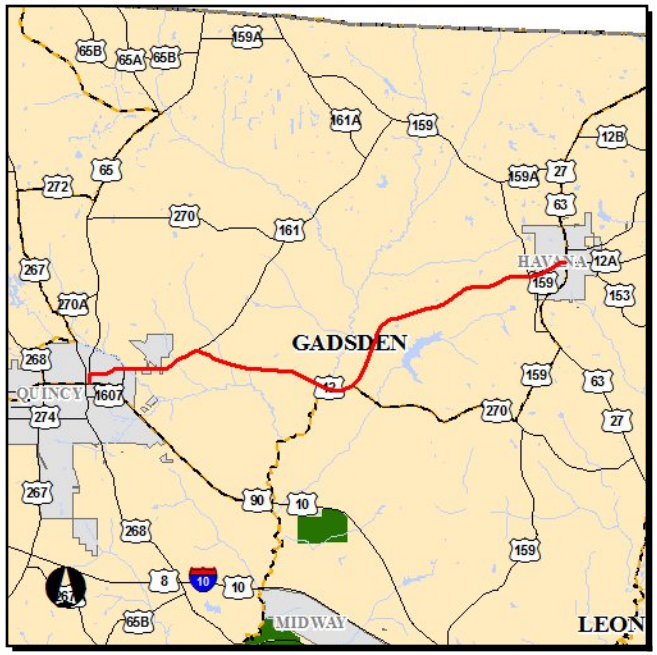
To: TO WEST OF SR 12

Project Location: Gadsden County **Length:** 11.716

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (52)	ACNH	21,434,750	0	0	0	0	**21,434,750**
CST (62)	ACNH	2,529,259	0	0	0	0	**2,529,259**
CST (61)	ACNH	188,626	0	0	0	0	**188,626**
Total		**24,152,635**	**0**	**0**	**0**	**0**	**24,152,635**

Project Description: Provides federal funding for the resurfacing of I-10 from the Apalachicola River eastward to west of SR 12.

4269301 SR 12



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

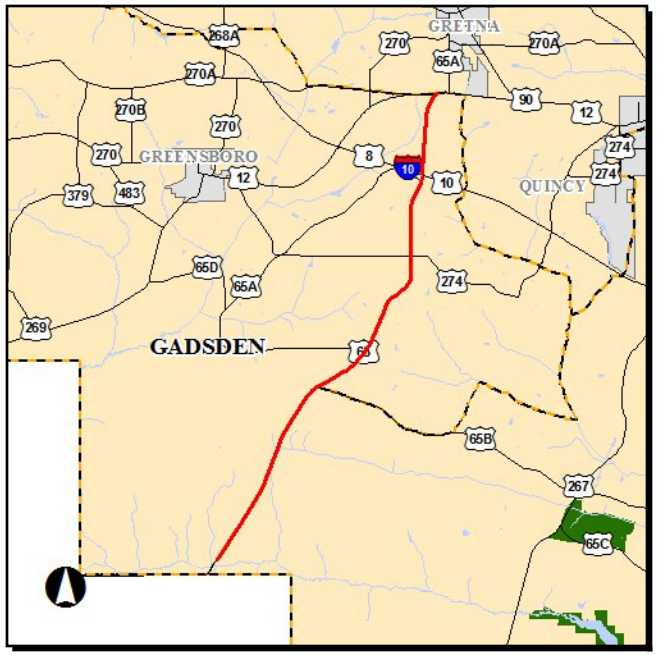
To: TO SR 63 (US 27) MAIN ST

Project Location: Gadsden County **Length:** 11.381

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (57)	DS	0	292,215	0	0	0	**292,215**
CST (61)	DIH	0	0	64,200	0	0	**64,200**
CST (62)	EB	0	0	1,384,552	0	0	**1,384,552**
CST (52)	SA	0	0	6,210,354	0	0	**6,210,354**
CST (52)	DDR	0	0	192,503	0	0	**192,503**
CST (52)	EB	0	0	263,873	0	0	**263,873**
Total		**0**	**292,215**	**8,115,482**	**0**	**0**	**8,407,697**

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

4287461 SR 65



Work Summary: RESURFACING **From:** FROM LIBERTY COUNTY LINE

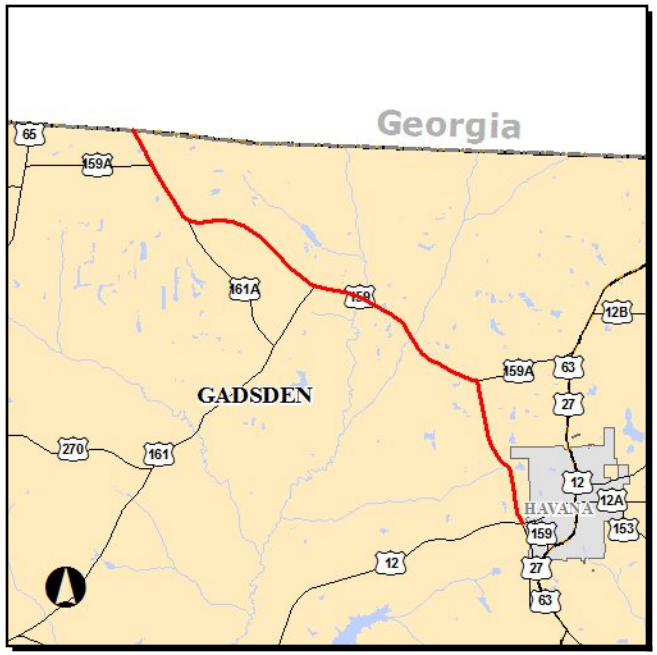
To: TO SR 12

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (31)	DIH	52,600	0	0	0	0	**52,600**
PE (32)	DS	776,002	0	0	0	0	**776,002**
CST (62)	SL	0	0	0	697,819	0	**697,819**
CST (61)	DIH	0	0	0	51,556	0	**51,556**
CST (62)	EB	0	0	0	101,759	0	**101,759**
CST (52)	SL	0	0	0	4,995,702	0	**4,995,702**
Total		**828,602**	**0**	**0**	**5,846,836**	**0**	**6,675,438**

Project Description: Involves resurfacing SR 65 from the Liberty County line to SR 12.

4296711 CR 159 SALEM ROAD



Work Summary: PAVE SHOULDERS **From:** FROM SR 12

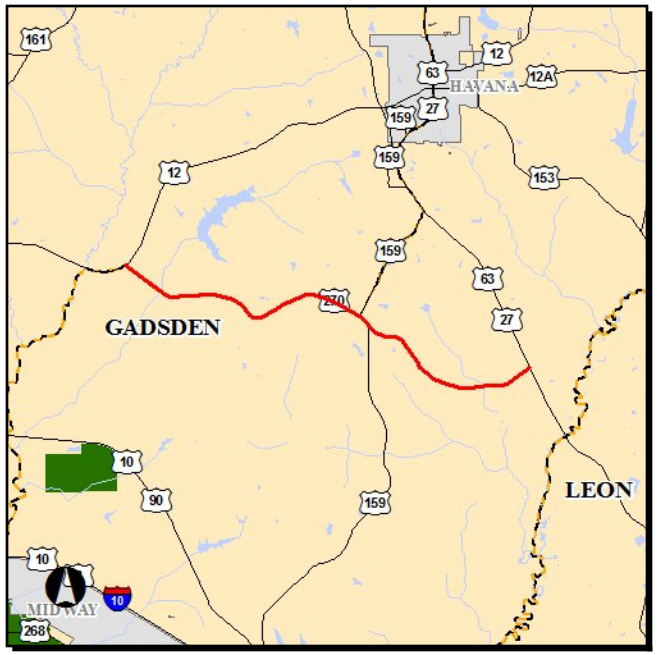
To: TO GEORGIA STATE LINE

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (31)	HSP	14,500	0	0	0	0	**14,500**
PE (32)	HSP	145,000	0	0	0	0	**145,000**
Total		**159,500**	**0**	**0**	**0**	**0**	**159,500**

Project Description: This project involves paving the shoulders of Salem Road from SR 12 north to the Georgia State line.

4296721 CR 270 SHADY REST RD



Work Summary: PAVE SHOULDERS **From:** FROM SR 12

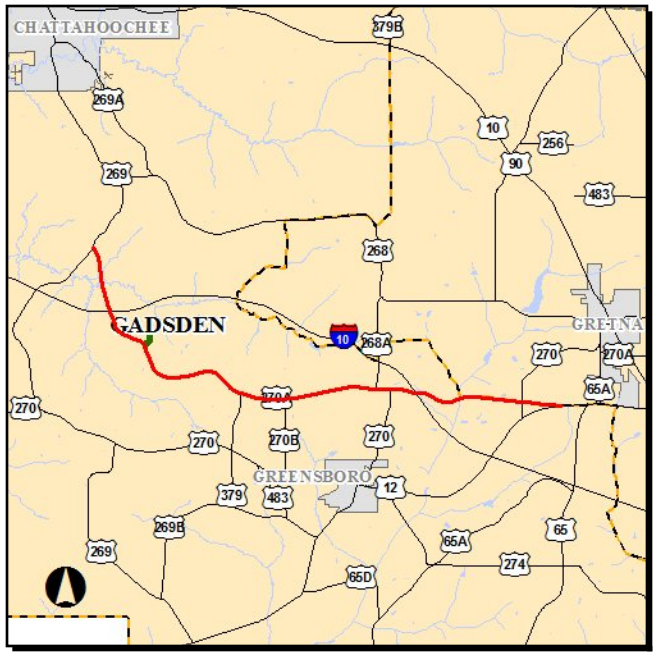
To: TO SR 63 (US 27)

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (31)	HSP	14,500	0	0	0	0	**14,500**
PE (32)	HSP	145,000	0	0	0	0	**145,000**
Total		**159,500**	**0**	**0**	**0**	**0**	**159,500**

Project Description: This project involves paving the shoulders of Shady Rest Road from SR 12 to US 27.

4296831 CR 270A FLAT CREEK



Work Summary: RESURFACING **From:** FROM CR 269 BONNIE HILL

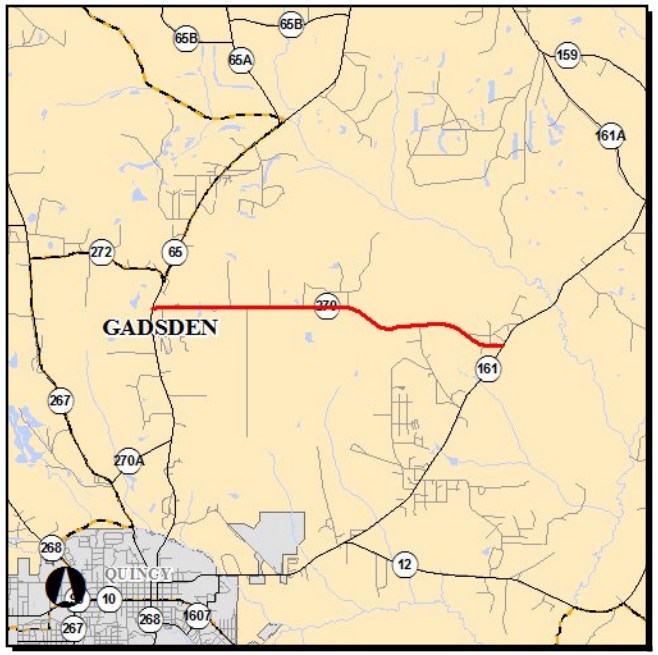
To: TO SR 12

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	SCOP	0	2,162,684	0	0	0	**2,162,684**
Total		**0**	**2,162,684**	**0**	**0**	**0**	**2,162,684**

Project Description: Involves resurfacing Flat Creek Road (CR 270A) from Bonnie Hill Road (CR 269) to SR 12.

4299711 CR 270 WOODWARD ROAD



Work Summary: WIDEN/RESURFACE EXIST LANES

From: FROM CR 65 ATTAPULGUS HWY

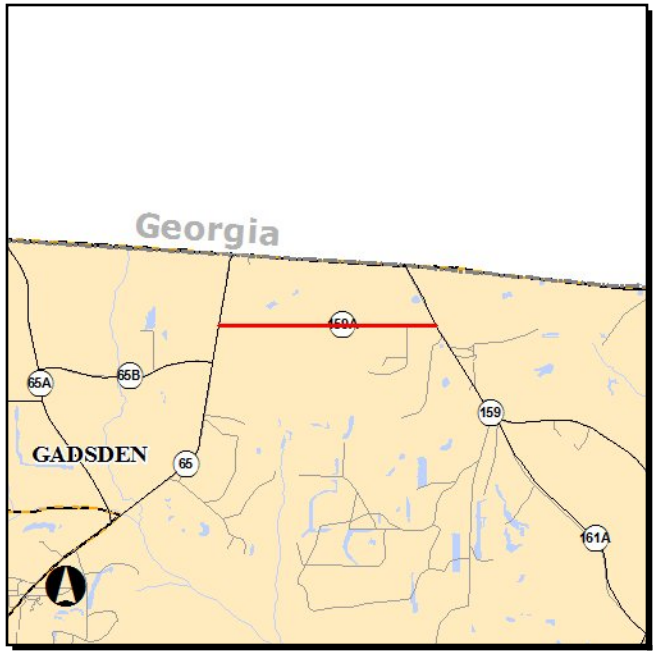
To: TO PT MILLIGAN ROAD

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	SCRA	0	1,233,797	0	0	0	**1,233,797**
Total		**0**	**1,233,797**	**0**	**0**	**0**	**1,233,797**

Project Description: Provides funds for resurfacing Woodward Road (CR 270) from Attapulgas Highway to Point Milligan Road.

4299831 CR 159A DODGER BALL



Work Summary: RESURFACING **From:** FROM CR 65 ATTAPULGUS HWY

To: TO CR 159 SALEM ROAD

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	CIGP	364,378	0	0	0	0	**364,378**
Total		**364,378**	**0**	**0**	**0**	**0**	**364,378**

Project Description: Project involves resurfacing of Dodger Ball Park Road(CR 159A) from Attapulgus Highway (CR 65) to Salem Road (CR 159).

4230811 SR 20 (US 27)



Work Summary: RESURFACING **From:** FROM WEST OF CR 259

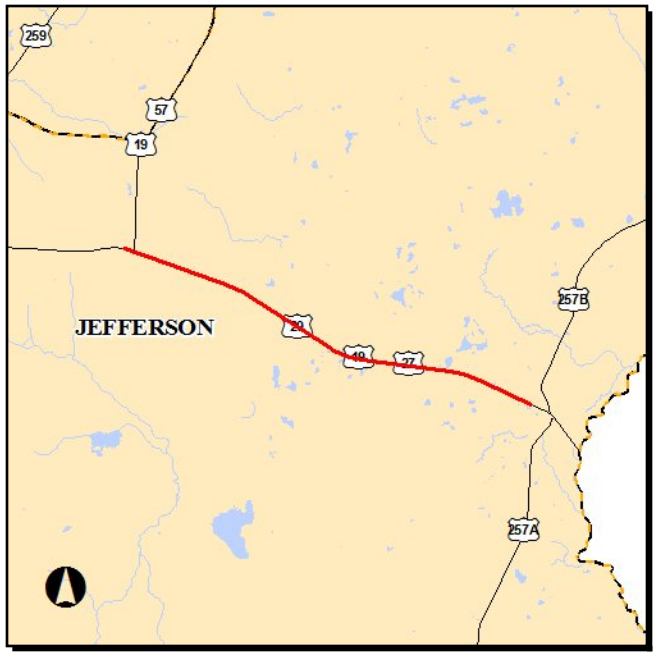
To: TO W OF SR 57 (US 19)

Project Location: Jefferson County **Length:** 2.744

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (62)	SN	0	587,293	0	0	0	**587,293**
CST (61)	DIH	0	35,902	0	0	0	**35,902**
CST (52)	SN	0	3,479,012	0	0	0	**3,479,012**
Total		**0**	**4,102,207**	**0**	**0**	**0**	**4,102,207**

Project Description: Provides federal funding to resurface US 27 from west of CR 259 to west of US 19.

4230812 SR 20 (US 19/27)



Work Summary: RESURFACING **From:** FROM W OF SR 57 (US 19)

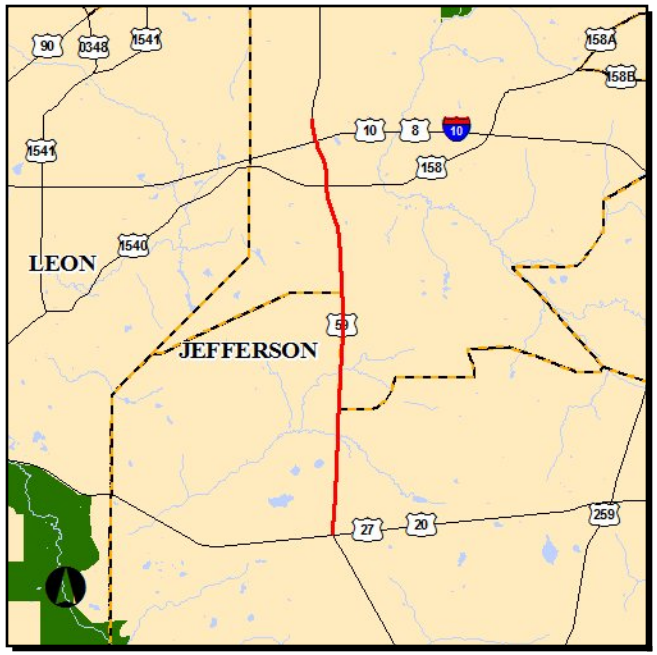
To: TO WEST OF J.C. LEE ROAD

Project Location: Jefferson County **Length:** 6.163

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (61)	DIH	0	85,634	0	0	0	**85,634**
CST (62)	DDR	0	1,563,770	0	0	0	**1,563,770**
CST (52)	DDR	0	8,892,481	0	0	0	**8,892,481**
Total		**0**	**10,541,885**	**0**	**0**	**0**	**10,541,885**

Project Description: Provides state funding to resurface US 19/27 from west of US 19 to west of JC Lee Road.

4246081 SR 59 GAMBLE ROAD



Work Summary: RESURFACING **From:** FROM NORTH SR 20 (US 27)

To: TO N OF SR 8 (I-10)

Project Location: Jefferson County **Length:** 6.028

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (61)	DIH	370,997	0	0	0	0	**370,997**
CST (52)	BRRP	15,267	0	0	0	0	**15,267**
CST (52)	SL	2,767,407	0	0	0	0	**2,767,407**
CST (57)	DS	10,000	0	0	0	0	**10,000**
Total		**3,163,671**	**0**	**0**	**0**	**0**	**3,163,671**

Project Description: Provides federal and state funding to resurface Gamble Road (SR 59) from north of US 27 to north of I-10.

4257031 CR 259 WAUKEENAH HWY



Work Summary: WIDEN/RESURFACE EXIST LANES

From: FROM SR 59 GAMBLE ROAD

To: TO SR 20 (US 27)

Project Location: Jefferson County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	GRSC	1,474,368	0	0	0	0	**1,474,368**
Total		**1,474,368**	**0**	**0**	**0**	**0**	**1,474,368**

Project Description: This project involves resurfacing Waukeenah Highway (CR 259) from Gamble Road (SR 59) to US 27.

4280371 WATERMILL ROAD



Work Summary: RESURFACING

From: FROM LLOYD CREEK ROAD

To: TO CR 259 WAUKEENAH HWY

Project Location: Jefferson County

Length: 2.796

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	CIGP	500,000	0	0	0	0	**500,000**
Total		**500,000**	**0**	**0**	**0**	**0**	**500,000**

Project Description: Provides state funding to resurface Watermill Road from Lloyd Creek Road to CR 259 (Waukeenah Highway).

4290241 SR 8 (I-10)



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

To: RESURFACING

Project Location: Jefferson County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (31)	DIH	9,232	0	0	0	0	**9,232**
PE (32)	DI	92,316	0	0	0	0	**92,316**
CST (61)	DIH	0	0	0	7,653	0	**7,653**
CST (52)	DRA	0	0	0	584,156	0	**584,156**
CST (62)	DRA	0	0	0	116,831	0	**116,831**
Total		**101,548**	**0**	**0**	**708,640**	**0**	**810,188**

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

4290242 SR 8 (I-10)



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

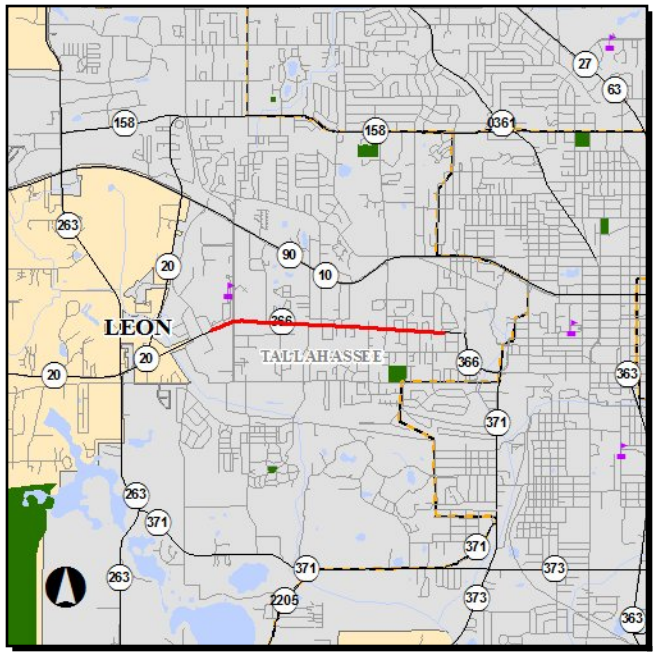
To: RESURFACING

Project Location: Jefferson County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (31)	DIH	9,384	0	0	0	0	**9,384**
PE (32)	DI	93,840	0	0	0	0	**93,840**
CST (61)	DIH	0	0	0	7,779	0	**7,779**
CST (52)	DRA	0	0	0	593,836	0	**593,836**
CST (62)	DRA	0	0	0	118,767	0	**118,767**
Total		**103,224**	**0**	**0**	**720,382**	**0**	**823,606**

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

4193081 SR 366 PENSACOLA ST.



Work Summary: RESURFACING **From:** FROM W OF APPLEYARD DRIVE

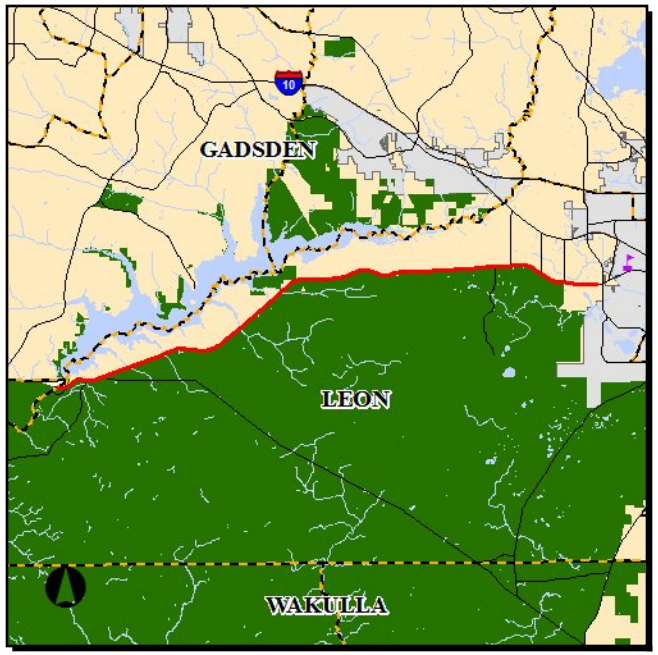
To: TO RIVOLI ROAD

Project Location: Leon County **Length:** 1.903

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (61)	DIH	29,634	0	0	0	0	**29,634**
CST (52)	LF	87,040	0	0	0	0	**87,040**
CST (62)	EB	538,848	0	0	0	0	**538,848**
CST (62)	HSP	31,095	0	0	0	0	**31,095**
CST (52)	HSP	155,477	0	0	0	0	**155,477**
CST (52)	EB	2,604,354	0	0	0	0	**2,604,354**
Total		**3,446,448**	**0**	**0**	**0**	**0**	**3,446,448**

Project Description: This project involves resurfacing Pensacola Street from Rivoli Road (west of FSU Stadium) to west of Appleyard Drive. Project anticipated to include addition of bike lanes. Project public meeting held on April 13, 2010.

4230671 SR 20 BLOUNTSTOWN HW



Work Summary: RESURFACING **From:** FROM OCHLOCKNEE RVR BR

To: TO SR 263 CAPITAL CIRCLE

Project Location: Leon County **Length:** 18.961

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (61)	DIH	0	92,480	0	0	0	**92,480**
CST (52)	DS	0	8,961,294	0	0	0	**8,961,294**
CST (62)	DS	0	1,545,160	0	0	0	**1,545,160**
Total		**0**	**10,598,934**	**0**	**0**	**0**	**10,598,934**

Project Description: Provides funding for the resurfacing of Blountstown Highway (SR 20) from Capital Circle, Southwest to the Liberty County line (Ochlockonee River).

4246091 SR 61 (US 319)



Work Summary: RESURFACING **From:** FROM TIMBERWOLF CROSSING

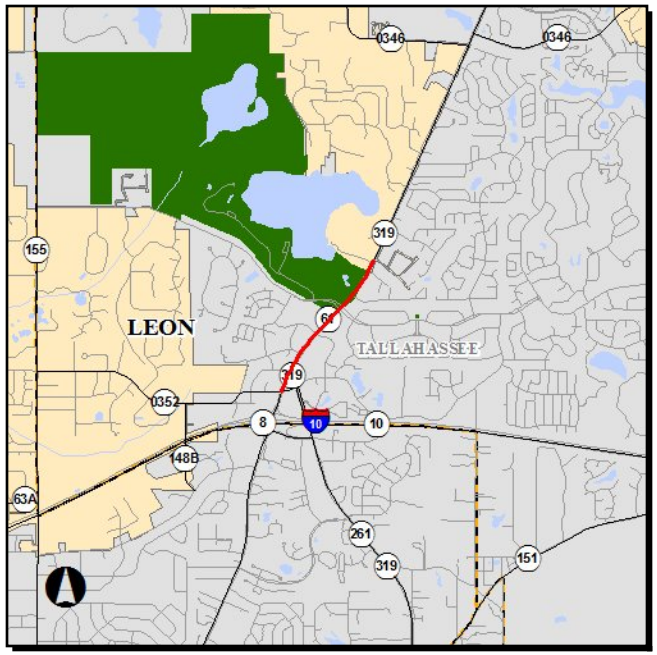
To: TO GEORGIA STATE LINE

Project Location: Leon County **Length:** 8.554

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (61)	DIH	101,154	0	0	0	0	**101,154**
CST (62)	DDR	1,806,717	0	0	0	0	**1,806,717**
CST (52)	DDR	11,055,172	0	0	0	0	**11,055,172**
Total		**12,963,043**	**0**	**0**	**0**	**0**	**12,963,043**

Project Description: Provides funding for the resurfacing of Thomasville Road from Timberwolf Crossing (at Chiles High School) to the Georgia State line.

4269311 SR 61 (US 319)



Work Summary: RESURFACING **From:** FROM LIVE OAK PLANTATION

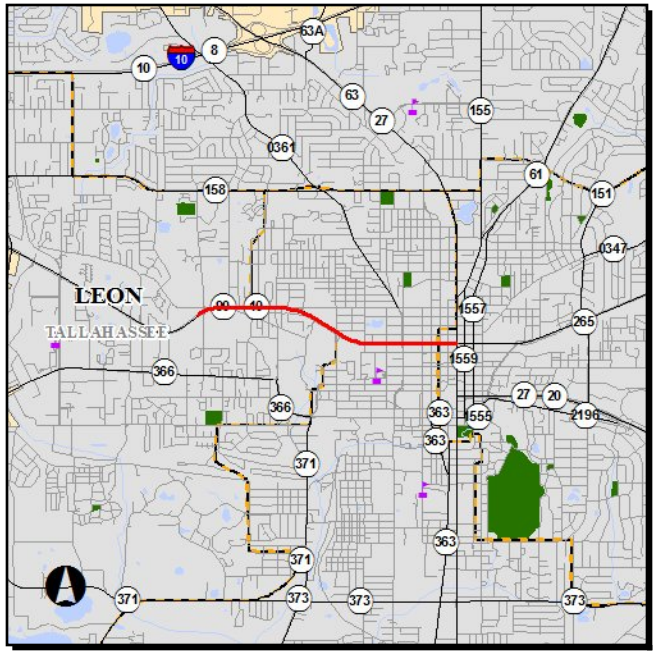
To: TO WOODBINE DRIVE

Project Location: Leon County **Length:** 1.775

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (61)	DIH	0	0	29,480	0	0	**29,480**
CST (62)	EB	0	0	472,441	0	0	**472,441**
CST (52)	EB	0	0	2,856,540	0	0	**2,856,540**
Total		**0**	**0**	**3,358,461**	**0**	**0**	**3,358,461**

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

4269371 SR 10 (US 90)



Work Summary: RESURFACING **From:** FROM OCALA ROAD

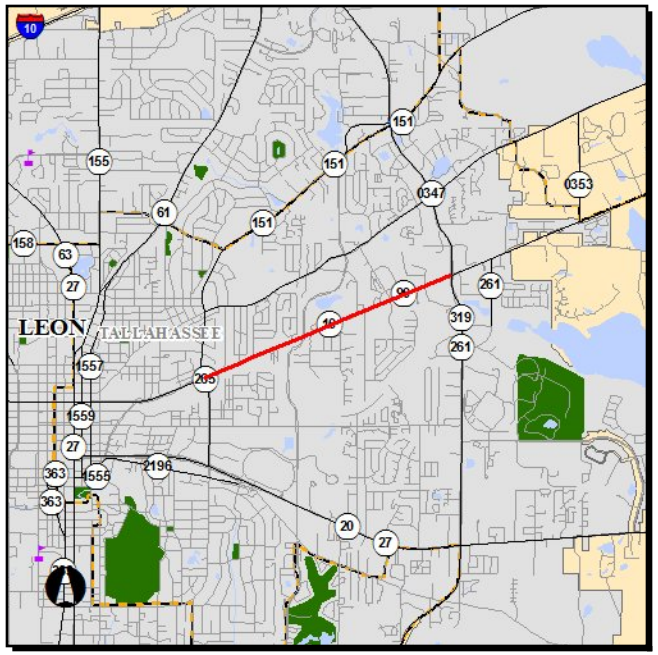
To: TO SR 61 (US 27) MONROE

Project Location: Leon County **Length:** 2.297

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (61)	DIH	0	0	37,530	0	0	**37,530**
CST (52)	DS	0	0	3,636,600	0	0	**3,636,600**
CST (62)	DS	0	0	623,590	0	0	**623,590**
Total		**0**	**0**	**4,297,720**	**0**	**0**	**4,297,720**

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

4269611 SR 10 (US 90)



Work Summary: RESURFACING **From:** FROM SR 265 MAGNOLIA DR

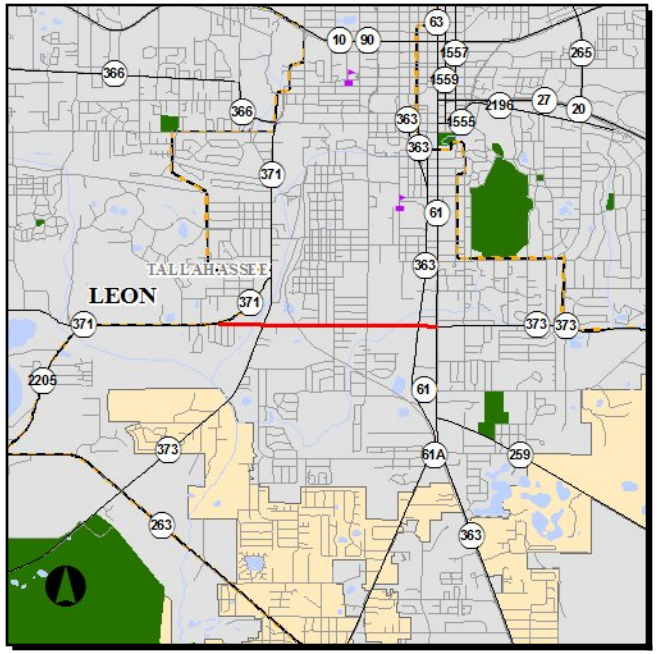
To: TO SR 261 (US 319)CAP CIR

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (31)	DIH	49,026	0	0	0	0	**49,026**
PE (32)	DS	490,261	0	0	0	0	**490,261**
Total		**539,287**	**0**	**0**	**0**	**0**	**539,287**

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

4269651 SR 373 ORANGE AVE



Work Summary: RESURFACING **From:** FROM LAKE BRADFORD RD

To: TO SR 61 SOUTH MONROE ST

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (31)	DIH	52,973	0	0	0	0	**52,973**
PE (32)	DS	529,729	0	0	0	0	**529,729**
CST (61)	DIH	0	0	0	20,337	0	**20,337**
CST (62)	DDR	0	0	0	305,252	0	**305,252**
CST (52)	DDR	0	0	0	1,791,829	0	**1,791,829**
Total		**582,702**	**0**	**0**	**2,117,418**	**0**	**2,700,120**

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

4287361 SR 263 CAPITAL CIR



Work Summary: RESURFACING **From:** FROM S OF OLD AIRPORT ENT

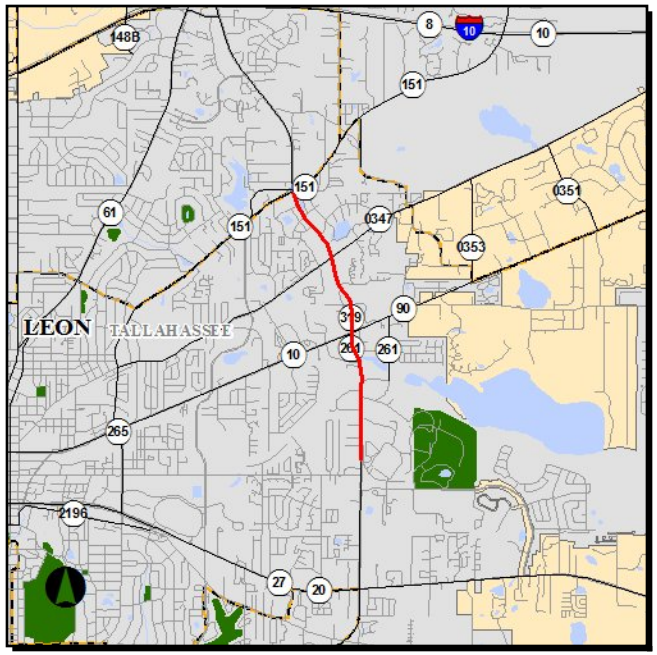
To: TO S OF SR 371 ORANGE AVE

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (31)	DIH	39,601	0	0	0	0	**39,601**
PE (32)	DS	396,010	0	0	0	0	**396,010**
CST (61)	DIH	0	0	0	22,188	0	**22,188**
CST (62)	DDR	0	0	0	239,190	0	**239,190**
CST (52)	DDR	0	0	0	1,194,484	0	**1,194,484**
Total		**435,611**	**0**	**0**	**1,455,862**	**0**	**1,891,473**

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

4287391 SR 261 (US 319)



Work Summary: RESURFACING **From:** FROM N OF PARK AVENUE

To: TO CR 151 CENTERVILLE RD

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (31)	DIH	72,573	0	0	0	0	**72,573**
PE (32)	DS	725,734	0	0	0	0	**725,734**
CST (61)	DIH	0	0	0	45,053	0	**45,053**
CST (52)	SA	0	0	0	4,365,582	0	**4,365,582**
CST (62)	SA	0	0	0	698,207	0	**698,207**
Total		**798,307**	**0**	**0**	**5,108,842**	**0**	**5,907,149**

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

4287401 SR 10 (US 90)



Work Summary: RESURFACING **From:** FROM APEX DRIVE

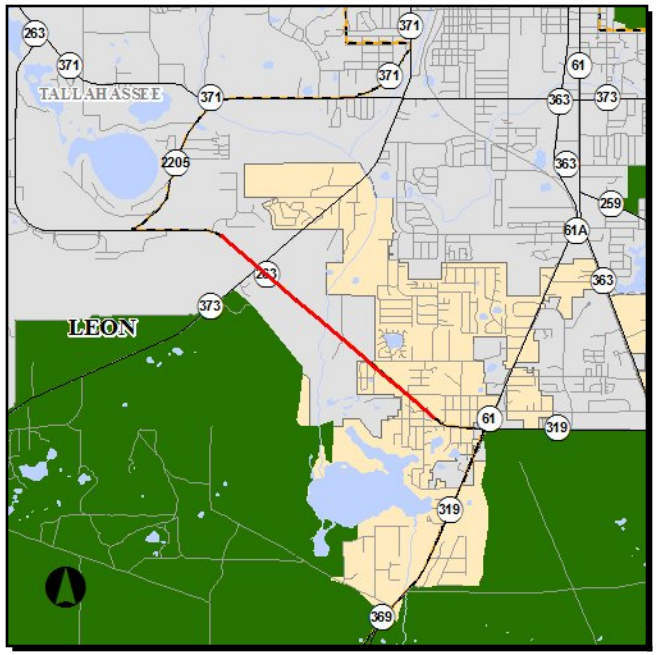
To: TO EAST OF CR 59

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (31)	DIH	48,308	0	0	0	0	**48,308**
PE (32)	DS	733,075	0	0	0	0	**733,075**
CST (61)	DIH	0	0	0	35,562	0	**35,562**
CST (62)	DDR	0	0	0	551,276	0	**551,276**
CST (52)	DDR	0	0	0	3,445,887	0	**3,445,887**
Total		**781,383**	**0**	**0**	**4,032,725**	**0**	**4,814,108**

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

4287471 SR 263 CAPITAL CIR



Work Summary: RESURFACING **From:** FROM W OF SR 61 (US 319)

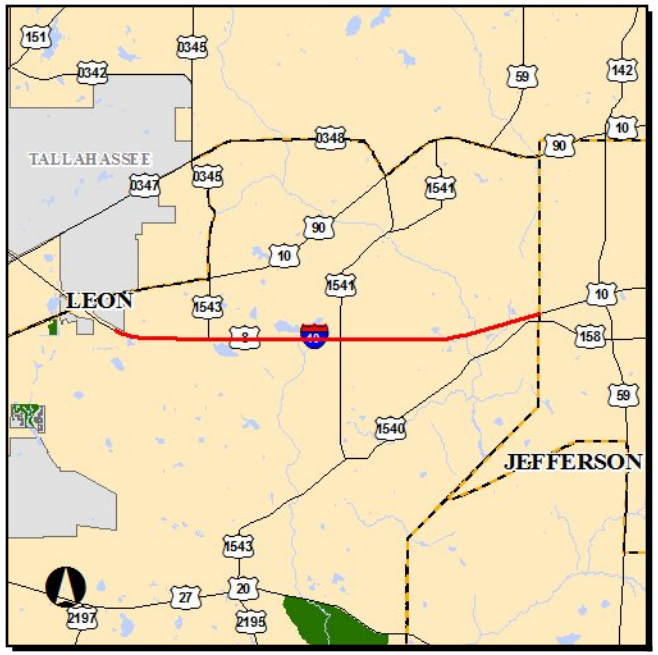
To: TO EAST OF AIRPORT

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (31)	DIH	39,159	0	0	0	0	**39,159**
PE (32)	DS	391,591	0	0	0	0	**391,591**
CST (61)	DIH	0	0	0	15,832	0	**15,832**
CST (62)	EB	0	0	0	236,912	0	**236,912**
CST (52)	EB	0	0	0	1,394,898	0	**1,394,898**
Total		**430,750**	**0**	**0**	**1,647,642**	**0**	**2,078,392**

Project Description: Involves resurfacing Capital Circle, Southwest from west of US 319 (Crawfordville Road) to east of Tallahassee Regional Airport.

4289391 SR 8 (I-10)



Work Summary: RESURFACING **From:** FROM E OF SR 10 (US 90)

To: TO JEFFERSON COUNTY LINE

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (31)	DIH	35,191	0	0	0	0	**35,191**
PE (32)	ACIM	651,908	0	0	0	0	**651,908**
CST (61)	ACIM	0	0	90,196	0	0	**90,196**
CST (62)	ACIM	0	0	1,102,000	0	0	**1,102,000**
CST (52)	ACIM	0	0	9,366,220	0	0	**9,366,220**
Total		**687,099**	**0**	**10,558,416**	**0**	**0**	**11,245,515**

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

4290243 SR 8 (I-10)



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

To: RESURFACING

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (31)	DIH	11,089	0	0	0	0	**11,089**
PE (32)	DI	152,361	0	0	0	0	**152,361**
CST (61)	DIH	0	0	0	12,630	0	**12,630**
CST (52)	DRA	0	0	0	964,108	0	**964,108**
CST (62)	DRA	0	0	0	192,821	0	**192,821**
Total		**163,450**	**0**	**0**	**1,169,559**	**0**	**1,333,009**

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

4290244 SR 8 (I-10)



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

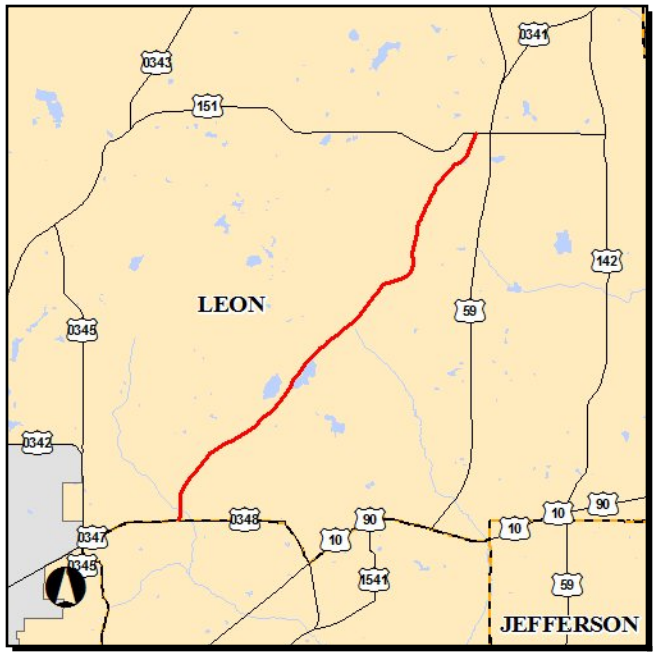
To: RESURFACING

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (31)	DIH	11,089	0	0	0	0	**11,089**
PE (32)	DI	152,361	0	0	0	0	**152,361**
CST (61)	DIH	0	0	0	12,630	0	**12,630**
CST (52)	DRA	0	0	0	964,108	0	**964,108**
CST (62)	DRA	0	0	0	192,821	0	**192,821**
Total		**163,450**	**0**	**0**	**1,169,559**	**0**	**1,333,009**

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

4296731 CR 0347 MICCOSUKEE



Work Summary: PAVE SHOULDERS **From:** FROM S OF CR0348 MCCRAKEN

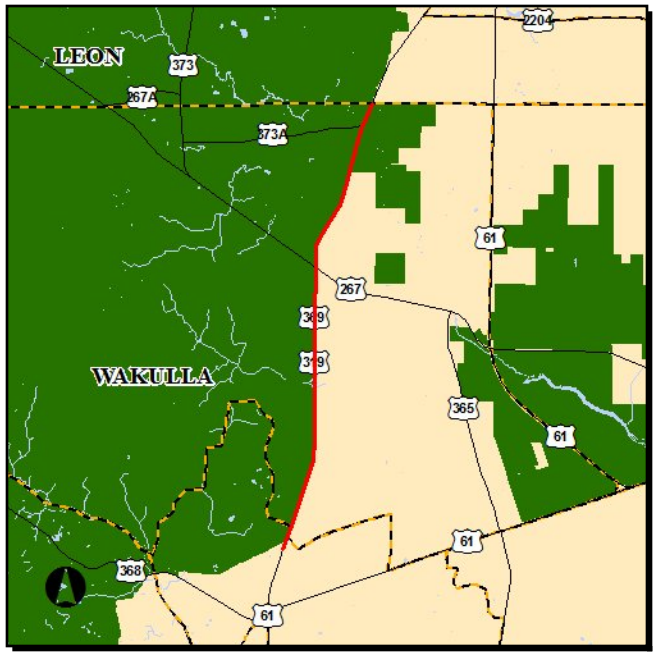
To: TO CR 151 MOCCASIN GAP RD

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (31)	HSP	14,500	0	0	0	0	**14,500**
PE (32)	HSP	145,000	0	0	0	0	**145,000**
Total		**159,500**	**0**	**0**	**0**	**0**	**159,500**

Project Description: Invovles paving the shoulders of Miccosukee Road from CR 348 to Moccasin Gap Road. This project addresses vehicular lane departures.

4193151 SR 369 (US 319)



Work Summary: RESURFACING **From:** FROM WAKULLA/-ARRAN ROADS

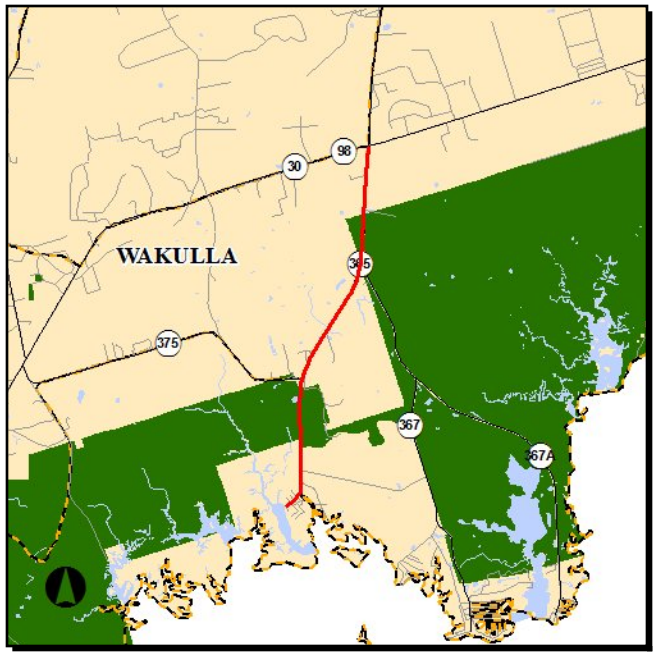
To: TO LEON COUNTY LINE

Project Location: Wakulla County **Length:** 7.348

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (61)	DIH	35,454	0	0	0	0	**35,454**
CST (52)	LF	214,400	0	0	0	0	**214,400**
CST (52)	CIGP	351,296	0	0	0	0	**351,296**
CST (62)	EB	780,284	0	0	0	0	**780,284**
CST (62)	HSP	83,161	0	0	0	0	**83,161**
CST (52)	HSP	415,801	0	0	0	0	**415,801**
CST (52)	EB	2,556,554	0	0	0	0	**2,556,554**
Total		**4,436,950**	**0**	**0**	**0**	**0**	**4,436,950**

Project Description: Provides federal and state funding for resurfacing US 319 from Wakulla/Arran Roads northward to the Leon County line.

4240391 CR 365 SPRING CREEK



Work Summary: WIDEN/RESURFACE EXIST LANES

From: FROM END OF PAVEMENT

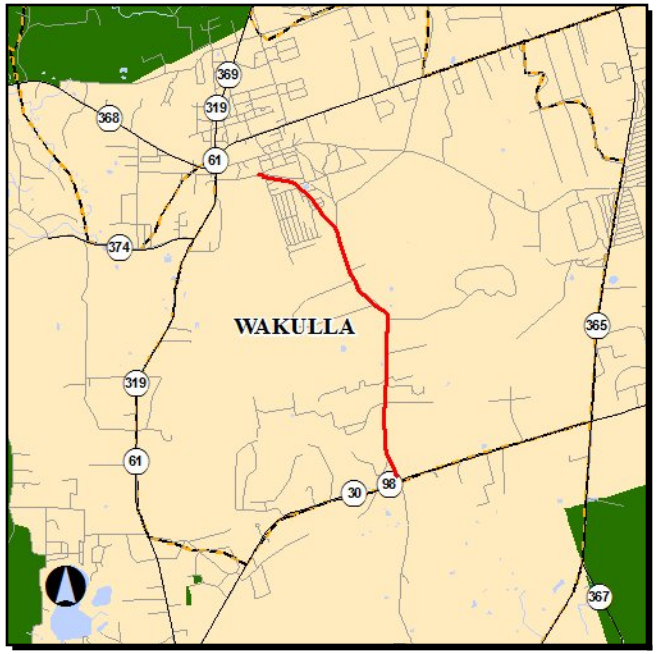
To: TO SR 30 (US 98)

Project Location: Wakulla County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	CIGP	0	1,165,344	0	0	0	**1,165,344**
Total		**0**	**1,165,344**	**0**	**0**	**0**	**1,165,344**

Project Description: Project invovles resurfacing Spring Creek Highway (CR 365) from end of pavement to US 98.

4299721 REHWINKEL ROAD



Work Summary: WIDEN/RESURFACE EXIST LANES

From: FROM SR 30 (US 98)

To: TO MLK JR MEMORIAL ROAD

Project Location: Wakulla County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	SCRA	0	1,950,150	0	0	0	**1,950,150**
Total		**0**	**1,950,150**	**0**	**0**	**0**	**1,950,150**

Project Description: Provides funds for resurfacing Rehwinkel Road from US 98 to Martin Luther King, Jr. Memorial Road.

4299731 EMMETT WHALEY ROAD



Work Summary: WIDEN/RESURFACE EXIST LANES

From: FROM LAWHON MILL RD

To: TO SR 61 (US 319)

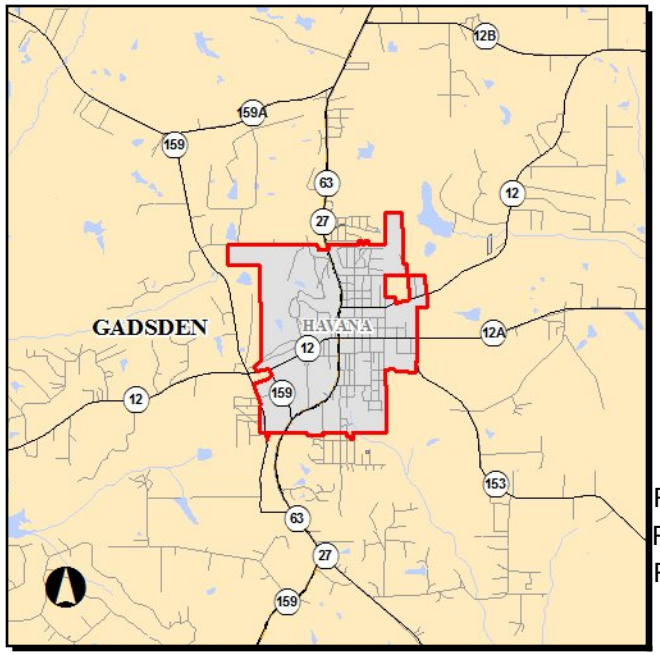
Project Location: Wakulla County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (58)	SCRA	0	737,525	0	0	0	**737,525**
Total		**0**	**737,525**	**0**	**0**	**0**	**737,525**

Project Description: Provides funds to resurface Emmett Whaley Road from Lawhon Mill Road to SR 61 (Crawfordville Road/US 319).

Section G - Transportation Systems Management (State/Federally Funded)

4280981 TOWN OF HAVANA



Work Summary: LANDSCAPING **From:** LANDSCAPING & SCENIC

To: BEAUTIFICATION

Project Location: Gadsden County **Length:** 0.001

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (38)	ACSE	11,396	0	0	0	0	**11,396**
ROW (41)	DIH	0	11,087	0	0	0	**11,087**
ROW (4B)	SE	0	8,315	0	0	0	**8,315**
ROW (43)	SE	0	132,165	0	0	0	**132,165**
CST (58)	ACSE	0	0	0	24,035	0	**24,035**
CST (58)	SE	0	0	0	69,139	0	**69,139**
Total		**11,396**	**151,567**	**0**	**93,174**	**0**	**256,137**

Project Description: This project provides federal transportation ehancement funding for an entry sign to be constructed in the Town of Havana.

4281001 GADSDEN COUNTY



Work Summary: LANDSCAPING **From:** ROADWAY BEAUTIFICATION

To: WILDFLOWER PLANTING

Project Location: Gadsden County **Length:** 0.036

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (38)	SE	4,146	0	0	0	0	**4,146**
CST (58)	SE	0	41,463	0	0	0	**41,463**
Total		**4,146**	**41,463**	**0**	**0**	**0**	**45,609**

Project Description: This project provides federal transportation ehancement funding for roadway beautification efforts in Gadsden County through the planting of wildflowers.

4281011 GADSDEN COUNTY



Work Summary: LANDSCAPING **From:** GATEWAY SIGNAGE AND

To: LANDSCAPING

Project Location: Gadsden County **Length:** 0.016

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (38)	SE	10,140	0	0	0	0	**10,140**
CST (58)	SE	0	101,403	0	0	0	**101,403**
Total		**10,140**	**101,403**	**0**	**0**	**0**	**111,543**

Project Description: This project provides federal transportation ehancement funding for the construction of gateway signage and landscaping in Gadsden County.

2198802 SR 263 (US 319)



Work Summary: ADD RIGHT TURN LANE(S)

From: @ TOWER ROAD

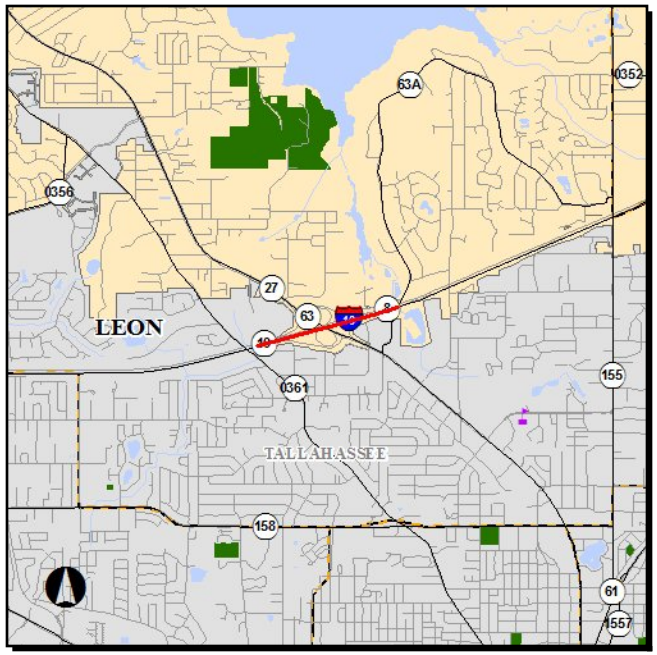
To: INTERSECTION

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
PE (31)	DIH	15,440	0	0	0	0	**15,440**
PE (32)	DS	154,400	0	0	0	0	**154,400**
ROW (41)	DIH	0	42,849	0	0	0	**42,849**
ROW (45)	DS	0	55,125	0	0	0	**55,125**
ROW (43)	DS	0	845,429	0	0	0	**845,429**
ROW (4B)	DS	0	51,633	0	0	0	**51,633**
CST (52)	DS	0	0	0	439,654	0	**439,654**
CST (62)	DS	0	0	0	101,120	0	**101,120**
CST (61)	DIH	0	0	0	6,806	0	**6,806**
Total		**169,840**	**995,036**	**0**	**547,580**	**0**	**1,712,456**

Project Description: This project involves the construction of a southbound right turn lane on Capital Circle, Northwest at Tower Road.

2225893 SR 8 (I-10)



Work Summary: LANDSCAPING **From:** FROM PVT CHANGE W CR 361

To: TO W OF CR 155 MERIDIAN

Project Location: Leon County **Length:** 2.428

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (61)	DIH	80,920	0	0	0	0	**80,920**
CST (52)	DS	617,709	0	0	0	0	**617,709**
Total		**698,629**	**0**	**0**	**0**	**0**	**698,629**

Project Description: Provides landscape funding associated with the recent widening of Interstate 10.

2225903 SR 8 (I-10)



Work Summary: LANDSCAPING **From:** FROM EAST OF REST AREA

To: TO PVT CHANGE W CR 361

Project Location: Leon County **Length:** 3.491

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (61)	DIH	0	4,289	0	0	0	**4,289**
CST (52)	DS	0	277,083	0	0	0	**277,083**
CST (62)	DS	0	58,792	0	0	0	**58,792**
Total		**0**	**340,164**	**0**	**0**	**0**	**340,164**

Project Description: Provides landscape funding associated with the recent widening of Interstate 10.

Section H - Locally Funded

G1 Safety Enh. Program (Guardrails/Striping)



Work Summary:

From:

To:

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (6)	LF	159,135	163,909	168,826	0	0	**491,870**
Total		**159,135**	**163,909**	**168,826**	**0**	**0**	**491,870**

Project Description:

G2 Right-of-Way Maintenance



Work Summary:

From:

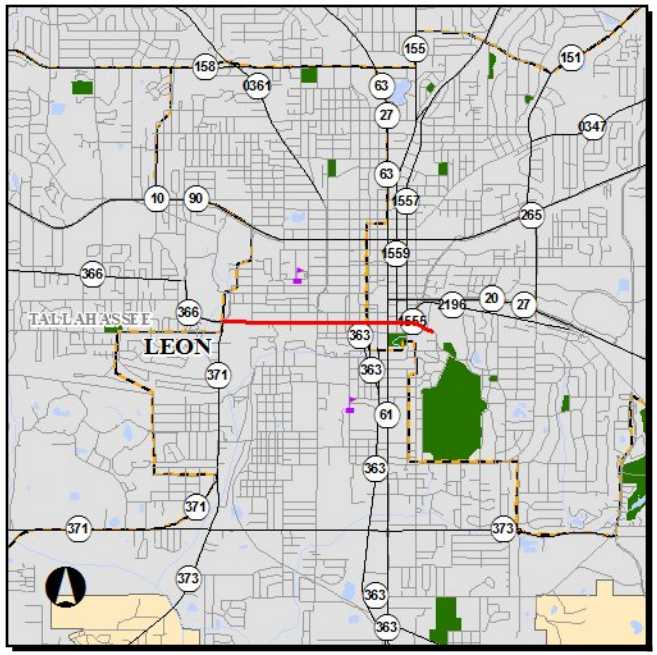
To:

Project Location: Gadsden County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (6)	LF	127,308	131,127	135,061	0	0	**393,496**
Total		**127,308**	**131,127**	**135,061**	**0**	**0**	**393,496**

Project Description:

051005 Gaines Street



Work Summary: **From:**

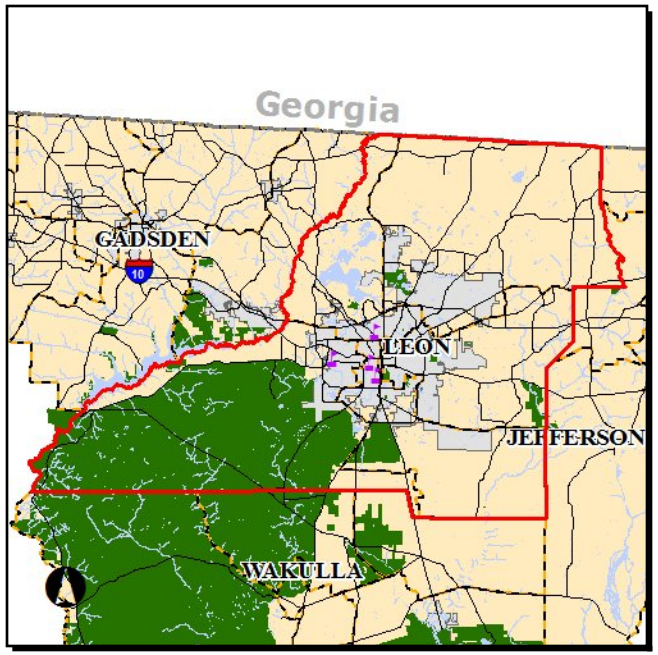
To:

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (6)	STE	2,147,092	0	0	0	0	**2,147,092**
Total		**2,147,092**	**0**	**0**	**0**	**0**	**2,147,092**

Project Description: This Leon County project is for the revitalization of the community and retail areas of Gaines Street. Construction contract awarded by City of Tallahassee; began in 2010.

057001 Intersection and Safety Improvements



Work Summary:

From:

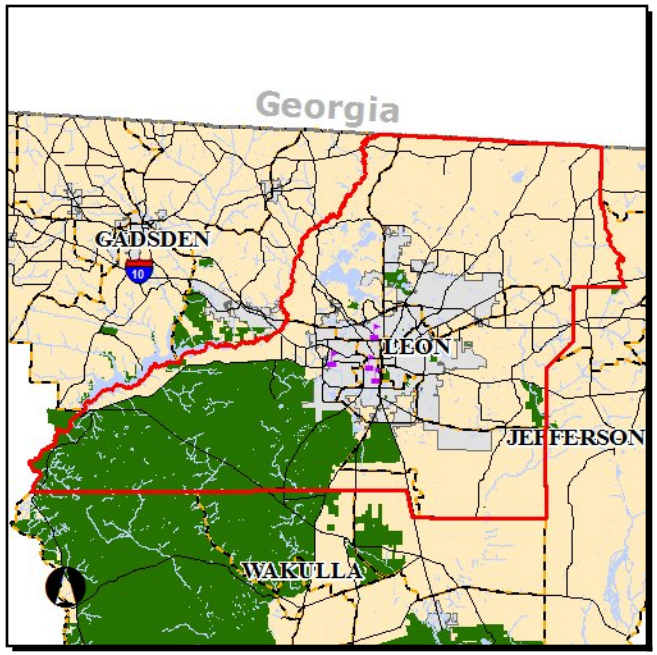
To:

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (6)	ST	750,000	750,000	0	0	0	**1,500,000**
CST (6)	STE	0	0	750,000	750,000	0	**1,500,000**
Total		**750,000**	**750,000**	**750,000**	**750,000**	**0**	**3,000,000**

Project Description: This Leon County project is for the improvement of intersections throughout the County in order to maintain safe and efficient operations. Intersection improvements can also have significant impacts on the capacity of road sections as it relates to concurrency management. This project funds intersection improvements according to a prioritized list.

COT19 Minor Intersection/Safety Modifications



Work Summary:

From:

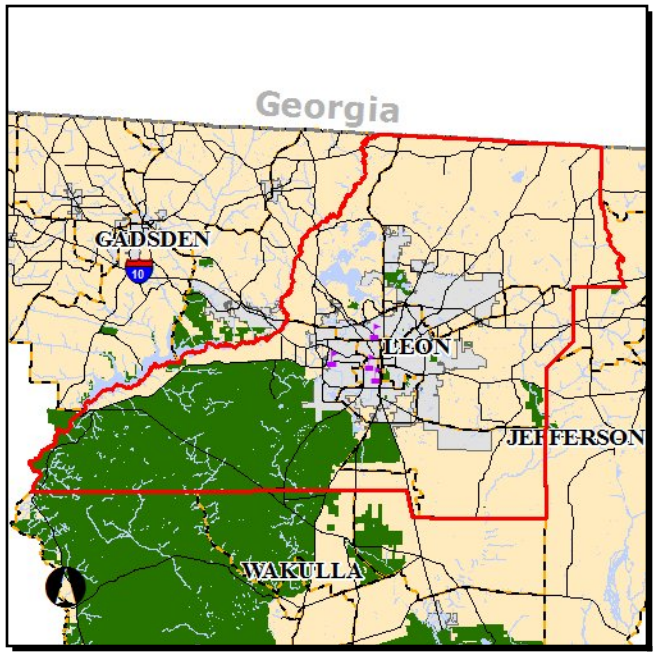
To:

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (6)	LF	225,000	225,000	225,000	225,000	0	**900,000**
Total		**225,000**	**225,000**	**225,000**	**225,000**	**0**	**900,000**

Project Description: This COT continuing program includes relatively minor roadway or intersection improvements to provide additional safety or reduce delays in vehicular and pedestrian movements. The work plan includes construction of additional items such as: turn lanes, radius modifications, traffic control modifications including roundabouts, installation of guard rails, and resurfacing with friction course as needed along city roadways. This program also provides for minor enhancements at intersections and mid-blocks by constructing medians, bulb-outs and raised intersections to increase safety for pedestrians.

COT22 Nurse's Drive



Work Summary:

From:

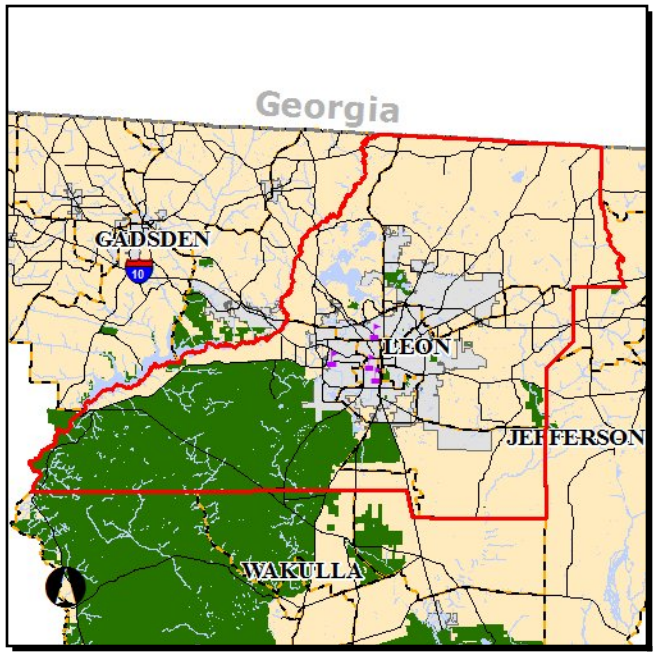
To:

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (6)	LF	0	0	0	142,000	0	**142,000**
Total		**0**	**0**	**0**	**142,000**	**0**	**142,000**

Project Description: This COT project involves construction of a new (.4-mile) two-lane street on right-of-way donated by Tallahassee Memorial Regional Medical Center (TMRMC) from Centerville Road to TMRMC's extension of Surgeon's Drive. The new two-lane curb and gutter street would include bike lanes and sidewalks and provide a connecting link between Centerville Road and Miccosukee Road via Nurse's Drive and Surgeon's Drive.

COT25 Sidewalk Program - New Developments



Work Summary:

From:

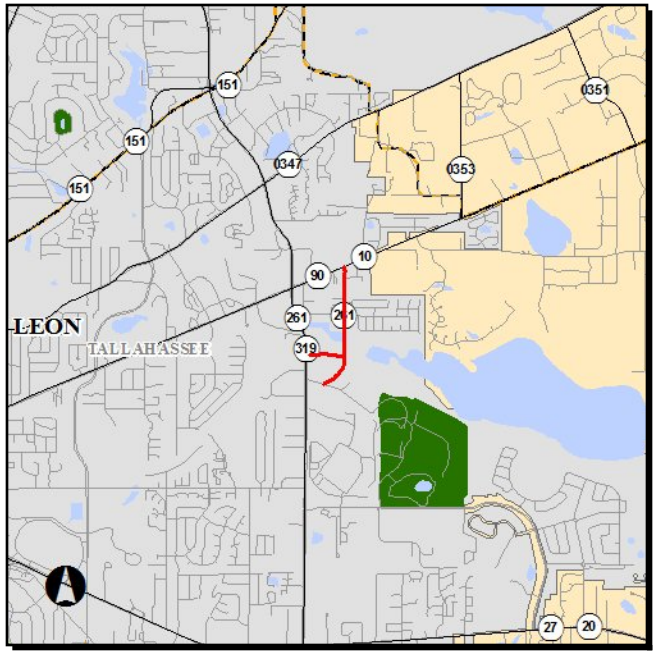
To:

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (6)	LF	70,000	70,000	70,000	70,000	0	**280,000**
Total		**70,000**	**70,000**	**70,000**	**70,000**	**0**	**280,000**

Project Description: COT program to refund developers' material costs for construction of sidewalks along every new city roadway was abolished by the City Commission on July 17, 1991. The present policy requires developers to pay for sidewalks on new public streets. However, the city has several development agreements outstanding, which require reimbursement of sidewalk construction costs in subdivisions approved prior to July 17, 1991, and in annexed areas with an urban services agreement.

COT28 Weems Road Improvements



Work Summary: **From:**

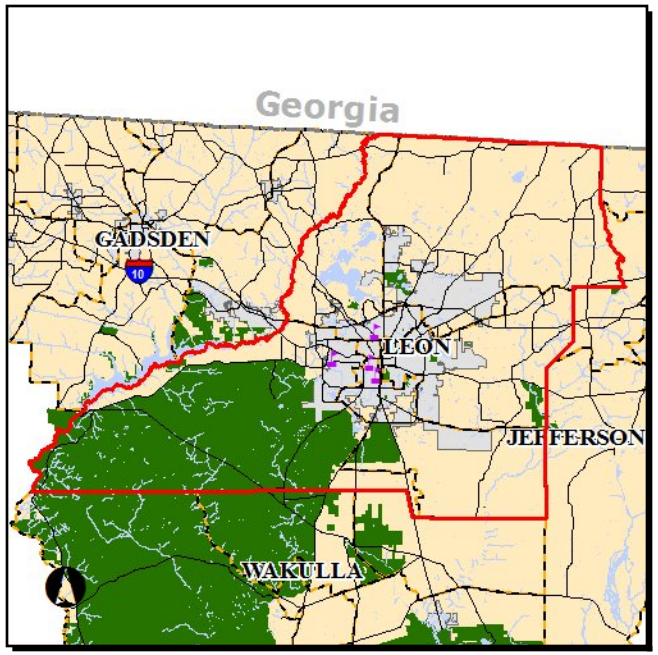
To:

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (6)	LF	2,300,000	0	0	0	0	**2,300,000**
Total		**2,300,000**	**0**	**0**	**0**	**0**	**2,300,000**

Project Description: This COT project provides for the reconstruction of 0.80-mile of Weems Road from Mahan Drive to Easterwood and 0.10-mile extension of Weems Road to Capital Circle N.E. as an urban street with curb and gutter, sidewalks and bike lanes to meet city standards for pedestrian and street safety (PASS). The PD&E study is underway. Design and land acquisition are scheduled during FY09-10. The construction is scheduled during FY10-12.

COT29 Residential Sidewalks and Bike Ped



Work Summary:

From: Implementation Program

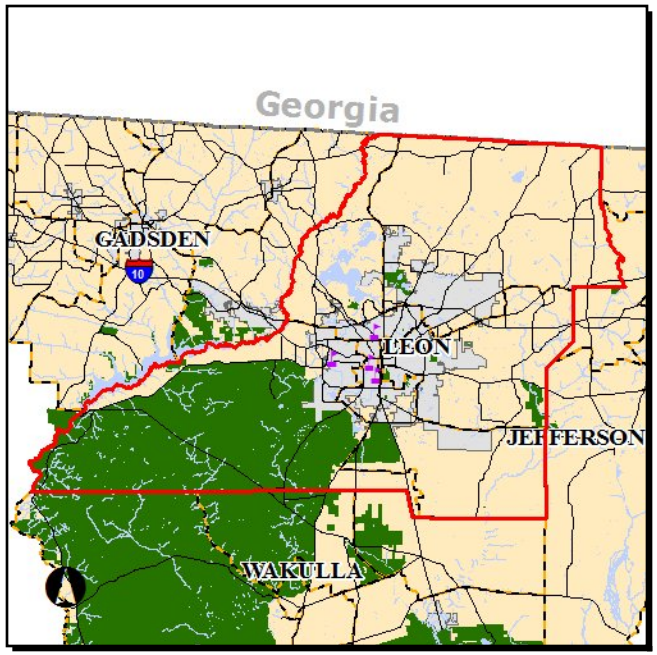
To:

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (5)	LF	1,200,000	1,200,000	1,200,000	1,200,000	0	**4,800,000**
Total		**1,200,000**	**1,200,000**	**1,200,000**	**1,200,000**	**0**	**4,800,000**

Project Description: This project combined funding authorized by City Commission Policy 600CP for the Sidewalk Program. Currently, there is one project being design and it is possible that sereral more will be designed and constructed during FY10 and FY11. revisions to the traffic calming program approved by the City Commission have significantly reduced the number of proejcts that qualify for funding. Emphasis has shifted from traffic calming to sidewalk improvements including in-fill sidewalks.

COT30 Downtown Pedestrian and Vehicular Enhancements



Work Summary:

From:

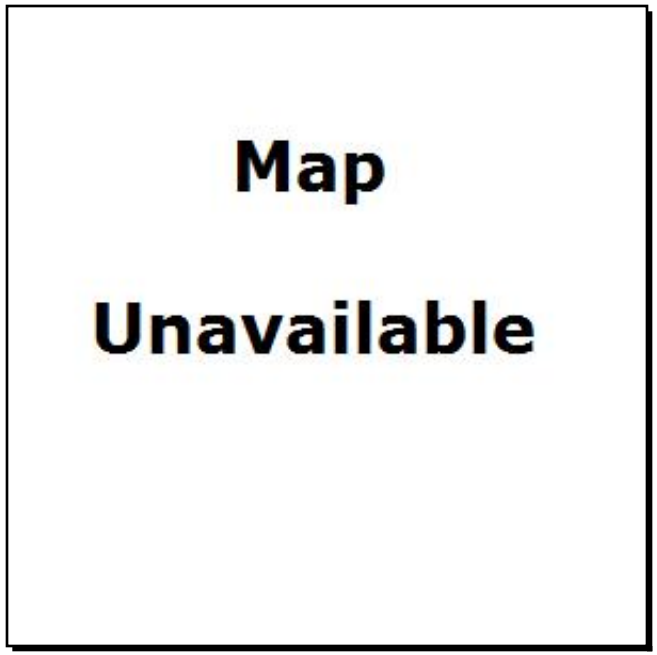
To:

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (5)	LF	100,000	100,000	100,000	100,000	0	**400,000**
Total		**100,000**	**100,000**	**100,000**	**100,000**	**0**	**400,000**

Project Description: This project provides funding for improvements to streets, sidewalks, and other public places in an area bounded by Tennessee, Gadsden, Gaines, and Macomb Streets. The All Saints and greater Gaines Street areas will be included as redevelopment progresses in those districts.

COT9 Greenway Trail Connectors - CITY



Work Summary:

From:

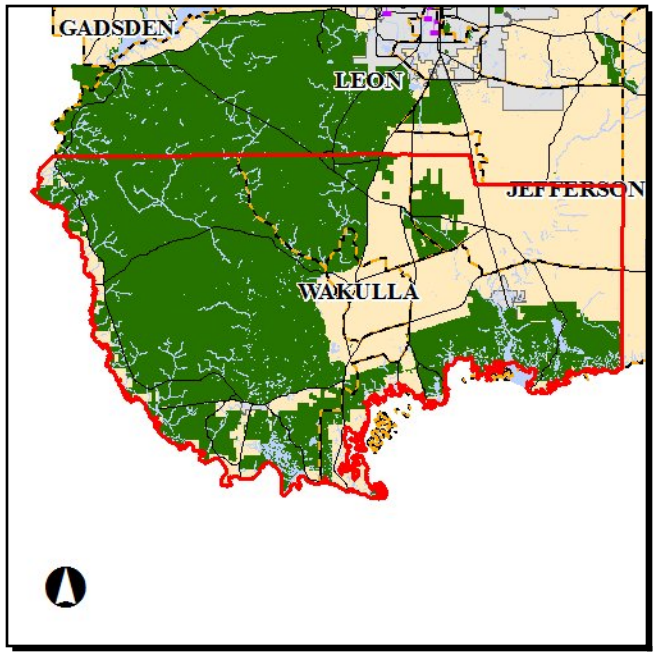
To:

Project Location: Leon County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (6)	LF	0	0	150,000	150,000	0	**300,000**
Total		**0**	**0**	**150,000**	**150,000**	**0**	**300,000**

Project Description: This COT project involves the acquisition of land through easements or fee simple ownership to connect neighborhoods with state and local parks. The project will provide an enhanced system of greenways at a minimal cost. The linkages will provide an improved bicycle and pedestrian network for the citizens of Tallahassee. Specific projects for acquisition will be identified in both the bicycle and pedestrian master plan and the greenways master plan, currently under development. This is a sales tax extension project approved in November 2000.

WC1 Realign Rehwinkle Rd. & Alexander Rd.



Work Summary:

From:

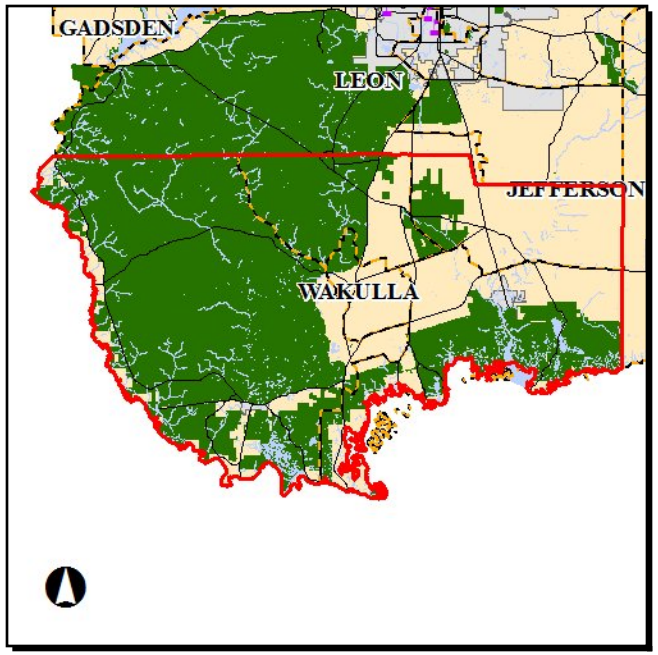
To:

Project Location: Wakulla County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (5)	OCST	3,800,000	0	0	0	0	**3,800,000**
Total		**3,800,000**	**0**	**0**	**0**	**0**	**3,800,000**

Project Description: This project is for the realignment of Rehwinkle Road and Alexander Road.

WC2 Syfrett Creek Bridge Study



Work Summary:

From:

To:

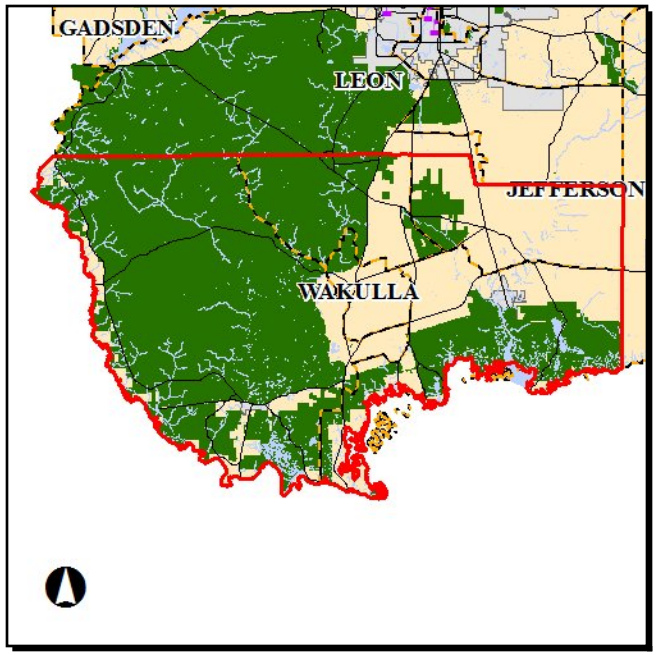
Project Location: Wakulla County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (5)	OCST	1,125,000	1,125,000	1,125,000	1,125,000	0	**4,500,000**
Total		**1,125,000**	**1,125,000**	**1,125,000**	**1,125,000**	**0**	**4,500,000**

Project Description: This Wakulla County project is for a study of the Syfrett Creek Bridge to determine the repairs that need to be made for safety reasons. The Florida Department of Transportation has reduced the load limits on this bridge due to deteriorating conditions.

This will be an expensive project. The County will seek grant funding due to the cost associated with replacing the bridge.

WC3 Shadeville/Wakulla River Bridge Repairs



Work Summary:

From:

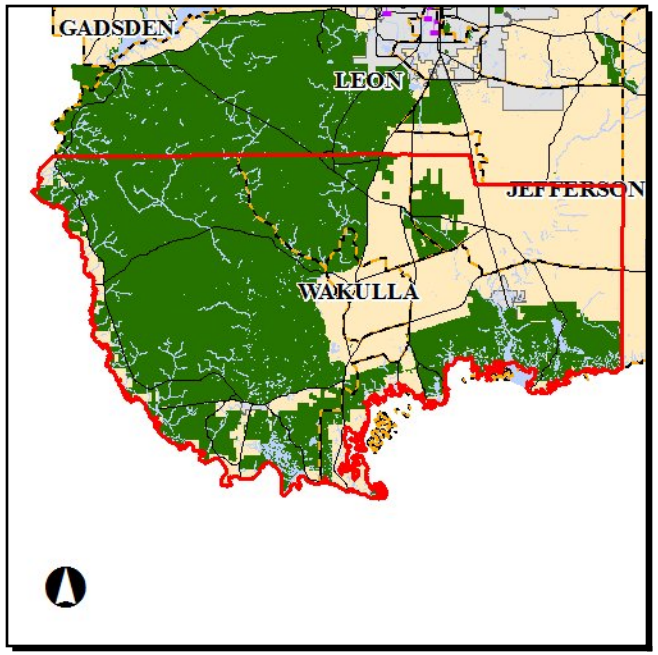
To:

Project Location: Wakulla County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (5)	OCST	500,000	0	0	0	0	**500,000**
Total		**500,000**	**0**	**0**	**0**	**0**	**500,000**

Project Description: This Wakulla County project is for the engineering and planning of the repairs of the bridge. The Florida Department of Transportation inspection reports indicate that cross bracing needs to be installed to scouring at bent #3&4 that has reduced embedment length of piling.

WC4 Road Paving Rehinkle Road



Work Summary:

From:

To:

Project Location: Wakulla County

Phase	Fund Source	2011/12	2012/13	2013/14	2014/15	2015/16	Total
CST (5)	RP	500,000	0	0	0	0	**500,000**
Total		**500,000**	**0**	**0**	**0**	**0**	**500,000**

Project Description: This project would pave Rehwinkle Road. This will increase traffic flow and reduce wait times and increase safety along the road.

APPENDIX A

TIP Abbreviations and Codes

TIP Abbreviations

General Abbreviations

BP 2000	Blueprint 2000 Intergovernmental Agency
CRTPA	Capital Region Transportation Planning Agency
FAA	Federal Aviation Administration
FDOT	Florida Department of Transportation
FTA	Federal Transit Administration
SIS	Strategic Intermodal System
TD	Transportation Disadvantaged

Project Phases Abbreviations

CEI Construction Support

CST Construction

OPS Operations Grant

PD&E Project Development and Environment Study

PE Preliminary Engineering

PLN Planning

ROW Right-of-Way

TIP Codes

Phase Codes

The following provides information detailing both phase group and phase type information related to the projects within the TIP.

Ph. Group	Description	Ph. Type	Description
1	Planning (PLN)	1	In-House
2	Project Development & Environment Study (PD&E)	2	Consultant/Contractor
3	Preliminary Engineering (PE)	3	Purchase
4	Right-of-Way (ROW)	4	Grant
5	Construction (CST)	5	Relocate
6	Construction Support (CEI)	6	Utility
7	Maintenance (MAINT)	7	Railroad
8	Operations (OPS)	8	Other Agency
9	Capital (CAP)	9	Indirect Support
A	Administration (ADMIN)	A	Contract Incentive
B	Research (RES)	B	Service Contract
C	Environmental (ENVIR)		

Environmental Surveillance Codes

The following provides information related to environmental surveillance codes of projects contained within the TIP with known environmental impacts.

Environmental Code	Description
1020	Recreation Areas
1021	Historical/Archaeological Sites
1034	Stormwater Runoff
1051	Floodplain and Floor Prone Areas
1053	Wetlands
1055	Surface Waters
1057	Groundwater
1059	Lands and Waters with State/Federal Designation
1061	Critical Habitats/Threatened or Endangered Species
1063	Barrier Islands
1065	Evaluated
1067	Projects Beyond the “Advanced Notification Stage”

Fund Codes

The following page contain information related to the source of funding for the state and federally funded projects contained within this document.

SOURCE: Florida Department of Transportation, October 2010.

Florida Department of Transportation
Active Fund Codes in FM

Fund	Description	Fund	Description	Fund	Description
AC2E	Advance Construction (SR2E)	DSB3	Pinellas Bayway	HRRR	High Risk Rural Road
AC2N	Advance Construction (SR2N)	DSB4	Miami-Dade Expressway Authority	HSP	Highway Safety Program
AC2S	Advance Construction (SR2S)	DSB5	Beeline East	HSR	High Speed Rail Corr Sec.1010
ACBR	Advance Construction (BRT)	DSB6	Tampa-Hillsborough Expr Auth	HSRS	High Speed Rail Stimulus (FRA)
ACCM	Advance Construction (CM)	DSB7	Mid-Bay Bridge Authority	I	Fed Interstate/State Primary
ACEM	Earmarks AC	DSB9	Santa Rosa County	IBRC	Innovative Bridge Res & Const
ACEN	Advance Construction (EBNH)	DSBB	Orlando-Orange Co. Expr. Sys.	IFLA	I Florida
ACEP	Advance Construction (EBBP)	DSBC	Garcon Point Bridge	IM	Interstate Maintenance
ACER	Advance Construction (ER)	DSBD	I-95 Express Lanes	IMD	Interstate Maintenance Discret
ACIM	Advance Construction (IM)	DSBE	Emerald Coast Bridge Authority	INS	Insurance
ACNH	Advance Construction (NH)	DSBF	I-595	IRR	Indian Reservation Roads
ACRH	Advance Construction (RHH)	DSBT	Turnpike	IVH	Intelligent Vehicle Highway Sys
ACRP	Advance Construction (RHP)	DSF	State Primary Matching Fund	LF	Local Funds
ACSA	Advance Construction (SA)	DU	State Primary/Federal Reim	LFD	"LF" for STTF Utility Work
ACSE	Advance Construction (SE)	DWS	Weigh Stations-State 100%	LFF	Local Fund - for Matching F/A
ACSH	Advance Construction (SH)	EB	Equity Bonus	LFI	Local Funds Interest Earned
ACSL	Advance Construction (SL)	EBBP	Equity Bonus – Bridge	LFNE	Local Funds not in Escrow
ACSN	Advance Construction (SN)	EBNH	Equity Bonus - NH	LFP	Local Funds for Participating
ACSP	Advance Construction (SP)	EBOH	Equity Bonus- Overhead	LFR	Local Funds/Reimbursable
ACSS	Advance Construction (SS)	EM09	GAA Earmarks FY 2009	LFRF	Local Fund Reim.-Future
ACSU	Advance Construction (SU)	EM10	GAA Earmarks FY 2010	LFU	Local Funds Unforeseen Work
BA	Donor Bonus, Any Area	ER05	Hurricanes 2005	LHIP	Highway Infrastructure - 2010
BL	Db, Areas <= 200k	ER06	Hurricanes 2006	LRSC	Local Reimbursable-Small Cnty
BNBR	Amendment 4 Bonds (Bridges)	ER07	Natural Disasters 2007	MA	Min. Allocation (any area)
BNCA	Bond - Controlled Access	ER08	Hurricanes 2008	MABP	Min. Alloc. Bridges (non-BRT)
BNDS	Bond – State	ER09	2009 Emergency Relief Events	MABR	Min. Alloc. Bridges (BRT)
BNIR	Intrastate R/W and Bridge Bonds	ER10	2010 Emergency Relief Events	MANH	Min. Alloc. (NH)
BNPK	Amendment 4 Bonds	F001	Federal Discretionary – US 19	MCSA	Motor Carrier Safety Assist.
BRP	State Bridge Replacement	F002	Corridors/Borders – US 19	MCSG	Motor Carrier Safety Grant
BRRP	State Bridge Repair And Rehab	F003	I-75 Discretionary	MG	Minimum Guarantee
BRT	Fed Bridge Repl – On System	F004	Corridors/Borders – Boca Raton	MGBP	Min. Guarantee Bridge Program
BRTD	Fed Bridge Repl - Discretionary	F330	Sec 330 STP Earmarks 2003	MGNH	Minimum Guarantee for NH
BRTZ	BRT (AC/Regular)	FAA	Federal Aviation Admin	ML	MA Areas <= 200k
BU	Db, Urban Areas > 200K	FBD	Ferryboat Discretionary	MU	MA Urban Areas > 200k
BZAC	BRTZ (AC/Regular)	FCO	Primary/Fixed Capital Outlay	NCPD	National Corridor Plan and Dev
CFA	Contractor Funds Advance	FD20	FDM-City of N Miami	NH	Principal Arterials
CIGP	County Incentive Grant Program	FD21	FDM-Dodge Island Tunnel	NHBR	National Highways Bridges
CIGR	CIGP for Growth Management	FD22	FDM-Biscayne Blvd. – Miami	NHTS	National Hwy Traffic Safety
CM	Congestion Mitigation – ACQ	FD29	FDM-Dade-Adven/Sunny Islles	NSTP	New Starts Transit Program
COE	Corp of Engineers (Non-Budget)	FD34	Fed-Airport Access Road – Jax	PKBD	Turnpike Master Bond Fund
D	Unrestricted State Primary	FEDR	Federal Research Activities	PKCF	Turnpike STTF Carryforward
DC	State Primary PE Consultants	FEMA	Fed Emergency Mgt Assistance	PKER	TPK Maintenance Reserve-ER
DCA	Department of Community Affairs	FGWB	Fixed Guideway Bond Projects	PKLF	Local Support for Tpk
DDR	District Dedicated Revenue	FHPP	Federal High Priority Projects	PKM1	Tpk Toll Maintenance
DDRF	Dist Dedicated Rev Matching Fund	FRA	Federal Railroad Administration	PKMT	Central Florida Beltway Trust Fund
DEM	Environmental Mitigation	FRAD	FRA Grant Payback	PKOH	Tpk Indirect Costs
DEMW	Environmental Mitigation-Wetlands	FRM4	STP, Earmarks - 2004	PKYI	Tpk Improvement
DEP	Depart of Environmental Protection	FRM6	Highway Priority Projects	PKYO	Tpk Toll Collection/Operation
DER	Emergency Relief – State Funds	FSDU	Fed Stimulus, FTA Reimb	PKYR	Tpk Maintenance Reserve
DFTA	Fed Pass - Through $ From FTA	FSF1	Fed Stimulus, S/W Managed	PL	Metro Plan (85% FA; 15% other)
DI	St. - S/W Inter/Intrastate Hwy	FSFB	Fed Stimulus, Ferry Boat Disc	PLAC	Metro Plan – AC/Regular
DIH	State In-house Product Support	FSSE	Fed Stimulus, Enhancement	PLH	Forest Highways
DIOH	State 100% - Overhead	FSSL	Fed Stimulus, Areas <= 200K	PLHD	Public Lands Highway Discr.
DIRS	Advanced Acquisition - Intra. Corr.	FSSN	Fed Stimulus, Non-Urban	PORT	Seaports
DIRT	State Funds Used on Tpk	FSSU	Fed Stimulus, Urbn Areas > 200K	RBRP	Reimbursable BRP Funds
DIS	Strategic Intermodal System	FTA	Federal Transit Administration	RECT	Recreational Trails
DITS	Statewide ITS – State 100%	FTAD	FTA Funds Comm. By TD Comm.	RED	Redistr. Of FA (SEC 1102F)
DL	Local Funds - PTO – Budgeted	FTAT	FHWA Transfer to FTA (non-bud)	RHH	Rail-Highway Xings – Hazard
DPTO	State PTO	GMR	General Revenue for SIS	RHP	Rail-Highway Xings – Prot. Dev.
DRA	Rest Areas – State 100%	GR08	Gen Rev. Projects for 2008 GAA	S112	STP, Earmarks – 2006
DS	State Primary Highways And PTO	GRSC	General Revenue for SCOP	S115	STP, Earmarks – 2004
DSB	Pri Consult/Reimbursed by bonds	HP	Federal Highway Planning	S117	STP Earmarks – 2005
DSB0	Unallocated to Facility	HPAC	HP (AC/Regular)	S125	STP Earmarks - 2009
DSB1	Skyway	HPP	High Priority Projects	S126	Belleair Cswy Bridge Replace
DSB2	Everglades Pkwy/Alligator Alley	HR	Federal Highway Research	SA	STP, Any Area

Florida Department of Transportation
Active Fund Codes in FM

Fund	Description	Fund	Description	Fund	Description
SAFE	Secure Airports for FL Economy	SU	STP, Urban Areas > 200k	TMBD	I-95 Express Lanes
SB	Scenic Byways	TCP	Fuel Tax Compliance Project	TO01	Sunshine Skyway
SBPF	Safety Belt Performance-FHWA	TCSP	Trans., Community & System Pres.	TO02	Everglades Parkway
SBPG	Safety Belt Performance Grants	TDDR	Trans Disadv –DDR Use	TO03	Pinellas Bayway
SCOP	Small County Outreach Program	TDHC	Trans Disadv - Healthcare	TO04	Dade Expressway
SCRA	Small County Resurfacing	TDTF	Trans Disadv - Trust Fund	TO05	Beeline East
SE	STP, Enhancement	TFRT	Toll Facility Revolving Trust Fund	TO06	Tampa-Hills. Expr. Auth.
SED	State Economic Development	TIF2	TIFIA Loan – Rental Car Facility	TO07	Mid-Bay Bridge Authority
SH	STP, Hazard Elimination	TIFI	Trans. Infrast. Fin. & Innov. Act	TO08	Mayport Ferry Operation
SIB1	State Infrastructure Bank	TIMP	Transportation Improvement	TO09	Santa Rosa County
SIBG	SIB funds – Growth Management	TM01	Sunshine Skyway	TO10	Sawgrass Expressway
SL	STP, Areas < 200k	TM02	Everglades Parkway	TO11	Orl.-Orange Co. Expr. Sys.
SN	STP, Mandatory, Non-Urban	TM03	Pinellas Bayway	TOBC	Garcon Point Bridge
SP	STP, RR Protective Devices	TM04	Miami - Dade Xway Authority	TOBD	I-95 Express Lanes
SPAC	STP, RR Prot. Devices (AC,Reg)	TM05	Beachline East	TOBF	I-595
SR	STP, RR Hazard Elimination	TM06	Tampa-Hills. Expr. Auth.	TRIP	Trans Regional Incentive Prog
SR2E	Safe Routes - Either	TM07	Mid-Bay Bridge Authority	TSIN	Safety for Non - Construction
SR2N	Safe Rts to School – Non-infrastruc	TM08	Mayport Ferry Operation	TSIR	Safety for Research Activities
SR2S	Safe Rts to School – Infrastructure	TM09	Santa Rosa County	TSM	Transport Systems Mgmt.
SRAC	STP, RR Hazard Elim AC/Regular	TM10	Sawgrass Expressway	USFW	US Fish and Wildlife Service
SSM	Fed Support Services/Minority	TM11	Orl-Orange Co. Expr. Sys	USHS	US Dept. of Homeland Security
ST10	STP Earmarks - 2010	TMBC	Garcon Point Bridge	VPPP	Value Pricing Pilot Program

APPENDIX B
Implemented/Status of Projects

IMPLEMENTED/STATUS OF PROJECTS

ID #	Project Name/Location	Project Description	Previous Status	Current Status
2197933	**Mahan Drive (US 90)** *Limits*: Dempsey Mayo Rd. to Walden Rd. (3.01 miles)	Widen to 4 lanes	Design update complete	Project under construction; construction anticipated to be complete in 2013

ID #	Project Name/Location	Project Description	Previous Status	Current Status
2198811	**Crawfordville Road** *Limits*: South of SR 61 to L.L. Wallace Rd. (1.5 miles)	Widen to 4 lanes	Design complete	ROW underway; no further phases funded

ID #	Project Name/Location	Project Description	Previous Status	Current Status
2198812	**Crawfordville Road** *Limits*: Wakulla County Line to L.L. Wallace Rd. (1.69 miles)	Widen to 4 lanes	PD&E Study complete	Design underway; no further phases funded

ID #	Project Name/Location	Project Description	Previous Status	Current Status
4157827	**Capital Circle, NW/SW (SR 263)** *Limits*: N. of SR 20 to S. of W. Tenn. St. (US 90)	Widen to 6 lanes	Design Complete	Construction to begin mid 2011 pending FDEP Wetland Resource Permit challenge resolution.

IMPLEMENTED/STATUS OF PROJECTS

ID #	Project Name/Location	Project Description	Previous Status	Current Status
BP 2000	**Capital Circle, SE (US 319, SR 261)** *Limits*: Tram Rd to Woodville Hwy (2.5 miles)	Widen to 6 lanes	Design/Build	Construction complete

ID #	Project Name/Location	Project Description	Previous Status	Current Status
BP 2000	**Capital Circle, SE (US 319, SR 263)** *Limits*: Woodville Hwy to Crawfordville Rd (1.5 miles)	Widen to 7 lanes east of Crawfordville Road.	Received $8.7 million in ARRA (fed stimulus funding).	Design/build procurement complete; project to be completed in early 2012.

ID #	Project Name/Location	Project Description	Previous Status	Current Status
4157828	**Capital Circle, NW/SW (SR 263)** *Limits*: N. of SR 20 to Orange Ave (SR 263) (1.2 miles)	Widen to 6 lanes through SR 20 then taper to 4 lanes n. of Orange Avenue.	Design complete; ROW acquired	Construction funded in FY 2012; project could be let to construction in late 2011.

ID #	Project Name/Location	Project Description	Previous Status	Current Status
4157829	**Capital Circle, SW (SR 263)** *Limits*: Orange Avenue to Springhill Road (3.4 miles)	Design 6 lane roadway	Project Development and Environment Study underway.	Public Hearing to be scheduled for early 2011. Design funded in FY 2012.

IMPLEMENTED/STATUS OF PROJECTS

ID #	Project Name/Location	Project Description	Previous Status	Current Status
4147461	**Lake Jackson Ecopassage** *Limits*: N. Monroe Street @ Lake Jackson	Construct wildlife ecopassage under roadway to enhance driver safety & wildlife protection.	Under construction	Project complete

ID #	Project Name/Location	Project Description	Previous Status	Current Status
	Lafayette Street Pedestrian Tunnel *Limits*: CSX Overpass	Construct pedestrian tunnel on the south side of Lafayette Street under the CSX overpass.	Construction began in 2010	Construction completed in early 2011

ID #	Project Name/Location	Project Description	Previous Status	Current Status
	Apalachee Parkway Sidewalks, Phase I *Limits*: southside of roadway (Blair Stone to Paul Russell Rd)	Construct sidewalks on southside of Parkway from Blair Stone Road to Paul Russell Road	Construction began in fall 2010	Construction completed in late 2010

IMPLEMENTED/STATUS OF PROJECTS

ID #	Project Name/Location	Project Description	Previous Status	Current Status
4098031	**Apalachee Parkway Sidewalks, Phase II** *Limits*: Governors Square Mall entrance traveling eastwards	Construct sidewalks on Parkway from traffic light at Governors Square Mall entrance eastward to Capital Circle.	Use of funds for this segment approved by CRTPA in November 2008; project being managed by FDOT.	Design/Build initiated in late 2010; project to be under construction in early 2011 with completion anticipated in Spring 2011.

ID #	Project Name/Location	Project Description	Previous Status	Current Status
4259411	**Capital Cascade Connector Bridge** *Limits*: Capital Cascade Park	Construct a bridge to provide bicyclists and pedestrians a safe crossing over S. Monroe Street		Design consultant procurement underway; construction funds programmed in FY 2014

ID #	Project Name/Location	Project Description	Previous Status	Current Status
2189461	**Quincy By-Pass** *Limits*: US 90 east to SR 12 (1.64 miles)	Construct new four-lane by-pass east of downtown Quincy.	Project design complete.	Construction funds programmed in FY 2014.

APPENDIX C

TRANSPORTATION DISADVANTAGED SUMMARY (Listed by County)

SOURCE: State of Florida Commission for the Transportation Disadvantaged
2010 Annual Performance Report

County:	Gadsden
CTC:	BIG BEND TRANSIT, INC.
Contact:	TED WATERS
	POST OFFICE BOX 1721
	TALLAHASSEE, FL 32302
	850-574-6266
Email:	TWBBT@AOL.COM

Demographics	Number	Percentage
Total County Population / Percent of State Total	50,000	0.27%
Potential TD Population / Percent of CountyTotal	22,014	44.03%
UDPHC / Percent of TD Passengers Served	7,353	33.40%



Trips By Type of Service	2009	2010	% Change
Fixed Route (FR)	-	-	NA
Deviated FR	7,700	14,428	87.38%
Ambulatory	42,672	40,220	-5.75%
Non-Ambulatory	3,107	2,735	-11.97%
Stretcher	58	19	-67.24%
School Board	-	-	NA
TOTAL TRIPS	53,537	57,402	7.22%

Vehicle Data	2009	2010	% Change
Vehicle Miles	601,327	576,220	-4.18%
Revenue Miles	511,698	490,440	-4.15%
Roadcalls	12	2	-83.33%
Accidents	1	3	200.00%
Vehicles	22	21	-4.55%
Driver Hours	32,457	31,337	-3.45%

Passenger Trips By Trip Purpose			
Medical	17,084	16,549	-3.13%
Employment	28,069	30,960	10.30%
Ed/Train/DayCare	6,714	7,854	16.98%
Nutritional	-	-	NA
Life-Sustaining/Other	1,670	2,039	22.10%
TOTAL TRIPS	53,537	57,402	7.22%

Financial and General Data			
Expenses	$1,488,576	$1,473,348	-1.02%
Revenues	$1,260,120	$1,473,347	16.92%
Commendations	-	-	NA
Complaints	7	13	85.71%
Passenger No-Shows	786	862	9.67%
Unmet Trip Requests	-	-	NA

Passenger Trips By Funding Source			
CTD	14,562	12,750	-12.44%
AHCA	13,607	12,608	-7.34%
APD	-	-	NA
DOEA	-	-	NA
DOE	-	-	NA
Other	25,368	32,044	26.32%
TOTAL TRIPS	53,537	57,402	7.22%

Performance Measures			
Accidents per 100,000 Miles	0.17	0.52	205.88%
Miles between Roadcalls	50,111	288,110	474.94%
Avg. Trips per Driver Hour	1.65	1.83	10.91%
Avg. Trips per Para Pass.	9.4	7.81	-16.91%
Cost per Trip	27.8	25.67	-7.66%
Cost per Paratransit Trip	27.8	25.67	-7.66%
Cost per Driver Hour	45.86	47.02	2.53%
Cost per Total Mile	2.48	2.56	3.23%

County:	Jefferson
CTC:	BIG BEND TRANSIT, INC.
Contact:	TED WATERS
	POST OFFICE BOX 1721
	TALLAHASSEE, FL 32302
	850-574-6266
Email:	TWBBT@AOL.COM

Demographics	Number	Percentage
Total County Population / Percent of State Total	14,700	0.08%
Potential TD Population / Percent of CountyTotal	7,041	47.90%
UDPHC / Percent of TD Passengers Served	2,775	39.41%



Trips By Type of Service	2009	2010	% Change
Fixed Route (FR)	-	-	NA
Deviated FR	-	-	NA
Ambulatory	13,543	13,240	-2.24%
Non-Ambulatory	1,626	1,571	-3.38%
Stretcher	97	291	200.00%
School Board	-	-	NA
TOTAL TRIPS	15,266	15,102	-1.07%

Vehicle Data	2009	2010	% Change
Vehicle Miles	214,040	221,324	3.40%
Revenue Miles	179,463	187,312	4.37%
Roadcalls	4	-	-100.00%
Accidents	-	-	NA
Vehicles	10	10	0.00%
Driver Hours	10,852	9,906	-8.72%

Passenger Trips By Trip Purpose			
Medical	8,734	7,026	-19.56%
Employment	1,400	1,337	-4.50%
Ed/Train/DayCare	4,616	6,252	35.44%
Nutritional	166	153	-7.83%
Life-Sustaining/Other	350	334	-4.57%
TOTAL TRIPS	15,266	15,102	-1.07%

Financial and General Data			
Expenses	$511,973	$811,997	58.60%
Revenues	$793,602	$812,003	2.32%
Commendations	-	-	NA
Complaints	5	2	-60.00%
Passenger No-Shows	156	150	-3.85%
Unmet Trip Requests	237	-	-100.00%

Passenger Trips By Funding Source			
CTD	3,735	3,436	-8.01%
AHCA	8,150	6,406	-21.40%
APD	-	-	NA
DOEA	-	-	NA
DOE	-	8	NA
Other	3,381	5,252	55.34%
TOTAL TRIPS	15,266	15,102	-1.07%

Performance Measures			
Accidents per 100,000 Miles	0	0	NA
Miles between Roadcalls	53,510	-	-100.00%
Avg. Trips per Driver Hour	1.41	1.52	7.80%
Avg. Trips per Para Pass.	5.82	5.44	-6.53%
Cost per Trip	33.54	53.77	60.32%
Cost per Paratransit Trip	33.54	53.77	60.32%
Cost per Driver Hour	47.18	81.97	73.74%
Cost per Total Mile	2.39	3.67	53.56%

County: Leon
CTC: StarMetro-City of Tallahassee
Contact: Ivan Maldonado
555 Appleyard Dr.
Tallahassee, FL 32304
850-891-5196
Email: ivan.maldonado@talgov.com

Demographics	Number	Percentage
Total County Population / Percent of State Total	274,800	1.47%
Potential TD Population / Percent of CountyTotal	90,583	32.96%
UDPHC / Percent of TD Passengers Served	7,653	8.45%



Trips By Type of Service	2009	2010	% Change
Fixed Route (FR)	154,909	174,813	12.85%
Deviated FR	-	-	NA
Ambulatory	65,924	59,290	-10.06%
Non-Ambulatory	16,502	12,758	-22.69%
Stretcher	39	74	89.74%
School Board	-	-	NA
TOTAL TRIPS	237,374	246,935	4.03%

Vehicle Data	2009	2010	% Change
Vehicle Miles	1,166,366	444,242	-61.91%
Revenue Miles	1,039,119	383,017	-63.14%
Roadcalls	11	5	-54.55%
Accidents	6	7	16.67%
Vehicles	28	19	-32.14%
Driver Hours	56,711	43,399	-23.47%

Passenger Trips By Trip Purpose			
Medical	33,971	70,504	107.54%
Employment	154,721	27,370	-82.31%
Ed/Train/DayCare	34,290	138,062	302.63%
Nutritional	10,247	9,417	-8.10%
Life-Sustaining/Other	4,145	1,582	-61.83%
TOTAL TRIPS	237,374	246,935	4.03%

Financial and General Data			
Expenses	$1,882,343	$2,125,341	12.91%
Revenues	$1,882,343	$1,803,239	-4.20%
Commendations	4	5	25.00%
Complaints	82	54	-34.15%
Passenger No-Shows	2,085	1,167	-44.03%
Unmet Trip Requests	83	90	8.43%

Passenger Trips By Funding Source			
CTD	148,650	182,600	22.84%
AHCA	33,743	21,268	-36.97%
APD	38,352	33,287	-13.21%
DOEA	-	-	NA
DOE	68	-	-100.00%
Other	16,561	9,780	-40.95%
TOTAL TRIPS	237,374	246,935	4.03%

Performance Measures			
Accidents per 100,000 Miles	0.51	1.58	209.80%
Miles between Roadcalls	106,033	88,848	-16.21%
Avg. Trips per Driver Hour	1.45	1.66	14.48%
Avg. Trips per Para Pass.	52.36	21.19	-59.53%
Cost per Trip	7.93	8.61	8.58%
Cost per Paratransit Trip	20.69	27.12	31.08%
Cost per Driver Hour	30.09	45.07	49.78%
Cost per Total Mile	1.46	4.4	201.37%

County: Wakulla
CTC: Wakulla County Senior Citizens
Contact: Nell Rozar
33 Michael Drive
Crawfordville, FL 32327
850-926-7145
Email: nellrozar2002@yahoo.com

Demographics	Number	Percentage
Total County Population / Percent of State Total	31,800	0.17%
Potential TD Population / Percent of CountyTotal	7,610	23.93%
UDPHC / Percent of TD Passengers Served	675	8.87%

Trips By Type of Service	2009	2010	% Change
Fixed Route (FR)	-	-	NA
Deviated FR	-	-	NA
Ambulatory	26,437	27,652	4.60%
Non-Ambulatory	360	257	-28.61%
Stretcher	32	23	-28.13%
School Board	-	-	NA
TOTAL TRIPS	26,829	27,932	4.11%

Passenger Trips By Trip Purpose			
Medical	16,713	17,434	4.31%
Employment	2,000	2,000	0.00%
Ed/Train/DayCare	416	572	37.50%
Nutritional	4,980	6,228	25.06%
Life-Sustaining/Other	2,720	1,698	-37.57%
TOTAL TRIPS	26,829	27,932	4.11%

Passenger Trips By Funding Source			
CTD	18,751	17,754	-5.32%
AHCA	1,796	2,022	12.58%
APD	1	158	15700.00%
DOEA	4,174	-	-100.00%
DOE	-	-	NA
Other	2,107	7,998	279.59%
TOTAL TRIPS	26,829	27,932	4.11%

Vehicle Data	2009	2010	% Change
Vehicle Miles	280,906	299,769	6.72%
Revenue Miles	275,810	284,769	3.25%
Roadcalls	-	-	NA
Accidents	-	-	NA
Vehicles	11	8	-27.27%
Driver Hours	14,560	14,560	0.00%

Financial and General Data			
Expenses	$435,152	$501,933	15.35%
Revenues	$437,005	$501,933	14.86%
Commendations	4	2	-50.00%
Complaints	-	-	NA
Passenger No-Shows	-	-	NA
Unmet Trip Requests	4	10	150.00%

Performance Measures			
Accidents per 100,000 Miles	0	0	NA
Miles between Roadcalls	-	-	NA
Avg. Trips per Driver Hour	1.84	1.92	4.35%
Avg. Trips per Para Pass.	31.12	41.38	32.97%
Cost per Trip	16.22	17.97	10.79%
Cost per Paratransit Trip	16.22	17.97	10.79%
Cost per Driver Hour	29.89	34.47	15.32%
Cost per Total Mile	1.55	1.67	7.74%

APPENDIX D

Federally Obligated Projects for FY 2009

FLORIDA DEPARTMENT OF TRANSPORTATION

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FEDERAL OBLIGATIONS REPORT
INPUT SELECTION

FEDERAL FISCAL YEAR = 2010 (10/01/2009 - 09/30/2010)

SORT = S (BY ITEM)

DISTRICT/COUNTY/STATEWIDE = CAPITAL REGION TPA

HIGHWAYS

ITEM NO / DESCRIPTION / COUNTY / RDWY ID / FEDERAL AID NUMBER	PROJ LGTH	FAC	TYPE OF WORK / EXIST/IMPROVE/ADD (LANES) / AUTH DATE	FUND	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
2189461 QUINCY BY-PASS FROM SR 10 (US 90) EAST TO SR 12			3113170						
GADSDEN			RIGHT OF WAY - FUTURE CAPACITY						
50000000	1.648 MI	0	0 2						
4804 060 P				SU	0	491,580	0	0	0
2189462 QUINCY BY-PASS FROM SR 10 (US 90) EAST TO SR 12									
GADSDEN			RIGHT OF WAY - FUTURE CAPACITY						
50000000	1.648 MI	0	0 2						
4804 059 P				EB	260,348	0	0	0	0
				SU	157,717	0	0	0	0
			** ITEM TOTALS **		418,065	0	0	0	0
2189491 SR 267 FROM LIBERTY COUNTY LINE TO SOUTH OF SR 8 (I-10)			3113173						
GADSDEN			WIDEN/RESURFACE EXIST LANES						
50080000	11.450 MI	2	2 0						
1751 009 P				EB	0	0	0	1,363,321	0
				SA	0	0	0	2,107,578	0
				SL	0	0	0	4,065,331	0
				SN	0	0	0	884,775	0
			** ITEM TOTALS **		0	0	0	8,421,005	0
2197761 SR 61 (US 319) FROM MT. ZION CHURCH TO GEORGIA STATE LINE			3115927						
LEON			ADD LANES & RECONSTRUCT						
55050000	3.349 MI	2	2 2						
1991 052 P				NHAC	0	0	0	14,810	0
2198431 SR 10 (US 90) MAHAN FROM CR 0353 DEMPSEY MAYO TO WALDEN ROAD			3115994						
LEON			ADD LANES & RECONSTRUCT						
55020000	3.100 MI	2	2 2						
4804 057 P				ACSU	0	0	0	-961,039	0
				EB	0	0	0	217,389	0
				EBNH	0	0	0	-6,394	0
				SU	0	0	0	938,447	0
			** ITEM TOTALS **		0	0	0	188,403	0

HIGHWAYS

ITEM NO / DESCRIPTION / COUNTY / RDWY ID / PROJ LGTH / FEDERAL AID NUMBER / FAC	OLD ITEM / TYPE OF WORK / EXIST/IMPROVE/ADD (LANES) / AUTH DATE / FUND	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
2198812 SR 369 (US 319)						
FROM WAKULLA COUNTY LINE TO L.L. WALLACE ROAD						
LEON	PRELIM ENG FOR FUTURE CAPACITY					
55170000 1.643 MI	2 2 2					
1991 058 P	EB	101,829	0	0	0	0
2204991 SR 30 (US 98)	3118654					
WAKULLA RIVER BRIDGE BRIDGE NO. 590022						
WAKULLA	BRIDGE REPLACEMENT					
59110000 1.541 MI	2 2 0					
4224 027 C	BRAC	5,683	0	0	0	0
4224 058 C	BRAC	0	0	0	16,815	0
	BRT	0	0	0	193,735	0
	EBBP	0	0	0	-104,999	0
** ITEM TOTALS **		5,683	0	0	105,551	0
2225894						
LEON	EMERGENCY OPERATIONS					
.000	0 0 0					
E081 019 E	ER08	0	0	0	0	47,980
2225934 SR 8 (I-10)						
THOMASVILLE INTERCHANGE POND PLANTINGS						
LEON	LANDSCAPING					
55320000 3.087 MI	6 0 0					
0103 187 I	NH	0	0	0	90,888	0
4080491 LAFAYETTE STREET						
PEDESTRIAN SAFETY PROJECT @ CSX R/R OVERPASS						
LEON	PEDESTRIAN SAFETY IMPROVEMENT					
55000000 .076 MI	2 0 0					
ARRA 635 B	EB	0	0	0	27,000	0
	FSSU	0	0	0	1,316,343	0
	SE	0	0	0	10,000	0
	SU	0	0	0	162,897	0
4046 041 C	EB	0	0	35,392	0	0
	SE	0	0	159,261	0	0
** ITEM TOTALS **		0	0	194,653	1,516,240	0

ITEM NO / DESCRIPTION / COUNTY / RDWY ID / PROJ LGTH / FEDERAL AID NUMBER / FAC	OLD ITEM / TYPE OF WORK / EXIST/IMPROVE/ADD (LANES) / AUTH DATE / FUND	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
4098031						
LEON	SAFETY PROJECT					
.000	0 0 0					
4046 047 C	SU	0	0	0	409,650	0
4098033 SR 20 APALACHEE PKWY SIDEWALK PROJECT PHASE II						
LEON	SAFETY PROJECT					
55000000 1.757 MI	4 0 0					
1855 036 P	SU	0	0	0	1,107,521	0
4134781 CR 375 OVER SYFRETT CREEK BRIDGE	BRIDGE NO. 590018					
WAKULLA	BRIDGE REPLACEMENT					
59050000 .023 MI	2 2 0					
00B3 071 B	BRT	115,000	0	0	0	0
4134851 CR 12A OVER UNNAMED CREEK BRIDGE	NO.500035					
GADSDEN	BRIDGE REPLACEMENT					
50520000 .265 MI	2 2 0					
00B3 055 B	BRTZ	50,000	0	0	0	4,847
4134911 NATURAL BRIDGE ROAD OVER BRANCH OF ST MARKS R	BRIDGE NO.554001					
LEON	BRIDGE REPLACEMENT					
55030000 .022 MI	2 2 0					
00B3 059 B	BRTZ	759,863	0	0	0	0
4157826 SR 263 (US 319) FROM SR 363 WOODVILLE HWY	TO SR 61 CRAWFORDVILLE					
LEON	ADD LANES & RECONSTRUCT					
55002000 1.130 MI	2 0 4					
ARRA 003 B	EB	0	0	0	2,200,000	0
	FSF1	0	0	0	8,300,000	0
** ITEM TOTALS **		0	0	0	10,500,000	0

HIGHWAYS

ITEM NO / DESCRIPTION / COUNTY / RDWY ID / FEDERAL AID NUMBER	PROJ LGTH	FAC	TYPE OF WORK / EXIST/IMPROVE/ADD (LANES)	AUTH DATE	FUND	OLD ITEM	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
4162723 CR 372 SURF ROAD OCHLOCKNEE BAY TRAIL PHASE III WAKULLA 59510000 8887 709 A	1.392 MI	2	BIKE LANE/SIDEWALK 0	0	SE		63,402	0	0	0	0
4163631 CAMPBELL CONNECTOR BICYCLE & PEDESTRIAN PATH LEON 55000000 8887 367 A	1.000 MI	0	BIKE LANE/SIDEWALK 0	0	SE		0	0	0	556,000	0
4192961 SR 61 (US 27) MONROE FROM S OF GAILE AVENUE TO N OF PAUL RUSSELL ROAD LEON 55040000 1991 057 P	.761 MI	4	RESURFACING 4	0	EB		0	0	0	568,010	0
4193081 SR 366 PENSACOLA ST. FROM W OF APPLEYARD DRIVE TO RIVOLI ROAD LEON 55090000 4603 035 P	1.903 MI	4	RESURFACING 4	0	HSP		45,513	0	0	0	0
4193111 SR 377 (US 319) FROM FRANKLIN CO. LINE TO NORTH OF BEASLEY RD WAKULLA 59030000 1991 060 P	3.798 MI	2	RESURFACING 2	0	RED		0	0	0	2,354,933	0
4193501 SR 363 ADAMS STREET FROM S OF GAILE AVENUE TO S OF SR 373 ORANGE AVE LEON 55100000 2111 008 P	1.248 MI	5	RESURFACING 5	0	EB		0	0	0	880,079	0

HIGHWAYS

ITEM NO / DESCRIPTION / COUNTY / RDWY ID / PROJ LGTH / FEDERAL AID NUMBER / FAC / TYPE OF WORK / EXIST/IMPROVE/ADD (LANES) / AUTH DATE / OLD ITEM / FUND	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
4216351 SR 61 (US 27) MONROE					
FROM PERKINS STREET TO SR 61 THOMASVILLE ROAD					
LEON / RESURFACING					
55040000 1.957 MI / 5 / 5 / 0					
ARRA 718 B / EB	0	0	0	626,387	0
FSSU	0	0	0	849,971	0
SA	0	0	0	999,434	0
** ITEM TOTALS **	0	0	0	2,475,792	0
4225061 CR 268 HARDAWAY HWY					
FROM CR269 BONNIE HILL RD TO ATWATER ROAD					
GADSDEN / PAVE SHOULDERS					
50510000 5.582 MI / 2 / 0 / 0					
8887 710 A / HRRR	0	0	0	281,102	0
SE	0	0	0	1,218,898	0
** ITEM TOTALS **	0	0	0	1,500,000	0
4240093 SR 363 WOODVILLE HWY					
FROM SR 263 (US 319) C.C. TO GAILE AVENUE					
LEON / PRELIM ENG FOR FUTURE CAPACITY					
55040000 1.648 MI / 4 / 4 / 2					
2111 009 P / SU	163,860	0	0	0	0
4245091 SR 20					
OVER GUM CREEK BRIDGE NO. 550028					
LEON / BRIDGE REPLACEMENT					
55070000 .019 MI / 2 / 0 / 0					
1855 035 P / BRAC	720,544	0	0	0	0
BRT	23,585	0	0	0	0
** ITEM TOTALS **	744,129	0	0	0	0
4246191 SR 8 (I-10)					
FROM APALACHICOLA RIVER TO WEST OF SR 12					
GADSDEN / RESURFACING					
50001000 11.716 MI / 4 / 4 / 0					
0103 186 I / IMAC	1,597,383	0	0	0	0
NHAC	53,454	0	0	0	0
** ITEM TOTALS **	1,650,837	0	0	0	0

HIGHWAYS

ITEM NO / DESCRIPTION / COUNTY / RDWY ID / FEDERAL AID NUMBER	PROJ LGTH	FAC	TYPE OF WORK / EXIST/IMPROVE/ADD (LANES)	AUTH DATE	OLD ITEM / FUND	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
4259411 CAPITAL CASCADE CONNECTOR BRIDGE										
LEON			PEDESTRIAN/WILDLIFE OVERPASS							
55000000	.011 MI	0	0	0						
4046 050 C					SE	150,000	0	0	0	0
4266301 SIDEWALKS CITY OF MIDWAY 2009 ECONOMIC STIMULUS										
GADSDEN			SIDEWALK							
50580000	1.350 MI	2	0	0						
ARRA 140 B					EB	0	0	0	389	0
					FSSE	0	0	0	63,754	0
				** ITEM TOTALS **		0	0	0	64,143	0
HIGHWAYS TOTALS:						35,760,266	4,268,181	491,580	194,653	30,753,025	52,827

TRANSPORTATION PLANNING

ITEM NO / DESCRIPTION / COUNTY / RDWY ID / FEDERAL AID NUMBER	PROJ LGTH	FAC	TYPE OF WORK / EXIST/IMPROVE/ADD (LANES)	AUTH DATE	FUND	OLD ITEM	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
4162051 CAPITAL REGION TPA FY08/09 UPWP (T'SEE) LEON 0220 046 M	.000	0	TRANSPORTATION PLANNING 0 0 0		PL		319,408	0	0	0	0
4207801 CAPTIAL REGION TPA FY10/11 UPWP (TALLAHASSEE) LEON 0220 048 M	.000	0	TRANSPORTATION PLANNING 0 0 0		PL		281,625	0	0	0	0
4225441 TALLAHASSEE LONG RANGE PLAN UPDATE LEON HP46 013 H	.000	0	PLANNING MODELS/DATA UPDATE 0 0 0		SU		160,000	0	0	0	0
4281021 WAKULLA COUNTY BICYCLE & PEDESTRIAN MASTER PLAN WAKULLA 8887 845 A	.000	0	TRANSPORTATION PLANNING 0 0 0		SU		98,316	0	0	0	0
PLANNING TOTALS:							859,349	859,349	0	0	0

MISCELLANEOUS

ITEM NO / DESCRIPTION / COUNTY / RDWY ID / PROJ LGTH / FEDERAL AID NUMBER / FAC / TYPE OF WORK / EXIST/IMPROVE/ADD (LANES) / AUTH DATE / OLD ITEM / FUND	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
4266821 GADSDEN COUNTY PAVEMENT MARKINGS 2009 ECONOMIC STIMULUS GADSDEN .000					
SAFETY PROJECT 0 0 0 ARRA 461 B FSSN	0	0	0	19,778	0
4266842 CITY OF GRETNA FOURTH STREET SIDEWALK 2009 ECONOMIC STIMULUS GADSDEN 50900005 .285 MI					
SIDEWALK 2 0 0 ARRA 557 B FSSN	0	0	0	39,763	0
SN	0	0	0	7,653	0
** ITEM TOTALS **	0	0	0	47,416	0
MISCELLANEOUS TOTALS:	67,194	0	0	67,194	0
GRAND TOTALS:	36,686,809	5,127,530	491,580	194,653	30,820,219	52,827

HIGHWAYS

WORK PROGRAM FUND	TOTAL	ENGINEERING	RIGHT-OF-WAY	UTILITIES	CONSTRUCTION	MISC.
ACSU - ADVANCE CONSTRUCTION (SU)	-961,039	0	0	0	-961,039	0
BRAC - BRT (AC/REGULAR)	743,042	726,227	0	0	16,815	0
BRT - FED BRIDGE REPL - ON SYSTEM	332,320	138,585	0	0	193,735	0
BRTZ - FED BRIDGE REPL - OFF SYSTEM	814,710	809,863	0	0	0	4,847
EB - EQUITY BONUS	6,280,144	362,177	0	35,392	5,882,575	0
EBBP - EQUITY BONUS SUPPLEMENTING BDG	-104,999	0	0	0	-104,999	0
EBNH - EQUITY BONUS SUPPLEMENTING NH	-6,394	0	0	0	-6,394	0
ER08 - 2008 STORMS	47,980	0	0	0	0	47,980
FSF1 - FED STIMULUS, S/W MANAGED	8,300,000	0	0	0	8,300,000	0
FSSE - FED STIMULUS, ENHANCEMENT	63,754	0	0	0	63,754	0
FSSU - FED STIMULUS,URBN AREAS > 200K	2,166,314	0	0	0	2,166,314	0
HRRR - HIGH RISK RURAL ROAD	281,102	0	0	0	281,102	0
HSP - SAFETY (HIWAY SAFETY PROGRAM)	45,513	45,513	0	0	0	0
IMAC - IM (AC/REGULAR)	1,597,383	1,597,383	0	0	0	0
NH - PRINCIPAL ARTERIALS	90,888	0	0	0	90,888	0
NHAC - NH (AC/REGULAR)	68,264	53,454	0	0	14,810	0
RED - REDISTR. OF FA (SEC 1102F)	2,354,933	0	0	0	2,354,933	0
SA - STP, ANY AREA	3,107,012	0	0	0	3,107,012	0
SE - STP, ENHANCEMENT	2,157,561	213,402	0	159,261	1,784,898	0
SL - STP, AREAS <= 200K	4,065,331	0	0	0	4,065,331	0
SN - STP, MANDATORY NON-URBAN	884,775	0	0	0	884,775	0
SU - STP, URBAN AREAS > 200K	3,431,672	321,577	491,580	0	2,618,515	0
HIGHWAYS TOTALS:	35,760,266	4,268,181	491,580	194,653	30,753,025	52,827

TRANSPORTATION PLANNING

WORK PROGRAM FUND	TOTAL	ENGINEERING	RIGHT-OF-WAY	UTILITIES	CONSTRUCTION	MISC.
PL - METRO PLAN (85% FA; 15% OTHER)	601,033	601,033	0	0	0	0
SU - STP, URBAN AREAS > 200K	258,316	258,316	0	0	0	0
PLANNING TOTALS:	859,349	859,349	0	0	0	0

MISCELLANEOUS

WORK PROGRAM FUND	TOTAL	ENGINEERING	RIGHT-OF-WAY	UTILITIES	CONSTRUCTION	MISC.
FSSN - FED STIMULUS, NON-URBAN	59,541	0	0	0	59,541	0
SN - STP, MANDATORY NON-URBAN	7,653	0	0	0	7,653	0
MISCELLANEOUS TOTALS:	67,194	0	0	0	67,194	0
GRAND TOTALS:	36,686,809	5,127,530	491,580	194,653	30,820,219	52,827

WORK PROGRAM FUND	TOTAL	ENGINEERING	RIGHT-OF-WAY	UTILITIES	CONSTRUCTION	MISC.
ACSU - ADVANCE CONSTRUCTION (SU)	-961,039	0	0	0	-961,039	0
BRAC - BRT (AC/REGULAR)	743,042	726,227	0	0	16,815	0
BRT - FED BRIDGE REPL - ON SYSTEM	332,320	138,585	0	0	193,735	0
BRTZ - FED BRIDGE REPL - OFF SYSTEM	814,710	809,863	0	0	0	4,847
EB - EQUITY BONUS	6,280,144	362,177	0	35,392	5,882,575	0
EBBP - EQUITY BONUS SUPPLEMENTING BDG	-104,999	0	0	0	-104,999	0
EBNH - EQUITY BONUS SUPPLEMENTING NH	-6,394	0	0	0	-6,394	0
ER08 - 2008 STORMS	47,980	0	0	0	0	47,980
FSF1 - FED STIMULUS, S/W MANAGED	8,300,000	0	0	0	8,300,000	0
FSSE - FED STIMULUS, ENHANCEMENT	63,754	0	0	0	63,754	0
FSSN - FED STIMULUS, NON-URBAN	59,541	0	0	0	59,541	0
FSSU - FED STIMULUS,URBN AREAS > 200K	2,166,314	0	0	0	2,166,314	0
HRRR - HIGH RISK RURAL ROAD	281,102	0	0	0	281,102	0
HSP - SAFETY (HIWAY SAFETY PROGRAM)	45,513	45,513	0	0	0	0
IMAC - IM (AC/REGULAR)	1,597,383	1,597,383	0	0	0	0
NH - PRINCIPAL ARTERIALS	90,888	0	0	0	90,888	0
NHAC - NH (AC/REGULAR)	68,264	53,454	0	0	14,810	0
PL - METRO PLAN (85% FA; 15% OTHER)	601,033	601,033	0	0	0	0
RED - REDISTR. OF FA (SEC 1102F)	2,354,933	0	0	0	2,354,933	0
SA - STP, ANY AREA	3,107,012	0	0	0	3,107,012	0
SE - STP, ENHANCEMENT	2,157,561	213,402	0	159,261	1,784,898	0
SL - STP, AREAS <= 200K	4,065,331	0	0	0	4,065,331	0
SN - STP, MANDATORY NON-URBAN	892,428	0	0	0	892,428	0
SU - STP, URBAN AREAS > 200K	3,689,988	579,893	491,580	0	2,618,515	0
GRAND TOTALS:	36,686,809	5,127,530	491,580	194,653	30,820,219	52,827

APPENDIX E

CRTPA FY 2012 – FY 2016 Priority Project Lists

(Adopted on September 20, 2010)

Capital Region
Transportation Planning Agency
CRTPA

September 27, 2010

Mr. James T. Barfield, PE, Secretary
Florida Department of Transportation, District Three
PO Box 607
Chipley, FL 32428

Subject: FY 2012 – FY 2016 CRTPA Priority Project Lists (PPLs)

Dear Secretary Barfield:

The purpose of this letter is to notify you that on September 20, 2010, the Capital Region Transportation Planning Agency (CRTPA) approved transmittal of the following Fiscal Year (FY) 2012 – FY 2016 CRTPA Priority Project Lists (PPL) to the Florida Department of Transportation:

- Major PPL
- Transportation Systems Management PPL
- Bicycle and Pedestrian PPL
- Transportation Enhancements PPL
- Transit (StarMetro) PPL
- Airport (Tallahassee Regional) PPL
- Strategic Intermodal System PPL
- Transportation Regional Incentive Program (TRIP) PPL

Please note that the Board once again voted to set aside $1,000,000 for the construction of bicycle and pedestrian projects as the number one CRTPA project priority prior to funding any other projects on the CRTPA PPLs. This set aside is identified on the Major PPL. If further information is required, please do not hesitate to contact me or Greg Burke at 850 891-6800.

Sincerely,

Harry D. Reed, III, AICP
Executive Director
Capital Region Transportation Planning Agency

Enclosures

cc: Mr. Jason Peters, FDOT District Three, with attachments
Mr. Bryant Paulk, FDOT District Three, with attachments
CRTPA Board members

Capital Region Transportation Planning Agency

Major Priority Project List

ADOPTED Fiscal Year 2012 - Fiscal Year 2016

2010 Ranking	Project			Next Phase for Funding
	Roadway	From	To	
1	Bicycle and Pedestrian Projects ($1,000,000 funding set aside)			
2	Capital Circle, NW/SW	US 90	Orange Avenue	Construction
3	Capital Circle, SW	Crawfordville Rd	Orange Avenue	Design
4	Woodville Highway (SR 363)	Tram Rd	Capital Circle, SE	Design
5	Pensacola Street (SR 366)	Appleyard Drive	Blountstown Highway	Design
6	Orange Avenue (SR 373)	Springhill Rd	Adams Street	Design
7	Crawfordville Road (US 319)	Munson Slough	LL Wallace Road	Construction
7	Woodville Highway (SR 363)	Capital Circle, SE	Natural Bridge Rd	PD&E
8	Blountstown Highway (SR 20)	Capital Circle, NW	Aenon Church Rd	Design
9	Apalachee Parkway (US 27)	Blair Stone Road	Capital Circle, SE	Design
10	Crawfordville Road (US 319)	LL Wallace Road	Buck Miller Road	ROW
11	Capital Circle, NW (SR 263)	Gearhart Road	US 27	PD&E
12	Monroe Street (US 27)	Interstate 10	Crowder Road	PD&E

Capital Region Transportation Planning Agency

ADOPTED Transportation Systems Management (TSM) Priority Project List

Fiscal Year 2012 - Fiscal 2016

PROPOSED Rank	Major Street	Minor Street	Proposed Improvements	Study Date
1	**N. Monroe St.** (US 27)	Lake Ella	Construct pedestrian safety improvements at N. Monroe/Lake Ella	07/27/09
2	**Pensacola St.** (SR 366)	Dupree Street	Construct WBRT* w/ 125' of storage (*West Bound Right Turn lane)	10/10/05
3	**Adams St.** (SR 363)	Osceola Street	Construct SBRT* w/ 100' of storage (*South Bound Right Turn lane)	10/08/04
4	**Magnolia Dr.** (SR 265)	Governor's Square Blvd.	Construct add'l SBLT* w/200' of storage (*South Bound Left Turn lane)	02/15/05
5	**Capital Circle, NW** (SR 263)	Stoneler Drive	Construct NBLT* w/100' of storage (*North Bound Left Turn lane)	08/22/05
6	**Capital Circle, NW** (SR 263)	Old Bainbridge Rd (CR 361)	Const. NBLT & NBRT w/100' of storage on SR 263, SBLT with 300' of storage, and signal only if the County realigns CR 361 with Gateway Dr.	05/08/00
7	**Capital Circle, NW** (SR 263)	Tower Road	Const. SBRT w/150' of storage on SR 263; will require purchase of r-o-w. FDOT recommends Leon County const. EBRT on Tower Road.	03/13/07

Capital Region Transportation Planning Agency

Bicycle and Pedestrian Priority Project List

ADOPTED Fiscal Year 2012 - Fiscal Year 2016

Rank	Project
1	Access To Schools
2	Bicycle/Pedestrian Master Plan Implementation
3	Bicycle Suitability Map Update

Capital Region Transportation Planning Agency

Enhancements Priority Project List

ADOPTED Fiscal Year 2012 - Fiscal Year 2016

Ranking	Project
1	SR 267 Beautification and Safety Upgrades

Capital Region Transportation Planning Agency

Strategic Intermodal System (SIS) Priority Project List

ADOPTED Fiscal Year 2012 - Fiscal Year 2016

Rank	Segment	From	To	Next Phase
1	Capital Circle, NW/SW	West Tennessee Street	Orange Avenue	Construction
2	Capital Circle, SW/SE	Orange Avenue	Tallahasee Airport	Design

Capital Region Transportation Planning Agency

Transportation Regional Incentive Program (TRIP) Priority Project List

ADOPTED Fiscal Year 2012 - Fiscal year 2016

Project	From	To	Phase
Capital Circle, SE/SW	east of Crawfordville Rd	west of Crawfordville Rd	ROW/Construction

StarMetro

FY 2012 - 2016 Priority Project List
ADOPTED

Work Program Item	Funding Source	%		Description	Proposed FY12 2011-2012	Proposed FY13 2012-2013	Proposed FY14 2013-2014	Proposed FY15 2014-2015	New 5th Year FY16 2015-2016
				Capital for Fixed Route					
4222511	FTA 5307	80%		Planning/Admin, Prev. Maint., Operating Asst., Consulting Services	2,527,991				
	Toll Revenue Credit	20%		Purchase Vehicles/Equipment, Build/Expand/Repair/RenovateFacilities	631,998				
				Capital for Fixed Route					
4234451	FTA 5307	80%		Planning/Admin, Prev. Maint., Operating Asst., Consulting Services		2,555,167			
	Toll Revenue Credit	20%		Purchase Vehicles/Equipment, Build/Expand/Repair/RenovateFacilities		638,792			
				Capital for Fixed Route					
4222512	FTA 5307	80%		Planning/Admin, Prev. Maint., Operating Asst., Consulting Services			2,582,635		
	Toll Revenue Credit	20%		Purchase Vehicles/Equipment, Build/Expand/Repair/RenovateFacilities			645,659		
				Capital for Fixed Route					
New	FTA 5307	80%		Planning/Admin, Prev. Maint., Operating Asst., Consulting Services				2,612,635	
	Toll Revenue Credit	20%		Purchase Vehicles/Equipment, Build/Expand/Repair/RenovateFacilities				653,159	
				Capital for Fixed Route					
New	FTA 5307	80%		Planning/Admin, Prev. Maint., Operating Asst., Consulting Services					2,615,635
	Toll Revenue Credit	20%		Purchase Vehicles/Equipment, Build/Expand/Repair/RenovateFacilities					653,909
				Capital for Fixed Route					
4091481	FTA 5309	80%		Planning/Admin, Prev. Maint., Operating Asst., Consulting Services	12,932,325	13,578,941	14,257,888	14,970,783	15,719,322
	Toll Revenue Credit	20%		Purchase Vehicles/Equipment, Build/Expand/Repair/RenovateFacilities	3,233,081	3,394,735	3,564,472	3,742,696	3,929,830
				Capital for Fixed Route					
4252691	FTA 5309	80%		Downtown Circulator (bus)	1,600,000				
	Toll Revenue Credit	20%		(Proposed Earmark Request)	400,000				
4156131	FTA 5309	80%		Capital for Fixed Route					
	Toll Revenue Credit	20%		Smart Bus - GPS (ITS Project)					
4234651	FTA 5309	80%		Capital for Fixed Route	500,000	500,000	500,000	1,000,000	1,000,000
	Toll Revenue Credit	20%		(ITS Project)	125,000	125,000	125,000	250,000	250,000
42324661	FTA 5309	80%		Capital for Fixed Route	500,000	500,000	500,000	500,000	500,000
	Toll Revenue Credit	20%		Hydrogen Fuel Cell Project	125,000	125,000	125,000	125,000	125,000
new	FTA 5309	80%		Capital for Fixed Route					1,000,000
	Toll Revenue Credit	20%		Alternative Fuels					250,000
new	FTA 5309	80%		Capital for Fixed Route					2,000,000
		20%		Enhancements and Amenities for C. K. Steele Plaza					500,000

StarMetro

FY 2012 - 2016 Priority Project List
ADOPTED

Work Program Item	Funding Source	%		Description	Proposed FY12 2011-2012	Proposed FY13 2012-2013	Proposed FY14 2013-2014	Proposed FY15 2014-2015	New 5th Year FY16 2015-2016
new	FTA	80%		JOB Access Commute	100,000	103,000	106,090	109,273	112,551
	Local Funds	20%		Capital for Fixed Route	25,000	25,750	26,523	27,318	28,138
new	FTA	50%		JOB Access Commute	69,910	72,007	74,168	76,393	78,684
		50%		Operating for Fixed Route	69,910	72,007	74,168	76,393	78,684
new	FTA	80%		New Freedom	30,000	30,900	31,827	32,782	33,765
	Local Funds	20%		Capital for Fixed Route	7,500	7,725	7,957	8,195	8,441
new	FTA	50%		New Freedom	22,257	22,925	23,612	24,321	25,050
		50%		Operating for Fixed Route	22,257	22,925	23,612	24,321	25,050
NEW	MPO Funds	80%		Transit Development Projects		500,000	500,000	500,000	500,000
	Toll Revenue Credit	20%		Satellite Facilities and Super Stops		125,000	125,000	125,000	125,000
4213641	FTA 5311	50%		Non-Urban Transit Assistance (CTC)	150,268	154,776	159,419	164,202	169,128
	Local Funds	50%		(This is latest estimate from Kathy)	150,268	154,776	159,419	164,202	169,128
4140971	FDOT Block Grant	50%		State Block Grant - FDOT Operating Assistance					
	Local Funds	50%							
4222501	FDOT Block Grant	50%		State Block Grant - FDOT Operating Assistance	1,947,308	2,018,064	2,018,064	2,018,064	2,018,064
	Local Funds	50%			1,947,308	1,069,681	1,069,681	1,069,681	1,069,681
4253551	FDOT	50%		Public Transit Service Development	240,000	0	0	0	0
	Local Funds	50%		Mahan Drive, downtown to I-10	240,000	0	0	0	0
NEW	FDOT	50%		Public Transit Service Development	200,000	200,000	0	0	0
	Local Funds	50%		[project to be identified]	200,000	200,000	0	0	0
NEW	FDOT	50%		Park and Ride Lots	200,000	200,000	200,000	200,000	200,000
	Local Funds	50%		(Proposed Request)	200,000	200,000	200,000	200,000	200,000

StarMetro

FY 2012 - 2016 Priority Project List
ADOPTED

Work Program Item	Funding Source	%		Description	Proposed FY12 2011-2012	Proposed FY13 2012-2013	Proposed FY14 2013-2014	Proposed FY15 2014-2015	New 5th Year FY16 2015-2016
NEW	Federal TIGGER/TIGER/ARR	100%		Transit Capital Projects Benches & Shelters	400,000	400,000	400,000	400,000	400,000
NEW	Federal TIGGER/TIGER/ARR	100%		Transit Capital Projects Purchase Buses	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000
NEW	Federal TIGGER/TIGER/ARR	100%		Transit Capital Projects Purchase Land for Superstops/Satellite Facilites	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000

T

TALLAHASSEE REGIONAL AIRPORT
ADOPTED
Priority Project List
Fiscal Year 2012 - FY 2016

FDOT Priority	Description	FDOT FIN Number	JACIP* Number	FUNDING	Prior Years	Currrent 2011	Future 2012	2013	2014	2015	2016
1 **	Terminal Rehabilitation/Improvements	226781	TLH 2	State/FDOT	3,900,000	229,101		400,000	400,000		400,000
				Local/RR&I	3,900,000	229,101		400,000	400,000		400,000
2 **	Marketing and Promotional Study	226792	3DOT13	State/FDOT	325,000	25,000			50,000		50,000
				Local/RR&I	325,000	25,000			50,000		50,000
1	Airfield Preservation	4223014	PFL 6672	State/FDOT	100,000	100,000	100,000	100,000	100,000		100,000
				Local/RR&I	100,000	100,000	100,000	100,000	100,000		100,000
1	Runway 18/36 Improvements	412210	TLH62	State/FDOT		307,500	500,000				300,000
				Local/RR&I		307,500	500,000				300,000
2	T/W S Extend & Rehabilitate	409512	TLH56	FAA/Entitlement		570,000					
				State/FDOT		15,000					
				Local/PFC		15,000					
3	Rehab Taxiway "Z"	414090	PFL916	FAA/Entitlement		475,000					
				State/FDOT		12,500					
				Local/PFC		12,500					
4	T/W P to A Bypass	420359	PFL4649	FAA/Entitlement		1,235,000					
				State/FDOT		32,500					
				Local/PFC		32,500					
5	S. GA Apron Expansion	420365	PFL4650	FAA/Entitlement		1,900,000					
				State/FDOT		50,000					
				Local/PFC		50,000					
1	Airfield Lighting Improvements	2267813	PFL 5542	FAA/Entitlement				475,000			
				State/FDOT				12,500			
				Local/PFC				12,500			
2	Airfield Signage Improvements	2267812	PFL5543	FAA/Entitlement				475,000			
				State/FDOT				12,500			
				Local/PFC				12,500			
3	Hangar Taxi Lanes	2267814	PFL 4466	FAA/Entitlement				1,482,000			
				State/FDOT				39,000			
				Local/RR&I				39,000			
1	DRI Update	425620	PFL 6674	State/FDOT					250,000		
				Local/RR&I					250,000		
2	Enhancements & Upgrades ATCT	416010	PFL2711	State/FDOT					400,000		
				Local/RR&I					400,000		
2	South Apron Rehab. Construction	Pending	PFL7949	FAA/Entitlement						4,750,000	
				State/FDOT						125,000	
				Local/RR&I						125,000	
3	Taxiway Crack Seal	Pending	PFL3339	State/FDOT						125,000	125,000
				Local/RR&I						125,000	125,000
4	Terminal Apron Rehab	Pending	PFL3505	FAA/Entitlement						1,187,500	
				State/FDOT						31,250	
				Local/RR&I						31,250	
5	Hangar Development	226769	PFL 913	State/FDOT	1,995,000					600,000	
				Local/Other	1,995,000					600,000	
1	ARFF Station Rehab	Pending		FAA/Entitlement							950,000
				State/FDOT							25,000
				Local/RR&I							25,000
				Total	12,640,000	5,723,202	1,200,000	3,560,000	2,400,000	7,700,000	2,950,000
				FAA/Entitlement	-	4,180,000	-	2,432,000	-	5,937,500	950,000
				FAA/Discretionary	-	-	-	-	-	-	-
				State/FDOT	6,320,000	771,601	600,000	564,000	1,200,000	881,250	1,000,000
				State/FDOT/SIS	-	-	-	-	-	-	-
				Local/PFC	-	110,000	-	25,000	-	-	-
				Local/RR&I	4,325,000	661,601	600,000	539,000	1,200,000	281,250	1,000,000
				Local/Other	1,995,000	-	-	-	-	600,000	-
				Total	12,640,000	5,723,202	1,200,000	3,560,000	2,400,000	7,700,000	2,950,000

*JACIP = FAA/FDOT Joint Automated Capital Improvement Program
**Multi-year funded JPA

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AGENDA ITEM 2.C

FISCAL YEAR (FY) 2011- FY 2012

UNIFIED PLANNING WORK PROGRAM (UPWP) AMENDMENT

March 21, 2011

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 2 C

FY 11/12 UNIFIED PLANNING WORK PROGRAM (UPWP) AMENDMENTS

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this agenda item is to provide amendment to the currently adopted and approved two-year Unified Planning Work Program (UPWP).

RECOMMENDED ACTION

Option 1: Approve the amendments and submittal of the FY 09/10 Federal Transit Administration Section 5303 Planning Grant.

HISTORY AND ANALYSIS

The Fiscal Years (FYs) 2011 and 2012 Unified Planning Work Program (UPWP) defines the tasks and anticipated funding requirements for the Capital Region Transportation Planning Agency (CRTPA) during the fiscal period beginning July 1, 2010 and ending June 30, 2012. This document was adopted at the March 2010 CRTPA Meeting. Part of the maintenance of the two year document is amending it for the second year, updating any forthcoming activity changes, submitting the Federal Transit Administration Section 5303 Annual Planning Grant, and updating costs to reflect anticipated activity and changes in revenue.

These changes are included in ***Attachment 1*** and reflect the award of $400,000 to Star Metro by the Federal Transit Administration for the Tallahassee Alternatives Analysis. The second change carries over the use of $300,000 SU funds from the Federal Highway Administration for a General Planning Consultant (GPC) to conduct planning projects identified by the staff and CRTPA Board. Changes were made to Tables 1.2 and 2.2 reflecting these funding increases. These increases are fully funded by grants.

Also included in this amendment package is the annual submittal of the Federal Transit Administration Section 5303 grant, which provides funding for CRTPA staff.

The Executive Director was authorized to execute all documents with the adoption of the two-year UPWP last year. Upon approval of the amendment by the Florida Department of Transportation and the Federal Highway Administration, the entire document will be updated to reflect the approved changes and republished.

OPTIONS

Option 1: Approve the amendments and submittal of the FY 11/12 Federal Transit Administration and Section 5303 Planning Grant.

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: Amended UPWP

- Task 1.7 Professional Services
- Task 7.2 Transit Planning,
- Table 1.2 and 2.2
- Section 5303 Application.

SECTION 1: ADMINISTRATION

UPWP Task Title: Professional Services	UPWP Task Number: 1.7	
Agency Responsible: CRTPA	FY 2011 Funding Source: FHWA PL: $72,000 FHWA SU: $300,000*	FY 2012 Funding Source: FHWA PL: $72,000 FHWA SU:* $300,000

TASK SCHEDULE

JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN

PURPOSE

This task addresses the contracted use of legal, auditing, and facilitation services,

PREVIOUS WORK (FY 2009/2010)

Payment for professional services to retreat facilitators, legal counsel, and auditors.

METHODOLOGY (FY 2011)

The CRTPA requires the use of legal counsel for meetings, agreements, and other legal matters. It also requires the use of an auditing firm to develop the Comprehensive Annual Finance Report (single audit) needed by the CRTPA and its granting partners. Annually the CRTPA has determined the necessity to hold a retreat for issues of goal setting and policy development. A professional facilitator has been used for this event.

The expected legal services costs are $30,000. A contingency fund of $10,000 is considered for unexpected issues that might require their services. The cost of the single audit should not exceed $25,000. The cost of a facilitator is estimated not to exceed $7,000.

General consultant funding, as needed, will be provided by the $300,000 SU funds provided by FHWA. Task may be modified as necessary to detail future use.

METHODOLOGY (FY 2012)

The CRTPA requires the use of legal counsel for meetings, agreements, and other legal matters. It also requires the use of an auditing firm to develop the Comprehensive Annual Finance Report (single audit) needed by the CRTPA and its granting partners. Annually the CRTPA has determined the necessity to hold a retreat for issues of goal setting and policy development. A professional facilitator has been used for this event.

The expected legal services costs are $30,000. A contingency fund of $10,000 is considered for unexpected issues that might require their services. The cost of the single audit should not exceed $25,000. The cost of a facilitator is estimated not to exceed $7,000.

General consultant services will be provided using $300,000 FHWA SU funds from FY 2011/2012. Projects will be scheduled when needed in the appropriate task.

END PRODUCT (FYs 2011/2012)

Legal services (ongoing), the annual single audit (February) and facilitation for the annual retreat. (October) General consultant services as needed.

SECTION 7: Systems Planning

UPWP Task Title: TRANSIT PLANNING	UPWP Task Number: 7.2	
Agency Responsible: StarMetro (City of Tallahassee)	FY 2011 Funding Source: FTA 5307: $130,000 Local Match (COT): -0- (matched with toll revenue credits	FY 2012 Funding Source: FTA 5307: $130,000 Local Match (COT): -0- (matched with toll revenue credits FTA5339: $400,000

TASK SCHEDULE

JUL AUG SEP OCT NOV DEC JAN FEB MAR APR MAY JUN

TASK PURPOSE

To consistently provide and continually improve effective, safe, and reliable public transit services to the residents of and visitors to Tallahassee region.

PREVIOUS WORK (FYs 2009 and 2010)

StarMetro completed the following tasks:

Replacement Buses:
As part of its annual bus procurement and replacement plan, StarMetro purchased twenty (20) replacement buses. These buses are Gillig thirty-five-foot BRT low-floor design and meet the 2007 emission standards established for diesel engines.

C.K. Steele Transit Center:
StarMetro executed a federal grant in the amount of $1.2 million to carry out refurbishing of the transit center. City engineers and consultants have developed a structural analysis, rehabilitation plan and long-term use plan. StarMetro expects to complete the rehabilitation of this facility by the second quarter of FY2010.

Route Restructuring:
StarMetro will continue to restructure the route system to better meet the growing needs of the community. This will prevent route over-lapping, redundancy and inefficiency. More than 100 public meetings have been held and a draft plan has been formulated which will be presented to the City Commission in March, 2010.

Enhanced Safety and Security:
Bus security cameras protect drivers and passengers.

University Partnerships:
The development of StarMetro's partnerships with Florida State University, Florida Agricultural & Mechanical University and Tallahassee Community College continues to be one of StarMetro's biggest, non Capital Project Achievements. StarMetro has developed solid relations with all three institutes and moved forward with improved services for the student population. The

FAMU/FSU Engineering Shuttle was broken into two separate routes, the Village for FSU and Venom III for FAMU. This increased the total number of campus routes and buses by one.

Training Room
StarMetro purchased a vehicle simulator in September and began constructing a training room for it in August 2009. Construction is expected to be completed in February 2010. The project is being funded 50% state and 50% local.

METHODOLOGY (FY 2011)

StarMetro will use the recommendations from 2010 – 2020 Transit Development Plan and the 2035 Long Range Transportation Plan as well as internal initiatives to improve transit in the City of Tallahassee and the Tallahassee metropolitan statistical area. These activities are as follows:

Intelligent Transit System (ITS):
StarMetro will begin to implement its Intelligent Transportation System (ITS) this term. It will use a $490,000 allocation to implement scheduling software. This application will automate the steps associated with creating and managing our fixed-route schedules. The product greatly reduces the time and effort required to manage stops, routes, and trips. Automated Vehicle Location Systems provide location of all buses. Computers monitor buses for unusual or suspicious detours or behaviors.

Remote Transfer Facilities:
StarMetro has land for the development of two remote transfer facilities (or, Multi-Modal Facilities). As a part of the SouthWood DRI, roughly one (1) acre is available to StarMetro to develop a facility, which will be used for end-of-the-line route structures, where bus routes terminate from end-to-end and not at the central facility in downtown Tallahassee.

University Partnerships:
StarMetro will continue one of the biggest, non Capital Project achievements has been the development of StarMetro's partnerships with Florida State University, Florida Agricultural & Mechanical University and Tallahassee Community College. StarMetro has developed solid relations with all three institutes and is moving forward with improved services for the student population.

Route Restructuring:
StarMetro will continue to restructure the route system to better meet the growing needs of the community. This will prevent route over-lapping, redundancy and inefficiency.

Replacement Buses:
As part of its annual bus procurement and replacement plan, StarMetro will purchase replacement buses and vans as funding becomes available.

METHODOLOGY (FY 2012)

StarMetro will use the recommendations from 2010 – 2020 Transit Development Plan and the 2035 Long Range Transportation Plan as well as internal initiatives to improve transit in the City

of Tallahassee and the Tallahassee metropolitan statistical area. A high priority is to begin operating regional routes to surrounding counties.

StarMetro has been approved for an FTA 5339 Grant for an Alternatives Analysis. This analysis will study an arterial street undergoing higher-density, mixed-use redevelopment. The corridor runs along Tennessee Street/Mahan Drive between Capital Circle East and West, through Florida State University, Tallahassee Community College and downtown. The project team will evaluate transit-supportive changes to city plans and codes as part of the work plan. The grant amount was $400,000

TABLE 1.2: PROPOSED AGENCY PARTICIPATION AND ANTICIPATED ELEMENT COST
CAPITAL REGION TRANSPORTATION STUDY
FISCAL YEAR 2012 (JULY 1, 2011 TO JUNE 30, 2012)

Table 1.2 Proposed Agency Participation FY 2012

TASK NUMBER/TITLE	CAPITAL REGION TRANSPORTATION PLANNING AGENCY COST	STARMETRO COST	CITY TRAFFIC ENGINEERING COST	CITY OF TALLAHASSEE AVIATION COST	LEON COUNTY PUBLIC WORKS COST	TOTAL PROGRAM COST
1 ADMINISTRATION						
1.1 Transportation Planning Mgmt.	$152,000					**$152,000**
1.2 CRTPA Certfication	$5,000					**$5,000**
1.3 Capital Outlay	$8,000					**$8,000**
1.4 Funding Administration	$25,000					**$25,000**
1.7 Professional Services	$372,000					**$372,000**
2. DATA COLLECTION AND DISTRIBUTION						
2.1 Data Collection and Distribution	$12,500		$171,000		$45,000	**$228,500**
3. UNIFIED PLANNING WORK PROGRAM (UPWP)						
3.1 UPWP Development	$34,250					**$34,250**
4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)						
4.1 TIP Development	$56,250					**$56,250**
5. LONG RANGE TRANSPORTATION PLAN (LRTP)						
5.1 LRTP Development	$140,000					**$140,000**
6. PUBLIC INVOLVEMENT						
6.1 Public Involvement	$57,500					**$57,500**
7. SYSTEMS PLANNING						
7.1 Bicycle and Pedestrian Planning	$43,000		$10,000			**$53,000**
7.2 Transit Planning		$546,000				**$546,000**
7.3 Aviation Planning				$50,000		**$50,000**
7.4 Transportation Disadvantaged	$46,919					**$46,919**
7.5 Mobility Management	$26,608					**$26,608**
8. CRTPA COORDINATION						
8.1 CRTPA Coordination	$127,695					**$127,695**
9. OTHER PLANNING PROJECTS						
9.1 Corridor Analysis	$30,000					**$30,000**
9.2 Special Transportation Planning	$20,000					**$20,000**
TOTALS	**$1,156,722**	**$546,000**	**$181,000**	**$50,000**	**$45,000**	**$1,978,722**

TABLE 2.2: FY 2012 Proposed FundingCapital Region Transportation Study

TASK NUMBER/ PROJECT TITLE	AGENCY	FHWA SEC. 112 (PL)	FTA SEC. 5303 80%	LOCAL MATCH 10%	STATE MATCH FDOT 10%	TOTAL FTA SEC 5303	FTA 5339 5307	LOCAL MATCH (COT)	TOTAL FTA SEC. 5307	TD TRUST FUND 100%	FHWA OTHER 100%	TOTAL FEDERAL (FHWA, FTA)	TOTAL STATE	TOTAL LOCAL	GRAND TOTAL
1. ADMINISTRATION															
1.1 Transportation Planning Managem	CRTPA	$152,000	$20,000	$2,500	$2,500							$172,000			
1.2 CRTPA Certification	CRTPA	$5,000										$5,000			
1.3 Capital Outlay	CRTPA	$8,000										$8,000			
1.4 Funding Administration	CRTPA	$25,000										$25,000			
1.5 FDOT Assistance for PL funds	FDOT														
1.6 FDOT Match for 530 funds	FDOT														
1.7 Professional Services	CRTPA	$72,000									$300,000	$372,000			
TOTAL Administration		**$262,000**	$20,000	$2,500	$2,500	**$25,000**					$300,000	$282,000	$2,500	$302,500	$587,000
2. DATA COLLECTION AND DISTRIBUTION															
2.1 Data Collection and Distribution	CRTPA	$4,400										$4,400			
	COT-TE										$171,000			$171,000	
	LC-PW										$45,000			$45,000	
TOTAL Data Collection and Distribution		**$4,400**									**$216,000**	**$4,400**		**$216,000**	$220,400
3. UNIFIED PLANNING WORK PROGRAM (UPWP)															
3.1 UPWP Development	CRTPA	**$18,000**	$13,000	$1,625	$1,625	**$16,250**						**$31,000**	**$1,625**	**$1,625**	$34,250
4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)															
4.1 TIP Development	CRTPA	**$40,000**	$13,000	$1,625	$1,625	**$16,250**						**$53,000**	**$1,625**	**$1,625**	$56,250
5. YEAR 2030 LONG RANGE TRANSPORTATION PLAN (LRTP)															
5.1 LRTP Development	CRTPA	**$53,000**	$13,000	$1,625	$1,625	**$16,250**						**$66,000**	**$1,625**	**$1,625**	$69,250
	FDOT											**$140,000**			$140,000
6. PUBLIC INVOLVEMENT															
6.1 Public Involvement	CRTPA	**$50,000**	$6,000	$750	$750	**$7,500**						**$56,000**	**$750**	**$750**	$57,500
7. SYSTEMS PLANNING															
7.1 Bicycle / Pedestrian Planning	CRTPA	$43,000									$10,000				
7.2 Transit Planning	COT-SM						$430,000	$16,000	$546,000						
7.3 Aviation Planning	COT-AD										$50,000				
7.4 Transportation Disadvantaged	CRTPA		$18,314	$2,289	$2,289	$22,893				$24,027					
7.5 Mobility Management	CRTPA	$15,000	$9,286	$1,161	$1,161	$11,608									
TOTAL Systems Planning		**$58,000**	$27,600	$3,450	$3,450	**$34,500**	**$430,000**	**$16,000**	**$446,000**	$24,027	**$60,000**	**$515,600**	**$27,477**	**$79,450**	$622,527
8. CRTPA COORDINATION															
8.1 CRTPA Coordination	CRTPA	**$115,195**	$10,000	$1,250	$1,250	**$12,500**						**$125,195**	**$1,250**	**$1,250**	$127,695
9. OTHER PLANNING PROJECTS															
9.1 Corridor Analysis	CRTPA	$30,000													
9.2 Special Transportation Projects	CRTPA	$20,000									$300,000				
TOTAL Other Planning Projects		**$50,000**										**$50,000**			$50,000
GRAND TOTAL		$650,595	**$102,600**	**$12,825**	**$12,825**	**$128,250**	**$430,000**	**$16,000**	**$446,000**	$24,027	**$276,000**	**$1,323,195**	**$36,852**	**$604,825**	$1,964,872

Key to abbreviations:
CRTPA = Capital Region Transportation Planning Agency
FHWA = Federal Highway Administration
TD = Commission for the Transportation Disadvantaged
COT-TE = City of Tallahassee Traffic Engineering
FTA = Federal Transit Administration
LC-PW = Leon County Public Works
COT-AD = City of Tallahassee Aviation Department
COT-SM = City of Tallahassee StarMetro

APPLICATION FOR FEDERAL ASSISTANCE

Version 7/03

2. DATE SUBMITTED	Applicant Identifier
3. DATE RECEIVED BY STATE	State Application Identifier
4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier

1. TYPE OF SUBMISSION:

Application	Pre-application
☐ Construction	☐ Construction
☑ Non-Construction	☐ Non-Construction

5. APPLICANT INFORMATION

Legal Name: Capital Region Transportation Planning Agency	Organizational Unit: Department:
Organizational DUNS: 831025601	Division:
Address: Street: 300 South Adams Street, Box A19	Name and telephone number of person to be contacted on matters involving this application (give area code) Prefix: Ms / First Name: Colleen
City: Tallahassee	Middle Name D
County: Leon	Last Name Roland
State: FL / Zip Code 32301	Suffix:
Country: USA	Email: colleen.roland@talgov.com
6. EMPLOYER IDENTIFICATION NUMBER *(EIN):* 59-0004351	Phone Number (give area code) / Fax Number (give area code)

8. TYPE OF APPLICATION:

☑ New ☐ Continuation ☐ Revision

If Revision, enter appropriate letter(s) in box(es) (See back of form for description of letters.)

Other (specify)

7. TYPE OF APPLICANT: (See back of form for Application Types)

Metropolitan transportation planning organization

Other (specify)

9. NAME OF FEDERAL AGENCY: n/a

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 44-230

TITLE (Name of Program):

11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: metropolitan transportation planning studies

12. AREAS AFFECTED BY PROJECT *(Cities, Counties, States, etc.):*

Gadsden, Jefferson, Leon, and Wakulla counties

13. PROPOSED PROJECT

Start Date:	Ending Date:
7/1/2010	06/30/2010

14. CONGRESSIONAL DISTRICTS OF:

a. Applicant	b. Project
2	2

15. ESTIMATED FUNDING:

a. Federal	$ 104,309.00
b. Applicant	$ .00
c. State	$ 12,825.00
d. Local	$ 12,825.00
e. Other	$ .00
f. Program Income	$ .00
g. TOTAL	$ 130,385.00

16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?

a. Yes. ☐ THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON

DATE:

b. No. ☐ PROGRAM IS NOT COVERED BY E. O. 12372

☐ OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW

17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?

☐ Yes If "Yes" attach an explanation. ☑ No

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.

a. Authorized Representative

Prefix	First Name	Middle Name
Mr.	Harry	D
Last Name: Reed		Suffix: III
b. Title: Executive Director		c. Telephone Number (give area code): 850 891-6812
d. Signature of Authorized Representative		e. Date Signed

Section 5303
GMIS Planning Line Item Codes - FY 2009-2010
(FTA Funds Only)

Technical Classifications:

44.21.00	Program Support and Administration	$ 21 709
44.22.00	General Development and Comprehensive Planning	13000
44.23.01	Long Range Transportation Planning: System Level	13000
44.23.02	Long Range Transportation Planning: Project Level	
44.24.00	Short Range Transportation Planning	9286
44.25.00	Transportation Improvement Program	13000
44.26.00	Planning Emphasis Areas	
44.26.12	Coordination of Non-Emergency Human Service Transportation	18,314
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16	Incorporating Safety & Security in Transportation Planning	
44.27.00	Other Activities	16,000
	Total Net Project Cost	$ 104,309

Accounting Classifications

44.30.01	Personnel	$ 58,934
44.30.02	Fringe Benefits	24,930
44.30.03	Travel	
44.30.04	Equipment	
44.30.05	Supplies	
44.30.06	Contractual	
44.30.07	Other	
44.30.08	Indirect Charges	20.445
	Total Net Project Cost	$ 104,309

Fund Allocations

44.40.01	MPO Activities	$ 104,309
44.40.02	Transit Operator Activities	
44.40.03	State and/or Local Agency Activities	
	Total Net Project Cost	$ 104309

Section 5303
Approved Project Budget for FY 2009-2010
(total dollars)

Technical Classifications:

44.21.00	Program Support and Administration	$ 27,135
44.22.00	General Development and Comprehensive Planning	16,250
44.23.01	Long Range Transportation Planning: System Level	16,250
44.23.02	Long Range Transportation Planning: Project Level	
44.24.00	Short Range Transportation Planning	11,608
44.25.00	Transportation Improvement Program	16,250
44.26.00	Planning Emphasis Areas	
44.26.12	Coordination of Non-Emergency Human Service Transportation	22,892
44.26.13	Participation of Transit Operators in Metropolitan Planning	
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	
44.26.16	Incorporating Safety & Security in Transportation Planning	
44.27.00	Other Activities	20,000
	Total Net Project Cost	$ 130,385

Accounting Classifications

44.30.01	Personnel	$ 73,667
44.30.02	Fringe Benefits	31,267
44.30.03	Travel	
44.30.04	Equipment	
44.30.05	Supplies	
44.30.06	Contractual	
44.30.07	Other	
44.30.08	Indirect Charges	25,451
	Total Net Project Cost	$ 130,385

Fund Allocations

44.40.01	MPO Activities	$ 130,385
44.40.02	Transit Operator Activities	
44.40.03	State and/or Local Agency Activities	
	Total Net Project Cost	$ 130,385
	Federal Share (80%)	$ 104,309
	Local Share (20%)	$ 26,076

Accounting Classification	FPC	Description	Amount
91.37.08.8P-2	02	Technical Studies - Planning	$ 130,385

AGENDA ITEM 2.D

2010 COMPREHENSIVE ANNUAL FINANCIAL REPORT (CAFR)

March 21, 2011

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 2 D

COMPREHENSIVE ANNUAL FINANCIAL REPORT (CAFR)

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Consent

STATEMENT OF ISSUE

This item requests the acceptance of the Capital Region Transportation Planning Agency (CRTPA) Comprehensive Annual Financial Report (CAFR) for the year ending September 30, 2010.

RECOMMENDED ACTION

Option 1: Accept the FY 2010 CRTPA Comprehensive Annual Financial Report (CAFR).

HISTORY AND ANALYSIS

The Capital Region Transportation Planning Agency (CRTPA) Comprehensive Annual Financial Report (CAFR) for the year ended September 30, 2010 has been completed. Included are the opinion of the external auditors related to the statements presented, their management letter, and the auditors' reports on compliance and internal controls. Carr, Riggs, and Ingram performed the audit for the CRTPA.

State law requires that the CAFR be completed by March 30, 2011. There were no significant deficiencies or material weaknesses identified. One comment regarding the staff services agreement has been responded to. The staff services agreement was submitted to the City of Tallahassee on January 21, 2011 for review and execution. The agreement has been under development since the finding from the FY 2009 CAFR. Shortly after the drafting of the agreement began, the Metropolitan Planning Organization Advisory Council (MPOAC) began developing a model staff services agreement for use by the MPOs throughout the state in crafting local staff services agreements. The completion of the CRTPA agreement was delayed pending finalization of the model agreement in late December 2010. The delay allowed CRTPA legal counsel review the model agreement and insure the inclusion of all needed and necessary provisions in the CRTPA agreement.

The CAFR document is included in the agenda package. A bound copy will be distributed to CRTPA members at the meeting.

OPTIONS

Option 1: Accept the FY 2010 CRTPA Comprehensive Annual Financial Report (CAFR).

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: CRTPA FY 2010 Comprehensive Annual Financial Report

ATTACHMENT 1

CAPITAL REGION TRANSPORTATION PLANNING AGENCY

COMPREHENSIVE ANNUAL FINANCIAL REPORT

For the Fiscal Year Ended
September 30, 2010

Capital Region
Transportation Planning Agency
CRTPA

PREPARED BY:

Department of Management and Administration
Accounting Services Division
City of Tallahassee, Florida

CAPITAL REGION
TRANSPORTATION PLANNING AGENCY

COMPREHENSIVE ANNUAL FINANCIAL REPORT
FISCAL YEAR ENDED SEPTEMBER 30, 2010

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CAPITAL REGION
TRANSPORTATION PLANNING AGENCY

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Capital Region
Transportation Planning Agency
CRTPA

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INTRODUCTORY SECTION

Letter of Transmittal
Organizational Chart
List of CRTPA Members
List of Accounting Services Division Staff

Capital Region
Transportation Planning Agency
CRTPA

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March 1, 2011

To the Chair and Members of the Board of the
Capital Region Transportation Planning Agency

The Comprehensive Annual Financial Report of the Capital Region Transportation Planning Agency (CRTPA) for the fiscal year ended September 30, 2010, is hereby submitted pursuant to Florida Statutes, Chapter 11, Section 45, and Chapters 10.550 and 10.600 of the Rules of the Auditor General of the State of Florida.

Management assumes full responsibility for the completeness and reliability of the information contained in this report, based upon a comprehensive framework of internal control that it has established for this purpose. Because the cost of internal control should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements.

The certified public accounting firm of Carr, Riggs, & Ingram, LLC has issued an unqualified opinion on the CRTPA's financial statements for the year ended September 30, 2010. The independent auditor's report is located at the front of the financial section of this report.

Management's Discussion and Analysis (MD & A) immediately follows the independent auditors' report and provides a narrative introduction, overview, and analysis of the basic financial statements. This letter of transmittal is designed to complement the MD & A and should be read in conjunction with it.

Profile of the Agency

The CRTPA was created pursuant to Section 163.01(7) and Section 339.175, Florida Statutes, by the Florida Department of Transportation; the Counties of Leon, Gadsden, and Wakulla; the Cities of Midway, Quincy, and Tallahassee; the Town of Havana; and the Leon County School Board. The CRTPA was created in order for the involved governments to cooperatively participate in the development of transportation plans and programs. The governing board consists of voting representatives from the Counties of Leon, Gadsden, and Wakulla; the Cities of Midway, Quincy, and Tallahassee; the Town of Havana; and the Leon County School Board, and one nonvoting representative from the Florida Department of Transportation. The CRTPA is required to adopt a final budget prior to the close of the fiscal year. This annual budget serves as the foundation for the CRTPA's financial planning and control.

Factors Affecting Financial Condition

The economy of the three-county area is strongly influenced by governmental and educational activities. The presence of the State Capital and two major universities help to shape the area's population as relatively young, well educated, and affluent.

The level of governmental employment has a stabilizing effect on the economy and helps to minimize unemployment. As of September 2010, unemployment was 8.6% in the three-county area as compared to the State's unemployment rate of 12.0%.

Population growth trends for the three-county area are presented in the following table:

Population Growth

Year	Population
1950	93,905
1960	121,471
1970	148,539
1980	201,216
1990	247,811
2000	307,402
2009	356,640
2010 estimate	379,900
2020 projected	436,900
2030 projected	482,600

Acknowledgments

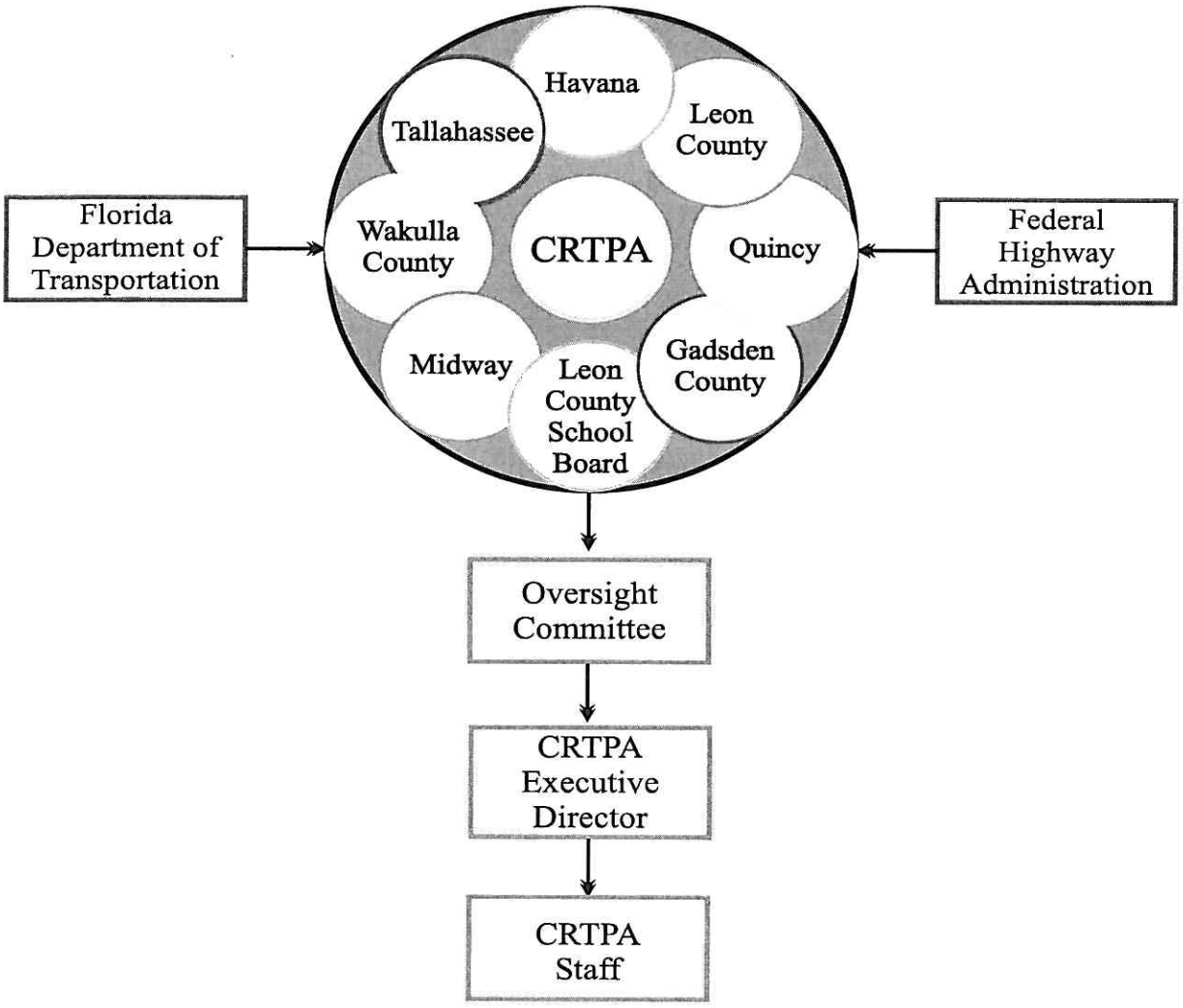
The preparation of this report on a timely basis could not be accomplished without the efficient and dedicated services of the staff of the City of Tallahassee's Accounting Services Division, who compiled this report. We would also like to thank the members of the CRTPA for their interest and support in planning and conducting the financial operations of the CRTPA in a responsible and progressive manner.

Respectfully submitted,



Harry D. Reed III, AICP
Executive Director

Organizational Chart



Future CRTPA Members

Jefferson County

Monticello

Chattahoochee

Greensboro

Gretna

Sopchoppy

St. Marks

CAPITAL REGION TRANSPORTATION PLANNING AGENCY

LISTING OF MEMBER GOVERNMENTS

Bryan Desloge, Chair
Howard Kessler, Vice-Chair

Gadsden County
Leon County
Wakulla County

Town of Havana
City of Midway
City of Quincy
City of Tallahassee

Leon County School Board

Executive Director	Harry Reed, A.I.C.P
Planners	Lynn Barr, A.I.C.P. Greg Burke, A.I.C.P Jack Kostrzewa Colleen Roland, A.I.C.P
Administrative Assistant	Yulonda Mitchell

The Comprehensive Annual Financial Report for the Capital Region Transportation Planning Agency was produced by the combined efforts of the staff of the Accounting Services Division of the City of Tallahassee Department of Management and Administration. The following staff had primary responsibility for preparing and assuring the accuracy of this report:

Department of Management and Administration
Raoul A. Lavin, Director

Accounting Services Division
Richard G. Feldman, CPA, Manager

Financial and Systems Analyst
Patrick Twyman

Patsy Capps, CPA	**Tracy Forrester, CPA**	**Ben Halvorsen, CPA**
Roy Jeter, CPA	**Latrenda Johnson**	**Kereen Jones**
Laurita Jones	**Lajja Patel**	**Angela Roberts**
Mayank Shah	**Rita Stevens, CPA**	**Rob Swearingen, CPA**

Financial and Systems Analyst (Fixed Assets)
Rebecca Berry

Cover photo and design by Jack Kostrzewa
Manager - Special Project Planning

Capital Region
Transportation Planning Agency
CRTPA

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FINANCIAL SECTION

THIS SECTION CONTAINS THE FOLLOWING SUBSECTIONS:

Independent Auditors' Report
Management's Discussion and Analysis
Basic Financial Statements
Required Supplementary Information

Capital Region
Transportation Planning Agency
CRTPA

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INDEPENDENT AUDITORS' REPORT

Members of the Board
Capital Region Transportation Planning Agency
Tallahassee, Florida

We have audited the accompanying financial statements of the governmental activities and each major fund of the Capital Region Transportation Planning Agency (the Agency), as of and for the year ended September 30, 2010, which collectively comprise the Agency's basic financial statements as listed in the table of contents. These financial statements are the responsibility of the Agency's management. Our responsibility is to express opinions on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinions.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the governmental activities and each major fund of the Agency, as of September 30, 2010, and the respective changes in financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America.

In accordance with *Government Auditing Standards*, we have also issued our report dated March 1, 2011 on our consideration of the Agency's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in assessing the results of our audit.

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and budgetary comparison information, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Agency's basic financial statements. The introductory section and statistical section, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements. The accompanying schedule of expenditures of federal awards and state financial assistance is presented for purposes of additional analysis as required by OMB Circular A-133 and is not a required part of the basic financial statements. The schedule of expenditures of federal awards and state financial assistance is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated, in all material respects, in relation to the financial statements as a whole. The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express opinion or provide any assurance on it.

Carr, Riggs & Ingram, LLC

March 1, 2011

MANAGEMENT'S DISCUSSION & ANALYSIS

CAPITAL REGION TRANSPORTATION PLANNING AGENCY

Management's Discussion and Analysis

This section of CRTPA's annual financial report is designed to provide the reader a better understanding of the financial activity for the fiscal year that ended September 30, 2010. It should be read in conjunction with the Transmittal Letter at the front of this report and the financial statements, which follow this section. Notes mentioned below are Notes to the Financial Statements, which follow the statements.

Financial Highlights

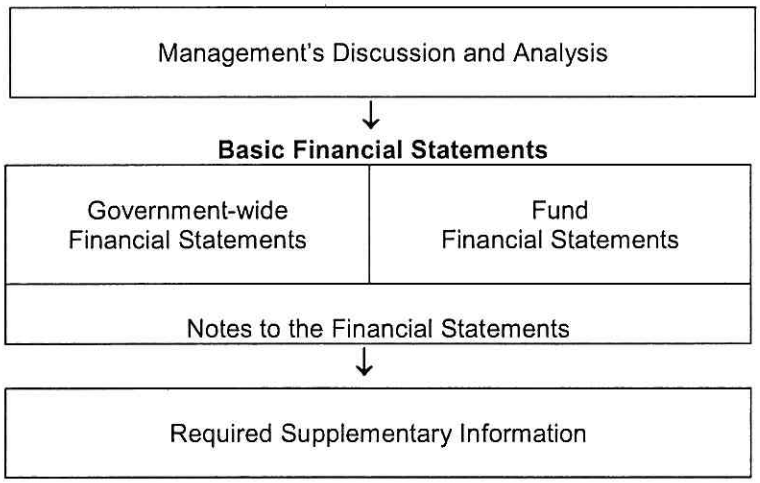
- Total assets of $714,000 increased by $34,000 and total liabilities of $632,000 increased by $166,000 as compared to the prior year due primarily to an overall increase in transportation and planning activity in 2010 as compared to 2009 which led to more reimbursable costs under grant contracts.

- Net assets decreased by $132,000 during the fiscal year.

- Revenues of $1,433,000, primarily operating grants, were received during the fiscal year, as compared to $1,349,000 in the prior year. Expenses of $1,565,000, primarily personnel expenses and contractual services, were incurred during the fiscal year, as compared to $1,114,000 in the prior year.

An Overview of the Financial Statements

Required Components of CRTPA's Annual Financial Report



The focus of the financial statements is on both CRTPA's overall financial status and the major individual funds. The following briefly describes the component parts.

Government-wide Statements

The government-wide financial statements are designed to report information about CRTPA as a whole using accounting methods similar to those used by private-sector companies. The Statement of Net Assets combines all of CRTPA's current financial resources with capital assets and long-term obligations. Net assets, the difference between CRTPA's assets and liabilities, are one way to measure its financial health.

CRTPA is considered a single-function government with all activities classified as governmental rather than business-type. Consequently, the government-wide financial statements include only governmental activities. These are services that are financed primarily from Federal and State grants and contributions from member governments. Business-type activities by definition include services for which specific fees are charged, which are meant to cover the cost of providing those services.

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. All of CRTPA's funds are considered to be governmental funds. CRTPA maintains a general fund and a special revenue fund; both of which are considered major funds. The following chart describes the fund requirements.

Scope	Includes CRTPA's revenues, which are primarily from operating grants
Required financial statements	Balance Sheet Statement of Revenues, Expenditures and Changes in Fund Balances
Accounting basis and Measurement focus	Modified accrual accounting and current financial resources focus
Type of asset / liability information	Only assets expected to be used up and liabilities that come due during the year or soon thereafter, no capital assets are included
Type of inflow / outflow information	Revenues for which cash is received during or soon after the end of the year; expenditures when goods or services have been received and payment is due during the year or soon thereafter

Government-Wide Financial Statements

The following table reflects the condensed Statement of Net Assets compared to the prior year. CRTPA's net assets decreased by $132,000 in fiscal year 2010. Total assets increased by $34,000 and total liabilities increased by $166,000.

Table 1
Statement of Net Assets
As of September 30
Governmental Activities
(in thousands)

	2010	2009	$ Change
Assets			
Current assets	$ 709	$ 673	$ 36
Noncurrent assets	5	7	(2)
Total Assets	714	680	34
Liabilities			
Current liabilities	613	403	210
Noncurrent liabilities	19	63	(44)
Total Liabilities	632	466	166
Net assets			
Invested in Capital Assets	5	7	(2)
Unrestricted	77	207	(130)
Total Net Assets	$ 82	$ 214	$ (132)

Changes in Net Assets

In 2010, CRTPA's total revenues were $1,433,000 and expenses were $1,565,000, resulting in a decrease in net assets of $132,000. Revenues consisted primarily of operating grants and contributions; expenses consisted primarily of personnel costs and contractual services. The following table shows revenues and expenses by sources and programs and the resulting change in net assets.

Table 2
Changes in Net Assets
For the year ended September 30
Governmental Activities
(in thousands)

	2010	2009	$ Change
Program Revenues			
Operating Grants and Contributions	$ 1,433	$ 1,349	$ 84
Total Revenues	1,433	1,349	84
Expenses			
Transportation	1,563	1,112	451
Depreciation	2	2	0
Total Expenses	1,565	1,114	451
Increase (Decrease) in Net Assets	$ (132)	$ 235	$ (367)

Fund Financial Statements

The following table reflects the sources and uses and the resulting change in fund balances for each fund.

Table 3
Governmental Funds
Financial Analysis
(in thousands)

Fund	Fund Balances 9/30/2009	Sources	Uses	Sources Over(Under) Uses	Fund Balances 9/30/2010
General	$ 17	$ 704	$ 698	$ 6	$ 23
Special Revenue	253	729	886	(157)	96
Total	$ 270	$ 1,433	$ 1,584	$ (151)	$ 119

Budgetary Highlights

A schedule showing the original budget for CRTPA's General Fund and the final budget and comparing the final budget to the actual results is included in the required supplementary information to the financial statements. There were no changes made to the budget during the year.

Economic and Other Factors That May Impact CRTPA's Financial Position

Projected population increases continue to place pressure on the transportation infrastructure for the three-county area; therefore there continues to be a need for coordinated planning of the transportation needs of the area. CRTPA's funding is influenced by its ability to obtain federal and state grants.

Fiscal Year 2011 Budget

CRTPA's General Fund Budget for fiscal year 2011 totaling $731,807 consists primarily of personnel costs and contractual services; funding for these expenses continues to be primarily from federal and state operating grants.

Financial Contact

This financial report is designed to provide citizens, taxpayers, customers, and creditors with a general overview of CRTPA's finances and to demonstrate the CRTPA's accountability for the money it receives. If you have questions about the report or need additional financial information, contact the City of Tallahassee's Accounting Services Division, 300 South Adams Street, Box A 29, Tallahassee, Florida 32301-1731 or by calling 850-891-8520.

Capital Region
Transportation Planning Agency
CRTPA

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BASIC
FINANCIAL STATEMENTS

These basic financial statements provide a summary overview of the financial position as well as the operating results of the CRTPA. They also serve as an introduction to the more detailed statements and schedules that follow in subsequent sections:

Government-wide Financial Statements
CRTPA Fund Financial Statements
Notes to the Financial Statements

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
STATEMENT OF NET ASSETS
September 30, 2010
(in thousands)

ASSETS

	Governmental Activities
Current Assets	
Due from Other Governments	$ 709
Total Current Assets	709
Noncurrent Assets	
Capital Assets, Net of Accumulated Depreciation	5
Total Noncurrent Assets	5
Total Assets	$ 714

LIABILITIES AND NET ASSETS

LIABILITIES

Current Liabilities	
Accounts Payable	$ 239
Salaries Payable	12
Due to Other Governments	339
Compensated Absences	23
Total Current Liabilities	613
Noncurrent Liabilities	
Compensated Absences	19
Total Noncurrent Liabilites	19
Total Liabilities	632
NET ASSETS	
Invested in Capital Assets	5
Unrestricted	77
Total Net Assets	82
Total Liabilities and Net Assets	$ 714

The notes to the financial statements are an integral part of these financial statements.

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
STATEMENT OF ACTIVITIES
For the year ended September 30, 2010
(in thousands)

Functions/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions	Net (Expenses) Revenue and Changes in Net Assets: Primary Governmen Governmental Activities
Primary government:					
Transportation	$ 1,563	$ --	$ 1,428	$ --	$ (135)
Depreciation	2	--	--	--	(2)
Total Primary Government	$ 1,565	$ --	$ 1,428	$ --	(137)
General Revenues:					
Interest					3
Miscellaneous					2
Change in Net Assets					(132)
Net Assets - October 1, 2009					214
Net Assets - September 30, 2010					$ 82

The notes to the financial statements are an integral part of these financial statements.

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
BALANCE SHEET
Governmental Funds
September 30, 2010
(in thousands)

ASSETS	General	Special Revenue	Total Governmental Funds
Due from Other Governments	$ 309	$ 400	$ 709
Total Assets	$ 309	$ 400	$ 709
LIABILITIES AND FUND BALANCES			
LIABILITIES			
Accounts Payable	$ 6	$ 233	$ 239
Salaries Payable	12	--	12
Due to Other Governments	268	71	339
Total Liabilities	286	304	590
NET ASSETS			
Restricted for:			
Projects	--	133	133
Unrestricted	23	(37)	(14)
Total Fund Balances	23	96	119
Total Liabilities and Fund Balances	$ 309	$ 400	$ 709

The notes to the financial statements are an integral part of these financial statements.

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
RECONCILIATION OF GOVERNMENTAL FUNDS BALANCE SHEET
TO THE STATEMENT OF NET ASSETS
For the year ended September 30, 2010
(in thousands)

Total Fund Balances per the Governmental Fund Financial Statements	$	119
Amounts reported for governmental activities in the Statement of Net Assets are different because:		
Compensated absences payable is not due and payable in the current period and therefore is not reported in the funds.		(42)
Capital Assets used in governmental activities are not current financial resources and therefore not reported in the funds.		5
Total Net Assets per the Government-wide Statement of Net Assets	$	82

The notes to the financial statements are an integral part of these financial statements.

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
COMBINING STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES
Governmental Funds
For the year ended September 30, 2010
(in thousands)

	General	Special Revenue	Total Governmental Funds
Revenues by Source:			
Federal	$ 639	362	$ 1,001
State	23	212	235
Local	--	155	155
CRTPA Members	37	--	37
Miscellaneous	2	--	2
Interest	3	--	3
Net Increase/Decrease in the Fair Value of Investments	--	--	--
Total Revenues	704	729	1,433
Expenditures by Major Accounts:			
Current:			
Personnel Services	522	--	522
Operating Expenses	128	886	1,014
Allocated Accounts	48	--	48
Total Expenditures	698	886	1,584
Excess of Revenues Over (Under) Expenditures	6	(157)	(151)
Fund Balances - October 1	17	253	270
Fund Balances - September 30	$ 23	$ 96	$ 119

The notes to the financial statements are an integral part of these financial statements.

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
RECONCILIATION OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS
TO THE STATEMENT OF ACTIVITES
For the year ended September 30, 2010
(in thousands)

Net changes in Fund Balance per the Governmental Fund Financial Statements	(151)
Amounts reported for governmental activities in the Statement of Activities are different because:	
OPEB liability removed	24
The net change is compensated absences which is reported in the Statement of Activities does not require the use of current financial resources and therefore is not reported as an expenditure in governmental funds.	(3)
Government Funds report capital outlays as expenditures. However, in the Statement of Activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation expenses. This is the amount by which capital outlays exceeded depreciation in the current period.	(2)
Change in Net Assets per the Government-wide Statement of Activities	(132)

The notes to the financial statements are an integral part of these financial statements.

Capital Region
Transportation Planning Agency
CRTPA

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NOTES TO THE FINANCIAL STATEMENTS

NOTE I – Summary of Significant Accounting Policies

NOTE II – Stewardship, Compliance, and Accountability

NOTE III – Detailed Notes

NOTE IV – Other Information

NOTE I - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

This summary of significant accounting policies is presented to assist the reader in interpreting the financial statements of the Capital Region Transportation Planning Agency (CRTPA). These policies are considered essential and should be read in conjuction with the accompanying financial statements. The accounting policies of the CRTPA conform to Generally Accepted Accounting Principles (GAAP) as applicable to govermental units. This report, the accounting system of the CRTPA, and the classification of accounts, conform to standards of the Govermental Accounting Standard Board (GASB).

A. REPORTING ENTITY

In December 2004, the CRTPA was created through an inter-local agreement between the Florida Department of Transportation; the Counties of Leon, Gadsden and Wakulla; the Cities of Midway, Quincy and Tallahassee; the Town of Havana and the Leon County School Board as authorized by Section 163.01 Florida Statutes. CRTPA was established in order for the members to participate cooperatively in the development of transportation related plans and programs. The governing board consists of voting representatives from the Counties of Leon, Gadsden and Wakulla; the Cities of Midway, Quincy and Tallahassee; the Town of Havana, the Leon County School Board, and three nonvoting representatives from the Florida Department of Transportation, the Federal Highway Administration, and StarMetro (City of TallahasseeTransit system). The CRTPA is not a component unit of any of the entites listed or any other entity. In addition, the CRTPA has not identified any other entities for which the CRTPA has operational or financial relationships that would require them to be included as component units of the CRTPA.

On November 17, 2007, CRTPA members voted to expand the boundaries of the planning area to include all of Gadsden County, Jefferson County, Leon County, and Wakulla County and to make the necessary changes to the Interlocal Agreement to reflect this change. On January 12, 2009, CRTPA members approved the Apportionment Plan, which is the initial step in recognizing new representatives from the expanded boundaries. CRTPA Staff contacted each of the counties and municipalities to obtain a formal resolution from each governing body stating they wished to participate as a member of the CRTPA. An approved apportionment plan and all the resolutions obtained were sent to the Florida Department Transporation on August 12, 2010 for review and then will be sent to the Governor's Office for final acceptance and approval.

The CRTPA receives federal and state transportation planning funds for the performance of its transportation planning and programming activities. If operating expenses exceed the external funding obtained, the deficit is funded by the members of the CRTPA in proportion to their weighted votes.

NOTE I (CONTINUED)

B. GOVERNMENT-WIDE AND FUND FINANCIAL STATEMENTS

The government-wide financial statements report information on all the activities of the CRTPA. The effect of interfund activity has been eliminated from these government-wide statements. These statements include the Statement of Net Assets and the Statement of Activities.

The Statement of Activities demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. Direct expenses are those expenses that are clearly identifiable with a specific function or segment. Program revenues are revenues that derive directly from the program itself or from parties outside the reporting government's taxpayers or citizenry. Program revenues reduce the net cost of the function to be financed from the government's other revenues. Program revenues in the current year consisted of grant revenues from the Florida Department of Transportation and the Florida Commission for the Transportation Disadvantaged.

Separate fund financial statements are also provided for the individual governmental funds of the CRTPA. The CRTPA has no other types of funds. All funds are treated as major funds and are therefore presented in separate columns in the fund financial statements. The fund financial statements include the Balance Sheet and the Statement of Revenues, Expenditures and Changes in Fund Balances.

C. MEASUREMENT FOCUS, BASIS OF ACCOUNTING, AND FINANCIAL STATEMENT PRESENTATION

Basis of accounting refers to when revenues, expenditures or expenses are recognized in the accounts and reported in the financial statements. Basis of accounting relates to the timing of the measurements made, regardless of the measurement focus applied.

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the CRTPA considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting.

NOTE I (CONTINUED)

When an expense or expenditure is incurred for purposes for which both restricted and unrestricted net assets are available, it is the CRTPA's policy to use restricted resources first, and then unrestricted resources as they are needed.

The CRTPA reports the following major governmental funds:

- The General Fund is the CRTPA's primary operating fund. It accounts for all financial resources of the CRTPA, except those required to be accounted for in the Special Revenue Fund.

- The Special Revenue Fund accounts for federal and state grant revenues which are to be used for particular functions of the CRTPA and are not to be diverted to other uses.

D. ASSETS, LIABILITIES, AND NET ASSETS

1. Cash and Cash Equivalents/Investments - The CRTPA considers cash on hand and demand deposits with an original maturity of 90 days or less to be cash and cash equivalents.

2. Capital Assets - Capital assets are defined as assets with a cost of $1,000 or more and an estimated useful life greater than one year.

Capital assets are recorded at historical cost when purchased. Equipment is depreciated using the straight-line method over an estimated useful life of 5 to 10 years. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized.

3. Compensated Absences – CRTPA employees have the choice of selecting either the City of Tallahassee's benefit options or those of Leon County. Currently, all staff members have selected to participate in the City of Tallahassee's compensated absences policy. Permanent employees earn vacation and sick leave starting with the first day of employment. Accumulated current and long-term vacation and sick pay amounts are accrued when the liability is incurred.

NOTE I (CONTINUED)

Vacation leave is earned based on years of continuous and creditable service as follows:

Executive		Senior Management		General	
Creditable Service Hours	Leave earned per hour	Creditable Service Hours	Leave earned per hour	Creditable Service Hours	Leave earned per hour
0 - 2,079	0.057693	0 - 2,079	0.057693	0 - 10,400	0.057693
2,080 - 10,400	0.080770	2,080 - 10,400	0.069231	10,401 - 20,800	0.069231
10,401 - 20,800	0.092308	10,401 - 20,800	0.080770	20,801 - 41,600	0.080770
over 20,800	0.103847	20,801 - 41,600	0.092308	over 41,600	0.092308
		over 41,600	0.103847		

A maximum of 344 hours of vacation leave time may be carried over from one calendar year to the next for executive employees and a maximum of 264 hours for senior management and general employees. An employee who terminates employment with the CRTPA is paid for any unused vacation leave accumulated to the time of termination.

Sick leave is earned at the rate of .023077 hours for each hour of service with no maximum limit on the number of hours which may be accumulated.

An employee who terminates from the CRTPA for any reason other than termination for cause will be paid one-half of the total amount of sick leave (without regard to catastrophic illness leave) accumulated by him or her on the effective date of termination. If the employee dies, the sick leave amount will be paid to the employee's beneficiary or estate. Retiring employees can elect the option of using the accumulated sick leave amount to purchase single coverage health insurance in lieu of receiving payment for such accumulated sick leave.

4. Net Assets – In the government-wide financial statements, net asssets represent the amounts invested in capital assets and the unrestricted portion of net assets that are neither invested in capital assets nor restricted for use by a third party.

NOTE II - STEWARDSHIP, COMPLIANCE, AND ACCOUNTABILITY

A. BUDGETARY INFORMATION

An annual budget is adopted on a budgetary basis for the General Fund. The CRTPA members must approve any revision that alters the total expenditures of the operating budget. There is no requirement to legally adopt a budget for the Special Revenue Fund.

Encumbrance accounting, is used to reserve that portion of an applicable appropriation for which requisitions, purchase orders, contracts, and other commitments for the expenditures of resources have been issued. Any encumbrances outstanding at year-end are reported as reservations of fund balance, and do not constitute expenditures or liabilities because the commitments will be reappropriated and honored during the subsequent year.

B. COMPLIANCE WITH FINANCE-RELATED LEGAL AND CONTRACTUAL PROVISIONS

The CRTPA had no material violations of finance-related legal and contractual provisions.

NOTE III - DETAIL NOTES - ALL FUNDS

A. DEPOSITS AND INVESTMENTS

The CRTPA has adopted the City of Tallahassee's (the City) investment policy and participates in the City's cash and investment pool. Each fund's portion of this pool is reported in "Cash and Cash Equivalents/ Investments." Interest earned by this pool is distributed to each fund monthly based on average daily balances.

1. Deposits – The CRTPA's deposits are insured by the Federal Depository Insurance Corporation (FDIC) up to $250,000. Additionally the State of Florida's Public Deposit Act insures the amount in excess of the FDIC coverage. Provisions of the Act require that public deposits may only be made at qualified public depositories. The Act requires each qualified public depository to deposit with the State Treasurer eligible collateral equal to or in excess of the required collateral as determined by the provisions of the Act. In the event of a failure by a qualified public depository, losses, in excess of federal depository insurance and proceeds from the sale of the securities pledged by the defaulting depository, are assessed against the other qualified public depositories of the same type as the depository in default. When other qualified public depositories are assessed additional amounts, they are assessed on a pro-rata basis.

2. Investments – As discussed above, the CRTPA participates in the City's investment pool, therefore, the investment policies used by the CRTPA are the investment policies of the City. The City's policy specifies the investments that are authorized for purchase.

In addition to authorizing investment instruments, the City's policies also identify various portfolio parameters addressing issuer diversification, term to maturity and liquidity, and requirement of "purchase versus delivery" perfection for securities held by a third party on behalf of and in the name of the City.

NOTE III (CONTINUED)

B. CAPITAL ASSETS

Capital asset activity for the year ended September 30, 2010 was as follows (in thousands):

	Beginning Balance	Increases	Decreases	Ending Balance
Governmental Activities:				
Depreciable Assets:				
Equipment	$ 19	$ --	$ --	$ 19
Total Depreciable Assets	19	--	--	19
Less Accumulated Depreciation for:				
Equipment	(12)	(2)	--	(14)
Total Capital Assets, net	$ 7	(2)	$ --	$ 5

Depreciation expense of $1,717 was charged to functions/programs of the CRTPA during the year ended September 30, 2010.

C. LONG-TERM DEBT

	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
Governmental Activities:					
Net OPEB Obligation	$ 24	$ --	$ 24	$ --	$ --
Total Long-Term Debt	$ 24	$ --	$ 24	$ --	$ --

NOTE III (CONTINUED)

D. RELATED PARTY TRANSACTIONS

1. As written in Section F, paragraph 1 of the CRTPA's by-laws, "Each member government shall pay a proportional share of the operating costs of the CRTPA, over and above the amount annually provided by federal and state sources. Proportional costs are based on population and stipulated in the interlocal agreements forming the CRTPA." As of September 30, 2010 the amount due from the CRTPA members was approximately $15,000.

2. Certain general and administrative functions and rental for office space are charged to the CRTPA by the City of Tallahassee. For the year ended September 30, 2010, the amount of these charges was approximately $62,000. In addition, due to the reimbursement nature of the grants which primarily fund the CRTPA, the City of Tallahassee and Leon County provide up-front funding to the CRTPA; as of September 30, 2010, $194,000 was due to Leon County.

NOTE IV - OTHER INFORMATION

A. RISK MANAGEMENT PROGRAM

The CRTPA is exposed to various risks of loss. The CRTPA participates in the City's Risk Management Program (the Program). This program provides coverage for worker's compensation by self-insuring primary losses up to $1,000,000. Losses above that amount are insured through an excess policy. General liability, automobile and employment liability are self-insured. General and automobile liability losses are statutorily limited by sovereign immunity of $100,000 per person and $200,000 per accident. The Program also provides for Employment Practice Liability such as race, gender, and other discrimination or disparate treatment allegations. Liabilities for losses would be recorded when a loss occurs and the amount can be reasonably estimated. There were no such losses at September 30, 2010. In the past three years, there have been no claims.

B. PENSION PLAN OBLIGATIONS

As indicated previously, employees of the CRTPA have the option of participating in either the City of Tallahassee or the Leon County benefits program. Employees electing to participate in the Leon County program are eligible to participate in the Florida State Retirement System. Employees electing to participate in the City of Tallahassee (the City) program are eligible to participate in the City's Pension Plan. Details concerning each program follow:

FLORIDA STATE RETIREMENT SYSTEM (SYSTEM) – The System is a cost-sharing, multiple-employer, defined benefit plan administered by the State of Florida, Department of Administration, Division of Retirement. The System provides retirement, disability or death benefits to retirees or their designated beneficiaries. Chapter 121, Florida Statutes, establishes the authority for benefit provisions. Changes to the law can only occur through an act of the Florida Legislature. The System issues financial statements and required supplementary information for the System, which may be obtained by writing to the Florida Retirement System, 2639 North Monroe Street, Tallahassee, Florida 32399, or by calling 850-488-5706.

The System is employee non-contributory. The CRTPA is required to contribute at an actuarially determined rate. The contributions required for the years ended September 30, 2010, 2009, and 2008were $16,000, $15,000, and $15,000, respectively, which is equal to 100% of the required contributions for each year. CRTPA participants in the System are members of the Regular Class with a normal retirement benefit at age 62 or at least 30 years of service; the benefit accumulates at 1.60% times average compensation (5 highest years) times years of creditable service; vesting occurs after 6 years of creditable service. Employer contribution rates effective July 1, 2009 was 9.85%, and July 1, 2010 was 10.77%.

NOTE IV (CONTINUED)

City Of Tallahassee Pension Plan (plan) – The Plan is a single-employer plan established by Chapter 14 of the City Code of Ordinances and is administered by the City. Under the Plan, the City provides a single-employer defined benefit provision covering City general and CRTPA employees (Article II), police officers (Article III) and firefighters (Article IV), and a defined contribution provision (Article V – MatchedAnnuity Plan (MAP) covering City and CRTPA employees. The Defined Benefit and Defined Contribution provisions are combined and reported as one plan in the City of Tallahassee's financial statements. The City does not issue a stand alone financial report on the Plan. The provisions of the Plan are "qualified". These parts provide detail descriptions of the various defined benefit provisions. These provisions include the type of employees covered, benefit provisions, vesting provisions, and employee eligibility requirements for normal or early retirement.

The contributions required to support the benefits under Articles II, III, and IV, other than pre-retirement death benefits, are determined based upon a level funding approach and consist of a normal contribution and an accrued liability contribution. The normal contribution is determined using the entry age actuarial cost method. Under this method, a calculation is made to determine the uniform and constant percentage rate of contribution, which if applied to the compensation of the average new member during the entire period of their anticipated covered service, would be required to meet the cost of all benefits payable on their behalf. The unfunded actuarial accrued liability contribution is funded when necessary using the entry age actuarial cost method with an amortization period of 12 years.

CRTPA contributions required for the years ended September 30, 2010, 2009, and 2008 were $20,000, $19,000, and $20,000, respectively, which is equal to 100% of the required contributions for each year. The contribution amounts were actuarially determined as described above and were based upon an actuarial valuation prepared as of September 30, 2007. The significant actuarial assumptions used to compute the actuarially determine contribution requirements include (a) an interest rate of 7.75% per annum compounded annually, (b) projected salary increases for inflation and merit of 6% per annum compounded annually, (c) an inflation rate of 4%, and (d) post retirement benefit increases including a 3% cost-of-living supplement and a health care supplement.

Defined Contribution Provision – Employees may elect to contribute a portion of their salary to the Matched Annuity Plan (MAP). Employees can contribute up to, but not exceed, the maximum amount allowed by the Internal Revenue Service. The CRTPA contributes 5% to each employee's MAP account. Upon reaching normal retirement age or retiring, a participant shall be paid the contributions paid into his/her account, together with accrued earnings. If an employee uses the contributions and accrued earnings to purchase an annuity contract, the Plan will increase the amount of funds (only on the CRTPA's 5%, employee flex matched contribution and employee's contribution up to 5%) used by the participant by a factor of 50%. Employee contributions (including the CRTPA's 5% contribution to each employee's MAP account)

NOTE IV (CONTINUED)

plus accrued earnings thereon are 100% refundable if the employee elects to terminate his/her vesting rights or is not vested at the date of employment termination. Employer contributions required to support these benefits are determined following a level funding aggregate approach. The present value of prospective employer contributions is determined by subtracting the present value of prospective member contributions and present assets from the total present value of benefits expected to be paid from the Plan. Contributions during the year ended September 30, 2010, totaling $30,000 ($16,000 employer contributions representing 7.15% of covered payroll and $14,000 voluntary employee contributions representing 6.20% of covered payroll) were made in accordance with contribution requirements determined through an actuarial valuation prepared as of September 30, 2007. Total covered payroll for fiscal year ended September 30, 2010 was $228,000. Contributions are based on rates of covered payroll of 7.15% (5% employer contribution and 2.15% actuarial contribution) for the Agency.

The City of Tallahassee Pension Plan is described in more detail in the City's Comprehensive Annual Report. This report may be obtained by writing to Accounting Services Division, 300 South Adams Street, Box A29, Tallahassee, Florida 32301 or by calling 850-891-8520.

C. OTHER POST EMPLOYMENT BENEFITS (OPEB)

As indicated previously, employees of the CRTPA have the option of participating in either the City of Tallahassee or the Leon County benefits program. Employees electing to participate in the Leon County program are eligible to receive other post employment benefits based upon the Leon County Plan. Employees electing to participate in the City of Tallahassee program are eligible to participate in the City of Tallahassee's Plan.

The CRTPA, through Leon County or the City of Tallahassee, as applicable, provides health insurance and prescription drug coverage to certain active and retired employees. Pursuant to Section 112.0801, Florida Statutes, the CRTPA is required to permit participation in the health insurance program by retirees and their eligible dependents at a cost to the retiree that is no greater than the cost at which coverage is available for active employees. In addition, those employee's electing the City of Tallahassee's benefits program also receive a partial subsidy to offset the cost of such health insurance. As of September 30, 2010, there were no retired employees of the CRTPA receiving benefits under the Leon County or the City of Tallahassee OPEB Plan.

The contribution required to support the OPEB Plan is calculated based on the annual required contribution (ARC), an amount determined in accordance with GASB Statement 45. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year, calculated using the entry age actuarial cost method, and to amortize the unfunded actuarial liability over a period not to exceed thirty years.

NOTE IV (CONTINUED)

GASB 45 provides that per capita costs for valuation purposes should be determined either via use of segregated claims experience or by approximation with age-adjusted premium rates. However, GASB 45 provides an exception allowing community-rated plans to use unadjusted insured premium rates charged for both active employees and retirees. An employer can use the community-rated exception if an actuary determines that the insurer/health program would offer the same premium to that employer if only the non-Medicare eligible retirees of that employer were covered (and not its active employees).

During the year ended September 30, 2010, it was determined that premiums would be the same if the population excluded active employees. Based on the information at the time of prior valuations, it was concluded that the cost of coverage would not have been the same if the population excluded active employees. Thus, the previous valuations included both explicit premium costs and implicit additional age related costs, and therefore, reflected higher liabilities.

The following table shows the components of the CRTPA's share of the annual OPEB cost for the year, the amount actually contributed, and the change in the Agency's net OPEB obligation:

Annual required contribution	$ 12,000
Contributions made	(12,000)
Adjustments for elimination for implicit liability	(24,000)
Decrease in net OPEB obligation	(24,000)
Net OPEB obligation - October 1	24,000
Net OPEB obligation - September 30	$ --

The CRTPA's annual OPEB cost, the percentage of the annual OPEB cost contributed to the plan, and the net OPEB obligation as of September 30 follows:

Fiscal Year	Annual OPEB Cost	Percentage of Annual OPEB Cost Contributed	Net OPEB Obligation
2008	$ 20,000	40.75%	$ 12,000
2009	$ 20,000	40.75%	$ 24,000
2010	$ 12,000	100.00%	$ --

The City of Tallahassee Other Post Employment Benefit Plan is described in more detail in the City's Comprehensive Annual Financial Report. That report may be obtained by writing to Accounting Services Division , 300 South Adams Street, Box A-29, Tallahassee, Florida 32301 or by calling 850-891-8520.

REQUIRED SUPPLEMENTARY INFORMATION

THIS SUBSECTION CONTAINS THE FOLLOWING:

Budgetary Comparison Schedule

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
REQUIRED SUPPLEMENTARY INFORMATION
Budgetary Comparison Schedule
General Fund
For the Fiscal Year Ended September 30, 2010
(in thousands)

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Positive
	Original	Final	(Budgetary Basis)	(Negative)
Budgetary Fund Balance - October 1	$ --	$ --	$ --	$ --
Resources				
Intergovernmental Revenues	851	851	699	(152)
Interest Earned	--	--	3	3
Amounts Available for Appropriations	851	851	702	(149)
Charges to Appropriations				
Transportation	702	689	699	(10)
Transfer to Other Funds	149	162	--	162
Total Charges to Appropriations	851	851	699	152
Budgetary Fund Balance, September 30	$ --	$ --	$ 3	$ 3

Note: There is no requirement to legally adopt a budget for the Special Revenue Fund.

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
NOTE TO REQUIRED SUPPLEMENTARY INFORMATION
Budgetary Comparison Schedule
General Fund
For the Year Ended September 30, 2010
(in thousands)

Note A - Explanation of Differences between Budgetary Inflows and Outflows and GAAP Revenues/Transfers In and Expenditures/Transfers Out

Inflows of Resources		
Actual amounts (budgetary basis) available for appropriation from the budgetary comparison schedule.	$	702
The increase in the fair market value of investments is an increase in revenue for financial reporting purposes but is not considered a budgetary inflow.		--
Miscellaneous items treated as revenues for financial reporting purposes but not as budgetary inflows.		2
Total Revenues/Transfers In as reported on the statement of revenues, expenditures, and changes in fund balances.	$	704
Outflows of Resources		
Actual amounts (budgetary basis) total charges to appropriations from the budgetary comparison schedule.	$	699
Miscellaneous items treated as budgetary outflows but not as expenditures for financial reporting purposes.		(3)
Miscellaneous items treated as expenditures for financial reporting purposes but not as budgetary outflows.		2
Total Expenditures/Transfers Out as reported on the statement of revenues, expenditures, and changes in fund balances.	$	698

STATISTICAL SECTION

Net Assets

Changes in Net Assets

Fund Balances

Changes in Fund Balances

Demographic Statistics

Labor Force

Work Force

Population of Area

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
NET ASSETS
Last Two Fiscal Years
(accrual basis of accounting)
(in thousands)

	2010	2009
Governmental Activities		
Invested in Capital Assets	$ 5	$ 7
Unrestricted	77	207
Total Governmental Activities Net Assets	$ 82	$ 214

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
CHANGES IN NET ASSETS
Last Two Fiscal years
(accrual basis of accounting)
(in thousands)

	2010	2009
Expenses		
Transportation	$ 1,563	$ 1,112
Depreciation	2	2
Total Expenses	1,565	1,114
Revenues		
Program Revenues:		
Net Increase/(Decrease)		
in Fair Value of Investments	--	10
Interest	3	--
Miscellaneous	2	--
Operating Grants and Contributions	1,428	1,339
Total Revenues	1,433	1,349
Changes in Net Assets	$ (132)	$ 235

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
FUND BALANCES
Last Two Fiscal years
(modified accrual basis of accounting)
(in thousands)

	2010	2009
General Fund		
Unreserved	$ 23	$ 17
Total Fund Balances	$ 23	$ 17

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
CHANGES IN FUND BALANCES
Last Two Fiscal years
(modified accrual basis of accounting)
(in thousands)

	2010	2009
Revenues:		
Intergovernmental	$ 1,433	$ 1,348
Total Revenues	1,433	1,348
Expenditures:		
Transportation	1,584	1,083
Total Expenditures	1,584	1,083
Net Change in Fund Balances	$ (151)	$ 265

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
DEMOGRAPHIC STATISTICS

Year	Number of Labor Force	Number of Employed	Number of Unemployed	Unemployment Rate
2001	166,346	160,256	6,090	3.66
2002	165,266	157,723	7,543	4.56
2003	166,468	159,350	7,118	4.28
2004	166,896	160,279	6,617	3.96
2005	170,000	164,193	5,807	3.42
2006	177,279	172,089	5,190	2.93
2007	181,347	175,297	6,050	3.00
2008	182,659	172,707	9,952	5.00
2009	183,635	168,729	14,906	8.10
2010	196,819	179,858	16,961	8.60

Source: Florida Research Economic Database

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
2000 - JOURNEY TO WORK
NUMBER OF LABOR FORCE

County of Employment	County of Residence: Gadsden	Jefferson	Leon	Wakulla	Total
Gadsden	8,686	39	1,937	101	10,763
Jefferson	--	2,351	--	--	2,351
Madison	--	163	--	--	163
Leon	8,232	2,552	114,007	5,764	130,555
Jackson	165	--	--	--	165
Wakulla	--	47	782	4,043	4,872
Franklin	--	--	--	153	153
Decatur	154	--	--	--	154
Liberty	110	--	--	--	110
Taylor	--	81	--	--	81
Thomas	--	109	--	--	109
Other	396	103	3,293	414	4,206
Total	17,743	5,445	120,019	10,475	153,682

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
PERCENTAGE OF WORK FORCE TRAVELING TO ANOTHER COUNTY FOR EMPLOYMENT

County of Employment	County of Residence: Gadsden	Jefferson	Leon	Wakulla
Gadsden	48.95%	0.72%	1.61%	0.96%
Jefferson	0.00%	43.18%	0.00%	0.00%
Madison	0.00%	2.99%	0.00%	0.00%
Leon	46.40%	46.87%	94.99%	55.03%
Jackson	0.93%	0.00%	0.00%	0.00%
Wakulla	0.00%	0.86%	0.65%	38.60%
Franklin	0.00%	0.00%	0.00%	1.46%
Decatur	0.87%	0.00%	0.00%	0.00%
Liberty	0.62%	0.00%	0.00%	0.00%
Taylor	0.00%	1.49%	0.00%	0.00%
Thomas	0.00%	2.00%	0.00%	0.00%
Other	2.23%	1.89%	2.74%	3.95%
Total	100.00%	100.00%	100.00%	100.00%

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
POPULATION OF AREA

										PROJECTED		
	2001	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2020**	**2030**
Wakulla County	23,807	24,217	24,938	25,505	26,867	28,393	29,417	30,717	31,791	33,258	41,231	48,132
Gadsden County	45,284	45,911	46,491	46,857	47,713	48,195	49,398	50,611	50,046	50,106	53,472	56,376
Leon County	244,208	248,039	255,500	263,896	271,111	272,497	272,896	274,892	274,803	296,500	342,200	378,100
Total Population Served	313,299	318,167	326,929	336,258	345,691	349,085	351,711	356,220	356,640	379,864	436,903	482,608

Source:
Florida Research & Economic Database
University of Florida Bureau of Economic and Business Research

SINGLE AUDIT

Additional Elements Required by the *Rules of the Auditor General* and *The Single Audit Act of 1996:*

FOR THE ENTITY

Independent Auditors' Report
on Internal Control Over Financial Reporting and on Compliance
and Other Matters Based on an Audit of Financial Statements Performed
in Accordance with *Government Auditing Standards*

FOR THE FINANCIAL ASSISTANCE PROGRAMS

Independent Auditors' Report
on Compliance with Requirements Applicable to Each
Major Federal Program and on Internal Control Over Compliance in Accordance
with *OMB CIRCULAR A-133*

Schedule of Expenditures of Federal Awards and State Financial Assistance

Schedule of Findings and Questioned Costs

Summary Schedule of Prior Audit Findings

OTHER

Management Letter

Capital Region
Transportation Planning Agency
CRTPA

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INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

Members of the Board
Capital Region Transportation Planning Agency
Tallahassee, Florida

We have audited the financial statements of the governmental activities and each major fund of the Capital Region Transportation Planning Agency (the Agency) as of and for the year ended September 30, 2010, which collectively comprise the Agency's basic financial statements and have issued our report thereon dated March 1, 2011. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards,* issued by the Comptroller General of the United States.

Internal Control over Financial Reporting

In planning and performing our audit, we considered the Agency's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Agency's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of the Agency's internal control over financial reporting.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the Agency's financial statements will not be prevented, or detected and corrected on a timely basis.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be deficiencies, significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses, as defined above.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Agency's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

This report is intended solely for the information and use of the Agency's Board of Directors, management, and the Auditor General of the State of Florida and is not intended to be and should not be used by anyone other than those specified parties.

Carr, Riggs & Ingram, LLC

Tallahassee, Florida
March 1, 2011

INDEPENDENT AUDITORS' REPORT ON COMPLIANCE WITH REQUIREMENTS THAT COULD HAVE A DIRECT AND MATERIAL EFFECT ON EACH MAJOR PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE IN ACCORDANCE WITH *OMB CIRCULAR A-133*

Members of the Board
Capital Region Transportation Planning Agency
Tallahassee, Florida

Compliance

We have audited the compliance of Capital Region Transportation Planning Agency (the Agency) with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) *Circular A-133 Compliance Supplement* that could have a direct and material effect on each of its major federal programs for the year ended September 30, 2010. The Agency's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs. Compliance with the requirements of laws, regulations, contracts, and grants applicable to each of its major federal programs is the responsibility of the Agency's management. Our responsibility is to express an opinion on the Agency's compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards,* issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations.* Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Agency's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination of the Agency's compliance with those requirements.

In our opinion, the Agency complied, in all material respects, with the requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended September 30, 2010.

Internal Control Over Compliance

The management of the Agency is responsible for establishing and maintaining effective internal control over compliance with the requirements of laws, regulations, contracts, and grants applicable to federal programs. In planning and performing our audit, we considered the Agency's internal control over compliance with the requirements that could have a direct and material effect on a major federal program in order to determine our auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Agency's internal control over compliance.

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in internal control over compliance that might be deficiencies, significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above.

This report is intended solely for the information and use of management, the Agency's Board of Directors, others within the entity, federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

Carr, Riggs & Ingram, LLC

Tallahassee, Florida
March 1, 2011

CAPITAL REGION TRANSPORTATION PLANNING AGENCY
Schedule of Expenditures of Federal Awards and State Financial Assistance
For the Year Ended September 30, 2010

Federal Grantor/Pass Through Grantor/Program Title	CFDA/CSFA Number	Contract/ Grant Number	Expenditures
FEDERAL AWARDS			
FEDERAL DEPARTMENT OF TRANSPORTATION			
Pass through Florida Department of Transportation			
Highway Planning and Construction	20.205	FAP-0220(046)M	$ 524,966
Federal Transit Metropolitan Planning Grants	20.505	421716114-17	114,193
Regional Mobility Planning	20.505	422544112-01	362,366
Total Federal			1,001,525
STATE AWARDS			
FLORIDA DEPARTMENT OF TRANSPORTATION			
Direct Programs			
Commission for the Transportation Disadvantaged Planning Grant	55.002	AP660	22,590
Transportation Regional Incentive Program	55.026	424009	211,862
Total State			234,452
Total Financial Assistance			$ 1,235,977

NOTES

The Schedule of Expenditures of Federal Awards and State Financial Assistance was prepared on the accrual basis of accounting. This method is consistent with the method used in the preparation of the Agency's financial statements.

The Agency does not use sub recipients.

No federal or state financial assistance was expended in non-cash assistance.

Capital Region Transportation Planning Agency
Schedule of Findings and Questioned Costs
For the Year Ended September 30, 2010

Section 1 – Summary of Auditors' Results

Financial Statements

Type of auditors' report issued:	Unqualified
Internal control over financial reporting:	
Material weakness(es) identified?	No
Significant deficiency(ies) identified not considered to be material weaknesses?	No
Noncompliance material to the financial statements noted?	No

Federal Awards

Internal control over major programs:	
Material weakness(es) identified?	No
Significant deficiency(ies) identified not considered to be material weaknesses?	No
Type of auditors' report issued on compliance for major federal program?	Unqualified
Any audit findings disclosed that are required to be reported in accordance with *OMB Circular A-133*?	No

Identification of major federal program:

CFDA Number	Name of Federal Program
20.205	Highway Planning and Construction

Dollar threshold used to distinguish between Type A and Type B programs:	$300,000
Auditee qualified as low-risk auditee?	Yes

Section II – Financial Statement Findings

We noted no financial statement findings that are required to be reported in accordance with OMB Circular A-133.

Section III – Federal Financial Assistance Findings and Questioned Costs

We noted no matters involving noncompliance that are required to be reported in accordance with OMB Circular A-133.

Capital Region Transportation Planning Agency
Summary Schedule of Prior Audit Findings
For the Year Ended September 30, 2010

Federal Programs – None
(2009)

MANAGEMENT LETTER PURSUANT TO CHAPTER 10.550, *RULES OF THE AUDITOR GENERAL FOR LOCAL GOVERNMENTAL ENTITY AUDITS*

Members of the Board
Capital Region Transportation Planning Agency
Tallahassee, Florida

We have audited the financial statements of the governmental activities and each major fund of the Capital Region Transportation Planning Agency, as of and for the year ended September 30, 2010, which collectively comprise the Agency's basic financial statements and have issued our report thereon dated March 1, 2011.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards,* issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations.* We have issued our Independent Auditors' Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards,* Independent Auditors' Report on Compliance With Requirements Applicable to Each Major Federal Program and On Internal Control Over Compliance in Accordance with OMB Circular A-133, and Schedule of Findings and Questioned Costs. Disclosures in those reports and schedule, which are dated March 1, 2011, should be considered in conjunction with this management letter.

Additionally, our audit was conducted in accordance with the provisions of Chapter 10.550, *Rules of the Auditor General,* which govern the conduct of local government entity audits performed in the State of Florida and, unless otherwise required to be reported in the report on compliance and internal controls or schedule of findings and questioned costs, this letter is required to include the following information.

Section 10.554(1)(i)1., *Rules of the Auditor General,* requires that we determine whether or not corrective actions have been taken to address significant findings and recommendations made in the preceding annual financial audit report. The following summarizes the status of findings and recommendations made in the preceding annual financial audit report:

Administrative Agreement (Prior Year Reference 06-1)

In the 2006 audit, the auditors recommended that a written agreement should exist for ongoing services that the City of Tallahassee provides to CRTPA so that the nature, scope and terms of service and method of compensation can be documented. The written agreement was in process at the end of last year and the auditors recommended that it be finalized.

2010 Status: The written agreement was still being finalized as of September 30, 2010. This continues to be something that needs to be documented.

Section 10.554(1)(i)4., *Rules of the Auditor General,* requires that we address violations of provisions of contracts and grant agreements or abuse that have an effect on the financial statements that is less than material but more than inconsequential. In connection with our audit, we did not have any such findings.

Section 10.554(1)(i)5., *Rules of the Auditor General ,* requires, based on professional judgment, the reporting of the following matters that are inconsequential to the financial statements, considering both quantitative and qualitative factors: (1) violations of laws, rules, regulations, and contractual provisions or abuse that have occurred, or were likely to have occurred and would have an immaterial effect on the financial statements; (2) improper expenditures or illegal acts that would have an immaterial effect on the financial statements; and (3) control deficiencies that are not significant deficiencies, including, but not limited to; (a) improper or inadequate accounting procedures (e.g. the omission of required disclosures from financial statements) (b) failures to properly record financial transactions; and (c) other inaccuracies, shortages, defalcations, and instances of fraud discovered by, or that come to the attention of, the auditor. In connection with our audit, we did not have any such findings.

Section 1 0.554(1)(i)6., *Rules of the Auditor General,* requires that the name or official title and legal authority for the primary government and each component unit of the reporting entity be disclosed in this management letter unless disclosed in the notes to the financial statements. This information was disclosed in Note 1 to the financial statements. There were no component units of the Agency.

We determined that Section 10.554(1)(i)7.a. through c, *Rules of the Auditor General ,* are not applicable to the Agency since it is not a county, municipality or special district.

This management letter is intended solely for the information and use of the Agency's Board of Directors, management, the State of Florida Auditor General, and others within the Agency and is not intended to be and should not be used by anyone other than these specified parties.

Carr, Riggs & Ingram, LLC

Tallahassee, Florida
March 1, 2011

AGENDA ITEM 2.E

CRTPA GENERAL CONSULTANT

APPROVAL TO PROCEED

March 21, 2011

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 2 E

RFQ FOR CRTPA GENERAL PLANNING CONSULTANT

REQUESTED BY: CRTPA Staff	**TYPE OF ITEM**: Consent

STATEMENT OF ISSUE

In March of 2010 the CRTPA approved the use of funding for hiring a General Planning Consultant (GPC) utilizing SU funding. Since that time CRTPA staff has refined the tasks that have the potential for GPC utilization. Staff will be seeking approval of the Request for Qualifications (RFQ).

RECOMMENDED ACTION

Option 1: Approve the Request for Qualifications (RFQ) for release to hire a General Planning Consultant (GPC).

HISTORY AND ANALYSIS

Based on Federal Urban Attributable (SU) funds that were available in March of 2010, the CRTPA approved a motion to have $300,000 go towards the hiring of a consultant to perform certain tasks for the CRTPA. Since that time staff has been refining these tasks as well as the process and Scope of Work associated with the GPC. These tasks are shown below, each item is further detailed in ***Attachment A*** of the Request For Qualifications (RFQ):

1. Model Simulation, Analyses and Forecasting
2. Safety Planning
3. Efficient Transportation Decision-Making (ETDM) Support
4. Grant Writing
5. Disaster Recovery Plan and ITS Development
6. Scope of Service Development
7. Project Cost Estimation
8. Bike and Pedestrian Program Support
9. Mapping, Graphics and GIS Support
10. Congestion Management
11. Air Quality Analysis
12. Complete Streets Development
13. (VMT) Program and Applications
14. Transportation and Land Use Connections
15. Private/Public Partnership Development Strategies

16. Transit System Development
17. Webpage Support
18. Public Involvement
19. Economic Development – port, rail and highway access

To execute the approved March 2010 action, CRTPA staff developed a Request for Qualifications (RFQ), ***Attachment 1***, to hire a GPC(s) for performing these tasks.

NEXT STEPS

After approval by the CRTPA, staff will advertise the RFQ through the City of Tallahassee Procurement Office, shortlist and recommend a final GPC(s) for the CRTPA to approve.

OPTIONS

Option 1: Approve the Request for Qualifications (RFQ) for release to hire a General Planning Consultant (GPC). (Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: Request for Qualifications (RFQ) for General Planning Consultant (GPC)

ATTACHMENT 1

Capital Region
Transportation Planning Agency
CRTPA

REQUEST FOR QUALIFICATION (RFQ)

NO. XXXX

PROFESSIONAL SERVICES:

[INSERT TITLE]

[DATE]

REVISED 07.07.09

TABLE OF CONTENTS

SECTION	DESCRIPTION
1.	General Information
2.	Scope of Services/Project Description
3.	Schedule of Events
4.	Pre-Submittal Conference
5.	Access to Meetings
6.	Requests for Clarifications
7.	Statement of Qualification (SOQ) Content Requirements
8.	Interviews
9.	Submitting SOQs
10.	Evaluation Criteria
11.	Disadvantaged Business Enterprise Participation
12.	Location
13.	Contract Award
14.	Right of Rejection
15.	General Terms and Conditions
16.	Confidentiality
17.	Grievance Procedure
18.	Selection Process
19.	Federal Required Clauses
20.	E-Verify

ATTACHMENTS TO THIS RFQ

Attachment A – Scope of Services
Attachment B – CRTPA Recommended Experience Table
Attachment C – DBE Utilization Form
Attachment D – Statement of Good Faith Efforts
Attachment E – Local Vendor Certification

SECTION 1.0 GENERAL INFORMATION

On behalf of the Capital Region Transportation Planning Agency (herein may be referred to as "CRTPA"), the City of Tallahassee Procurement Services Office is requesting written Statement of Qualifications (SOQ) from Planning Teams to provide Transportation Planning Services. The Team should demonstrate experience in the following areas: Model Simulation, Analyses and Forecasting, Safety Planning, Efficient Transportation Decision-Making (ETDM) Support, Grant Writing, Disaster Recovery Plan and ITS Development, Scope of Service Development, Project Cost Estimation, Bike and Pedestrian Program Support, Mapping Graphics and GIS Support, Congestion Management, Air Quality Analysis, Complete Streets Development, Vehicle Miles Traveled (VMT) Program and Applications, Transportation and Land Use Connections, Private/Public Partnership Development Strategies, Transit System Development, Webpage Support, Public Involvement, Economic Development – port, rail and highway access.

SECTION 2.0 SCOPE OF SERVICES/PROJECT DESCRIPTION

See Scope of Services (Attachment A)

SECTION 3.0 SCHEDULE OF EVENTS

The proposed time schedule as related to this procurement is as follows:

EVENT	DATE/TIME
Release of RFQ	
Pre-Submittal Meeting (Mandatory)	
Deadline for Questions/Inquiries	
SOQ Due Date/Time (Deadline)	
Preliminary Scoring/Ranking of SOQs and Shortlist Teams	
Interviews of Short-listed Teams	
Final Scoring/Ranking and Recommended Team(s)	
Anticipated Award	

SECTION 4.0 PRE-SUBMITTAL CONFERENCE (MANDATORY)

4.1 A MANDATORY pre-submittal conference will be held as follows:

DATE/TIME: Add Time here (Same as Section 3)
LOCATION: 2ND FLOOR CONFERENCE ROOM, GEMINI BUILDING, TALLAHASSEE, FLORIDA

NOTE 1: PROSPECTIVE TEAMS MUST ATTEND THIS CONFERENCE IN ORDER TO SUBMIT AN SOQ. A TEAM CAN BE REPRESENTED BY A SINGLE FIRM. SOQS WILL NOT BE ACCEPTED FROM TEAMS NOT REPRESENTED AT THIS MANDATORY MEETING.

4.2 Enter the Gemini Building from the main entrance on the parking deck on Adams Street. All visitors to this conference will be required to pass through security check. Before proceeding to the scheduled conference location, you will be required to obtain a VISITOR pass. Be prepared to present valid identification and sign-in at the security desk. The security measures will take a few minutes so please plan accordingly to arrive on time.

4.3 The purpose of the pre-submittal conference is to provide respondents with detailed information concerning this solicitation and to address questions and concerns. Representatives from the Minority Business Office, Procurement Services Division, and the CRTPA will be present to address questions concerning minority business participation, SOQ submittal requirements, and technical scope of work, respectively.

4.4. Respondents are cautioned that in no event shall failure to familiarize themselves with the requirements of this solicitation, or to resolve ambiguous or inconsistent terms or conditions of this solicitation or proposed contract, constitute grounds for a claim of any kind after contract award.

SECTION 5.0 ACCESS TO MEETINGS

Persons with disabilities requiring reasonable accommodations to attend meetings, please call **Kent Rickey, PROCUREMENT SERVICES DIVISION, PHONE: (850) 891-8282, or through FRS TDD at 771** at least forty-eight (48) hours in advance (excluding weekends and holidays). Notice of all public meetings will be posted in the Procurement Services Division, City Hall, 300 S. Adams St, Tallahassee, FL as far in advance of the meeting as possible.

SECTION 6.0 REQUESTS FOR CLARIFICATIONS

ALL questions concerning this RFQ must be directed in writing to **Kent Rickey, PROCUREMENT SERVICES DIVISION, PHONE: (850) 891-8129, E-MAIL: kent.rickey@talgov.com or through FRS TDD at 771**. All telephone conversations are considered to be unofficial responses and will not be binding. Changes to this RFQ may be made by issuance of an addendum.

SECTION 7.0 STATEMENT OF QUALIFICATION CONTENT REQUIREMENTS

7.1 A prospective service provider's response to this Statement of Qualification (SOQ) should, at a minimum, include the following information as provided in **TAB 1** thru **TAB 5**, herein, in 12 point, Times New Roman font. Please note that the SOQ should address the requirements in a clear and concise manner in the order stated herein. SOQs that do not adhere to the following format or include the requested information/documents will be incomplete and therefore non-responsive.

7.2 The CRTPA reserves the right to seek additional/supplemental representation on specific issues as needed.

7.3 SOQs must be separately tabbed as follows and must include the information/documents specified in the applicable tab.

7.4 The response must contain a manual signature of an authorized representative of the responding Team.

7.5 The following information is required in the submittal in order to evaluate and rank each applicant. The Selection Committee will objectively evaluate the applicants' responses. **A maximum total of 100 points will be assigned.**

TAB 1 - EXECUTIVE SUMMARY/GENERAL INFORMATION

Present in brief, concise terms, a summary level description of the contents of the SOQ and of your company and its capabilities. The signer of the SOQ must declare that the SOQ is in all respects fair and in good faith without collusion or fraud, and that the signer of the SOQ has the authority to bind the principal proposer. At a minimum the following information will be included:

a. Name of Firm
b. Mailing Address of Firm
c. Physical Address of Firm
d. Name of Contact Person
e. Phone Number
f. Fax Number
g. Cell Phone Number
h. E-mail Address
i. Business Structure
j. Number of Years Firm in Business
k. Proof of Liability Insurance

TAB 2 – TEAM QUALIFICATIONS

Provide a two page summary of experience for each Task in the Scope of Services (**Attachment A**) for your Team (not per Team member) including:

a. Type of work.
b. Location.
c. Length of time to complete project.
d. Partnership or sole source.
e. Cost.
f. Approach to project.
g. Up to three references (related to projects that were worked on in the last five years) including name, title, phone number and a brief description of the project and the work performed.
h. Any feedback received from the project (awards, letters of achievement, letters of commendation, etc.…).

TAB 3 – STAFF QUALIFICATIONS

This section should express the general and specific project related capability of your staff that will be assigned to this project, per the **Section 2.0 Scope of Services**, including management, technical, field and support staff. For quick reference the CRTPA requests the use of an Experience Table (an example is shown as **Attachment B**). Lastly, provide a brief resume (1 page) including, but not limited to:

a. Name and title.
b. Job assignment for other projects.
c. Job assignment for this project.
d. Percentage of time to be assigned full time to this project.
e. How many years with this firm.
f. How many years with other firms.
g. Experience
   (1) TAB 2 projects
   (2) Other relevant projects
   (3) What was the specific project involvement?
g. Education.
h. Active registration (AICP, PE, etc…).

TAB 4 – DBE PLAN & MBE CERTIFICATION

a. Present a narrative description/Plan of how the DBE goal of 8.18% fee participation will be met or exceeded during the course of this project. This Plan should explain the work scope designated for each DBE firm, the duration of and phases in which the assignments occur and how the assignments coordinate within the overall project plan. (2 Pages Maximum for Plan)

b. For each DBE firm on your team, include **Attachment C** (DBE Utilization Form) along with their Certification documents.

c. If there are no DBE firms on your team, complete the Statement of Good Faith Effort (**Attachment D**) and include in **TAB 4**. The DBE submission requirements are detailed in **Section 11** of this RFP.

TAB 5 – OTHER ATTACHMENTS

- Local Vendor Certification (**Attachment E**)
- Acknowledged Addenda

SECTION 8.0 INTERVIEWS

After the SOQs have been evaluated, the Selection Committee will shortlist three (3) Teams. Shortlisted respondents will be interviewed (not making presentations), by the Selection Committee. The selected Teams are expected to respond to any question asked of the proposal based on the Scope of Services (**Attachment A**). **Lastly, up to six (6) Team Members may be present during the interview process.**

SECTION 9.0 SUBMITTING STATEMENT OF QUALIFICATIONS

9.1 SOQs shall be submitted as follows:

9.1.1 All SOQs must be in writing and in complete sets: **ONE ORIGINAL (SO IDENTIFIED) AND FIVE (5) COMPLETE COPIES (SO IDENTIFIED).**

9.1.2 All SOQs shall be submitted in a sealed envelope/container, which will be received (recorded and clocked-in) at:

CITY OF TALLAHASSEE
PROCUREMENT SERVICES DIVISION
300 S. ADAMS STREET, MAIL STOP # A-28
TALLAHASSEE, FLORIDA, 32301-1731

NOT LATER THAN THE DATE/TIME SPECIFIED ABOVE IN SECTION 3.0 LATE SOQS WILL NOT BE CONSIDERED FOR EVALUATION.

9.1.3 The front of each SOQ envelope/container shall contain the following information for proper identification:

- The name and address of the proposer
- The word "SOQ" and the RFQ number
- The time/date specified for receipt of SOQs
- The number of each envelope/container submitted (i.e. "1 of 3, "2 of 3", "3 of 3")

9.1.4 The responsibility for submitting the SOQ to the Procurement Services Division on or before the above stated time and date is solely that of the proposer. The City of Tallahassee or CRTPA will in no way be responsible for delays in mail delivery or delays caused by any other occurrence.

9.1.5 All SOQs must be in writing. Non-responsive SOQs will not be considered. The signer of the SOQ must declare that the SOQ is in all respects fair and in good faith without collusion or fraud and that the signer of the SOQ has the authority to bind the principal proposer.

9.1.6 The City/CRTPA shall not be liable for any costs incurred by a proposer prior to entering into a contract. Therefore, all proposers are encouraged

to provide a simple, straightforward, and concise description of their ability to meet the project requirements.

9.1.7 Teams responding to this RFQ must be available for in-person interviews.

SECTION 10.0 EVALUATION CRITERIA

Evaluation of SOQs/interviews will be performed consistent with the following criteria:

SOQ Criteria	Rating Points
Experience and Ability	45
Past Performance	40
Location (Local Vendor Certification)	5
Disadvantaged Business Enterprise Participation	10
SOQ Criteria Subtotal	**100**
Interview Criteria	**Rating Points**
Approach and Methodology	25
Understanding of Project Requirements	25
Interview Criteria Subtotal	**50**
Maximum Points Allowed	**150**

As part of the evaluation process, shortlisted respondents shall be required to participate in the Interview process (**Section 8.0**).

SECTION 11.0 DISADVANTAGED BUSISNESS ENTERPRISE PARTICIPATION

Disadvantaged Business Enterprises (DBE) 49 CFR Part 26

11.1 This proposal is subject to the requirements of Title 49, Code of Federal Regulations, Part 26, Participation by Disadvantaged Business Enterprises (DBE) in Department of Transportation Financial Assistance Programs. A contract goal of **8.18%** DBE participation has been established for this project.

11.2 The proposer shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The proposer shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of this DOT-assisted contract. Failure by the proposer to carry out these requirements is considered a material breach, which may result in the removal of this proposal or such other remedy as the CRTPA deems appropriate. Each subcontract the proposer signs with a subcontractor must include the assurance in this paragraph (see 49 CFR 26.13(b)).

11.3 Proposals are required to document sufficient DBE participation to meet these goals or, alternatively, document adequate good faith efforts to do so, as

provided for in 49 CFR 26.53. The acceptance of any proposal is conditioned upon submission of the following information:

a. The names and addresses of DBE firms that will participate in this proposal;
b. A description of the work each DBE will perform;
c. The dollar amount of the participation of each DBE firm participating;
d. Written documentation of the proposer's commitment to use a DBE subcontractor whose participation it submits to meet the DBE goal;
e. Written confirmation from the DBE that it is participating in the proposal as provided in the prime proposer's commitment; and
f. If the proposal goal is not met, evidence of good faith efforts to do so (**Attachment D**).

Proposer's must present the information required above under **TAB 4**.

11.4. The proposer is required to pay its DBE subcontractors performing work related to this proposal for satisfactory performance of that work no later than 30 days after the proposer's receipt of payment for that work from the CRTPA.

11.5. The proposer must promptly notify the CRTPA, whenever a DBE subcontractor performing work related to this proposal is terminated or fails to complete its work, and must make good faith efforts to engage another DBE subcontractor to perform at least the same amount of work. The proposer may not terminate any DBE subcontractor and perform that work through its own forces or those of an affiliate without prior written consent of the CRTPA.

11.6. All DBE's must be certified when the proposal is submitted on **Check time table for date.**

11.7. The listing of qualified DBE's can be found at:

http://www2.dot.state.fl.us/procurement/lppc/listmenu.htm

SECTION 12.0 LOCATION (LOCAL VENDOR CERTIFICATION)

12.1 The proximity of the Consultant in relation to the requirements of the project shall be rated. The "Location" of the Team shall be determined by the Team's primary firm being within the four-county region (Gadsden, Jefferson, Leon or Wakulla).

The location rating shall be determined from the following table:

LOCATION	RATING POINTS
Within Gadsden, Jefferson, Leon, or Wakulla County – Primary Team Firm with a minimum of five (5) years in the region.	5
Outside of the four County area.	0

12.2 The primary Team firm must provide supporting documents regarding location. Additionally, the "Location" must be maintained throughout the course of the contract.

SECTION 13.0 CONTRACT AWARD

13.1 The CRTPA reserves the right to incorporate the successful Team's proposal into a contract. Failure of a Team to accept this obligation may result in the cancellation of any award.

13.2 The selected Team(s) will be required to assume responsibility for all services offered in the proposal. The CRTPA will consider the selected Team(s) primary firm to be the sole point of contact with regard to contractual matters, including payment of any or all charges.

13.3 A copy of the recommended ranking and award will be available for review in the Purchasing Division upon completion of the evaluation by the committee.

Vendors may obtain a copy of the final ranking from the City's web site at:

Web site at: http://talgov.com/dma/procurement/bidinfo.cfm.
Then click on: (View all bid information on DemandStar's website)

SECTION 14.0 RIGHT OF REJECTION

The CRTPA reserves the right to waive any informality in any SOQ, to reject any or all SOQs in whole or in part, with or without cause, and/or to accept the SOQ that in its judgment will be in the best interest of the CRTPA region and its citizens.

SECTION 15.0 GENERAL TERMS AND CONDITIONS

15.1 CIVIL RIGHTS REQUIREMENTS

The Civil Rights requirements for this proposal can be found in the following Codes:

29 U.S.C. § 623, 42 U.S.C. § 2000
42 U.S.C. § 6102, 42 U.S.C. § 12112
42 U.S.C. § 12132, 49 U.S.C. § 5332
29 CFR Part 1630, 41 CFR Parts 60 et seq.

15.1.1 Applicability to Contracts

The Civil Rights Requirements apply to all proposals.

15.1.2 Flow Down

The Civil Rights requirements flow down to all third party contractors and their contracts at every tier.

The following requirements apply to the underlying proposal:

a. Nondiscrimination - In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and Federal transit law at 49 U.S.C. § 5332, the proposer agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the proposer agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

b. Equal Employment Opportunity - The following equal employment opportunity requirements apply to the underlying contract:

    1. Race, Color, Creed, National Origin, Sex - In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal transit laws at 49 U.S.C. § 5332, the proposer agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The proposer agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the proposer agrees to comply with any implementing requirements FTA may issue.

    2. Age - In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. §§ 623 and

Federal transit law at 49 U.S.C. § 5332, the proposer agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the proposer agrees to comply with any implementing requirements FTA may issue.

3. Disabilities - In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. § 12112, the proposer agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, the proposer agrees to comply with any implementing requirements FTA may issue.

c. The proposer also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

15.2 PUBLIC ENTITY CRIMES

As required by Florida State Statute 287.133, (2 (a), A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a proposal on a contract to provide any goods or services to a public entity, may not submit a proposal on a contract with a public entity for the construction or repair of a public building or a public work, may not submit proposals on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in s.287.017 for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list. Any person must notify the City within 30 days after a conviction of a public entity crime applicable to that person or to an affiliate of that person.

15.3 INDEMNIFICATION

The consultant shall indemnify and save harmless the City and CRTPA, its officials and employees, from all losses, damages, costs, expenses, liability, claims, actions, and judgments of any kind whatsoever brought or asserted against, or incurred by, the City and CRTPA, including without limitation attorney's fees and costs of litigation, to the extent that the same arise out of or are caused by any act or omission of the consultant, its subconsultants or subcontractors, or by the employees, officers, directors, or agents of the consultant, or its subcontractors.

15.4 ISSUANCE OF ADDENDA

15.4.1 If this solicitation is amended, the City will issue an appropriate

addendum to the solicitation. If an addendum is issued, all terms and conditions that are not specifically modified shall remain unchanged.

15.4.2 Respondents shall acknowledge receipt of each addendum to this solicitation using one of the following methods:

- By signing and returning the addendum;
- By signed letter;
- By signed facsimile (subject to the conditions specified in the provision entitled "FACSIMILE DOCUMENTS").

15.4.3 The City must receive the acknowledgment by the time and date, and at the location specified for receipt of proposals.

15.5 PAYMENT

15.5.1 Prompt Pay Policy

It is the policy of the City of Tallahassee and CRTPA to fully implement the provisions of the State of Florida Prompt Payment Act. For more information, refer to Florida State Statute 218.7.

15.5.2 Withholding Payment

In the event a contract is canceled under any provision herein, the CRTPA may withhold from the Contractor any monies owed on that or any contract, an amount sufficient to compensate for damages suffered because of the violation resulting in cancellation.

15.6 INSURANCE REQUIREMENTS

Prior to commencing work, the Consultant shall procure and maintain at Consultant's own cost and expense for the duration of the agreement the following insurance against claims for injuries to person or damages to property which may arise from or in connection with the performance of the work or services hereunder by the Consultant, his agents, representatives, employees or Subcontractors. The cost of such insurance shall be included in Consultant's proposal.

15.6.1 Consultant shall maintain limits no less than:

Commercial General/Umbrella Liability Insurance - $500,000 limit per occurrence for property damage and bodily injury. The service provider should indicate in its proposal whether the coverage is provided on a claims-made or preferably on an occurrence basis. The insurance shall include coverage for the following:

- Premise/Operations

- Explosion, Collapse and Underground Property Damage Hazard (only when applicable to the project)
- Products/Completed Operations
- Contractual
- Independent Contractors
- Broad Form Property Damage
- Personal Injury

Business Automobile/Umbrella Liability Insurance - $500,000 limit per accident for property damage and personal injury.

- Owned/Leased Autos
- Non-owned Autos
- Hired Autos

Workers' Compensation and Employers'/Umbrella Liability Insurance - Workers' Compensation coverage with benefits and monetary limits as set forth in Chapter 440, Florida Statutes. This policy shall include Employers'/Umbrella Liability coverage for $1,000,000 per accident. Workers' Compensation coverage is required as a condition of performing work or services for the City whether or not the Contractor or Vendor is otherwise required by law to provide such coverage.

Professional Liability Insurance - $2,000,000 or as per project (ultimate loss value per occurrence).

15.6.2 Other Insurance Provisions

15.6.2.1 *Commercial General Liability and Automobile Liability Coverage's*

- The CRTPA, members of its Board, committees, officers, agents, employees and volunteers are to be covered as additional insureds as respects: liability arising out of activities performed by or on behalf of the Contractor; products and completed operations of the Contractor; premises owned, leased or used by the Contractor or premises on which Contractor is performing services on behalf of the CRTPA. The coverage shall contain no special limitations on the scope of protection afforded to the members of the CRTPA Board and committees, officers, agents, employees and volunteers.

- The Contractor's insurance coverage shall be primary insurance as respects the CRTPA, members of its Board, committees, officers, agents, employees and volunteers. Any insurance or self-insurance maintained

by the CRTPA, members of its Board, committees, officers, agents, employees and volunteers shall be excess of Contractor's insurance and shall not contribute with it.

- Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the CRTPA, members of its Board, committees, officers, agents, employees and volunteers.

- Coverage shall state that Contractor's insurance shall apply separately to each insured against whom a claim is made or suit is brought, except with respect to the limits of the insurer's liability.

15.6.2.2 *Workers' Compensation and Employers' Liability and Property Coverage's*

The insurer shall agree to waive all rights of subrogation against the CRTPA, members of its Board, committees, officers, agents, employees and volunteers for losses arising from activities and operations of Contractor in the performance of services under this Agreement.

15.6.2.3 *All Coverage's*

- Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled, reduced in coverage or in limits except after thirty (30) days prior written notice has been given to the CRTPA.

- If Contractor, for any reason, fails to maintain insurance coverage which is required pursuant to this Agreement, the same shall be deemed a material breach of contract. The CRTPA, at its sole option, may terminate this Agreement and obtain damages from the Contractor resulting from said breach.

- Alternatively, the CRTPA may purchase such required insurance coverage (but has no special obligation to do so), and without further notice to Contractor, the CRTPA may deduct from sums due to Contractor any premium costs advanced by the CRTPA for such insurance.

- The CRTPA named as "additional insured" as its interest may appear.

15.6.2.4 *Deductibles and Self-Insured Retention's*

Any deductibles or self-insured retention's must be declared to and approved by the CRTPA. At the option of the CRTPA, the insurer shall reduce or eliminate such deductibles or self-insured retention's as respects the CRTPA, members of its Board, committees, officers, agents, employees and volunteers; or the Contractor shall procure a bond guaranteeing payment of losses, related investigation, claim administration and defense expenses.

15.6.2.5 *Acceptability of Insurers*

Insurance is to be placed with Florida admitted insurers rated B+X or better by *A.M. Best's* rating service.

15.6.2.6 Verification of Coverage

Contractor shall furnish the CRTPA with certificates of insurance and with original endorsements affecting coverage required by this clause. The certificates and endorsements for each policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements are to be received and approved by the CRTPA before work commences.

15.6.2.7 Subcontractors

Contractor shall include each of its subcontractors as insureds under the policies of insurance required herein.

SECTION 16.0 CONFIDENTIALITY

16.1 By submitting a proposal in response to this solicitation, a respondent acknowledges that City/CRTPA is a governmental entity subject to the Florida Public Records Law (Chapter 119, Florida Statutes). The respondent further acknowledges that any materials or documents provided to City may be "public records" and, as such, may be subject to disclosure to, and copying by, the public unless otherwise specifically exempt by statute. Should a respondent provide City with any materials which it believes, in good faith, contain information which would be exempt from disclosure or copying under Florida law, the respondent shall indicate that belief by typing or printing, in bold letters, the phrase "Proprietary Information" on the face of each affected page of such material. The respondent shall submit to the City both a complete copy of such material and a redacted copy in which the exempt information on each affected page, and only such exempt information, has been rendered unreadable. In the event a respondent fails to submit both copies of such material, the copy submitted will be deemed a public record subject to disclosure and copying

regardless of any annotations to the contrary on the face of such document or any page(s) thereof. Note, the City does not consider cost proposals to be proprietary and this information will be made public. Cost proposals marked as proprietary or confidential will not be evaluated and zero points will be given.

16.2 Should any person request to examine or copy any material so designated, and provided the affected respondent has otherwise fully complied with this provision, City, in reliance on the representations of the respondent, will produce for that person only the redacted version of the affected material. If the person requests to examine or copy the complete version of the affected material, City shall notify the respondent of that request, and the respondent shall reply to such notification, in a writing that must be received by City no later than 4:00 p.m., ET, of the second City business day following respondent's receipt of such notification, either permitting or refusing to permit such disclosure or copying. Failure to provide a timely written reply shall be deemed consent to disclosure and copying of the complete copy of such material. If the respondent refuses to permit disclosure or copying, the respondent agrees to, and shall, hold harmless and indemnify City for all expenses, costs, damages, and penalties of any kind whatsoever which may be incurred by City, or assessed or awarded against City, in regard to City's refusal to permit disclosure or copying of such material. If litigation is filed in relation to such request and the respondent is not initially named as a party, the respondent shall promptly seek to intervene as a defendant in such litigation to defend its claim regarding the confidentiality of such material. This provision shall take precedence over any provisions or conditions of any proposal submitted by a respondent in response to the RFP and shall constitute City's sole obligation with regard to maintaining confidentiality of any document, material, or information submitted to the City.

SECTION 17.0 GRIEVANCE PROCEDURE

17.1 Right to Protest. Any prospective bidder, or Respondent may protest the provisions of a Request for Bids (IFB) or Request for Proposals (RFP).

i Protest of Specifications or Proceedings Prior to Bid Opening

Any actual or prospective bidder, or contractor, who is aggrieved in connection with the solicitation of a contract or bid, may protest on the grounds or irregularities in specifications or bid procedure.

ii Protest of Recommended Award

Any actual bidder or Respondent, who is aggrieved in connection with the evaluation of bids, the evaluation of proposals, or the staff recommendation regarding award of a contract, provided that such bidder or Respondent would have been awarded the contract but for the aggrieved action, may protest such evaluation or award recommendation.

17.2 Filing a Protest. A written protest shall be considered filed, for purposes of this

procedure when all related items are actually delivered to and received by the Procurement Services Division. All protest shall be directed to the attention of the Manager for Procurement Services.

i For protest related to the specifications or proceeding of an IFB or RFP, a formal written protest must be filed no later than 72 hours (excluding weekends and holidays) prior to the scheduled bid opening date. Failure to timely file the written protest including the required protest bond/cashier's check, shall constitute a waiver of such protest.

ii For protest related to the evaluation of bids, evaluation of proposals, or staff recommendation regarding award of a contract, a written notice of intent to protest must be filed with Procurement Services within 72 hours (excludes weekends and holidays) after posting of the intended recommendation regarding award, and a written protest, must be filed with the Procurement Services Division no later than 5:00 p.m., ET, on the seventh (7th) calendar day following the date on which the written notice of intent to protest was filed. A weekend commences at 12:00 a.m., ET, on Saturday and ends at the same time on the following Monday. A holiday begins at 12:00 a.m., ET, on the observed holiday and ends at the same time on the following day.

Such written protest shall state, with particularity the facts and grounds upon which the protest is based, and shall include references to applicable laws, statutes, ordinances, policies, or other authority on which the protest is based. Failure to timely file either the notice of intent or the written protest including the protest bond/cashier's check, shall constitute a waiver of such protest.

17.3 Protest Bond. Any person who files a formal written protest, shall post with the Procurement Services Division, at the time of filing the formal written protest, a cashier's check or bond payable to the City of Tallahassee in an amount equal to 1 percent of the City's estimate of the total volume of the contract or $5,000, whichever is less. If the decision of the Protest Committee upholds the action taken by the City, then the City shall retain the amount in payment of a portion of the cost and expense, including but not limited to, time spent by City staff in responding to the protest and in conducting the evaluation of the protest. If the decision of the Protest Committee does not uphold the action taken by the City, then the City shall return that amount, without deduction, to the person or entity filing the protest

17.4 Stay of Procurement During Bid Protest

In the event protest is filed in accordance with the bid protest procedures herein, Procurement Services shall not proceed further with the solicitation or award of the contract until the Protest Committee has rendered a written decision regarding the protest or until the CRTPA Executive Director in consultation with the City Manager or designee makes a written determination that continuation of

the process and award of a contract without delay is necessary to protect the substantial interest of the City.

17.5 Additional Information

For additional information concerning protest procedures, vendors may request a copy of the City's Purchasing Policy & Procedures Manual Section 2.0.

SECTION 18.0 SELECTION PROCESS

18.1 The Selection Committee will review and score all SOQs received (by the due date), and determine the shortlisted Teams (Teams with the highest scores) using the selection criteria established for this project.

18.2 The Selection Committee will conduct interviews of the shortlisted Teams and will establish ratings for each Team in accordance with the scoring criteria established for this project.

18.3 The Selection Committee will recommend the order of ranking for CRTPA Board approval.

18.4 The contract for this project will be negotiated with the shortlisted Team(s) ranked highest, as approved by the CRTPA Board.

SECTION 19.0 FEDERAL REQUIRED CLAUSES

19.1 BUY AMERICA REQUIREMENTS

49 U.S.C. 5323(j)
49 C.F.R. Part 661

19.1.1 Applicability to Contracts

The Buy America requirements apply to the following types of contracts: Construction Contracts and Acquisition of Goods or Rolling Stock (valued at more than $100,000).

19.1.2 Flow Down

The Buy America requirements flow down from FTA recipients and subrecipients to first tier contractors, who are responsible for ensuring that lower tier contractors and subcontractors are in compliance. The $100,000 threshold applies only to the grantee contract, subcontracts under that amount are subject to Buy America.

Mandatory Clause/Language

The Buy America regulation, at 49 CFR 661.13, requires notification of

the Buy America requirements in FTA-funded contracts, but does not specify the language to be used. The following language has been developed by FTA.

Buy America - The contractor agrees to comply with 49 U.S.C. 5323(j) and 49 C.F.R. Part 661, which provide that Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. General waivers are listed in 49 C.F.R. 661.7, and include final assembly in the United States for 15 passenger vans and 15 passenger wagons produced by Chrysler Corporation, and microcomputer equipment and software. Separate requirements for rolling stock are set out at 49 U.S.C. 5323(j)(2)(C) and 49 C.F.R. 661.11. Rolling stock must be assembled in the United States and have a 60 percent domestic content.

A bidder or offer or must submit to the FTA recipient the appropriate Buy America certification (below) with all bids or offers on FTA-funded contracts, except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive. This requirement does not apply to lower tier subcontractors.

Certification requirement for procurement of steel, iron, or manufactured products.

Certificate of Compliance with 49 U.S.C. 5323(j)(1)
The bidder or offeror hereby certifies that it will meet the requirements of 49 U.S.C. 5323(j)(1) and the applicable regulations in 49 C.F.R. Part 661.5.

Date _____

Signature _____

Company Name _____

Title _____

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(1) and 49 C.F.R. 661.5, but it may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 C.F.R. 661.7.

Date _____

Signature _____

Company Name _____

Title _____

Certification requirement for procurement of buses, other rolling stock and associated equipment.

Certificate of Compliance with 49 U.S.C. 5323(j)(2)(C).

The bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and the regulations at 49 C.F.R. Part 661.11.

Date _____

Signature _____

Company Name _____

Title _____

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(2)(C)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and 49 C.F.R. 661.11, but may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(A), 5323(j)(2)(B), or 5323(j)(2)(D), and 49 CFR 661.7.

Date _____

Signature _____

Company Name _____

Title _____

19.2 LOBBYING 31 U.S.C. 1352, 49 CFR Part 19, 49 CFR Part 20

19.2.1 Applicability to Contracts

The Lobbying requirements apply to Construction/Architectural and Engineering/Acquisition of Rolling Stock/Professional Service Contract/Operational Service Contract/Turnkey contracts.

19.2.2 Flow Down

The Lobbying requirements mandate the maximum flow down, pursuant to Byrd Anti-Lobbying Amendment, 31 U.S.C. § 1352(b)(5) and 49 C.F.R. Part 19, Appendix A, Section 7.

19.2.3 Mandatory Clause/Language

Clause and specific language therein are mandated by 49 CFR Part 19, Appendix A.

Modifications have been made to the Clause pursuant to Section 10 of the Lobbying Disclosure Act of 1995, P.L. 104-65 [to be codified at 2 U.S.C. § 1601, *et seq.*]

- Lobbying Certification and Disclosure of Lobbying Activities for third party contractors are mandated by 31 U.S.C. 1352(b)(5), as amended by Section 10 of the Lobbying Disclosure Act of 1995, and DOT implementing regulation, "New Restrictions on Lobbying," at 49 CFR § 20.110(d)

- Language in Lobbying Certification is mandated by 49 CFR Part 19, Appendix A, Section 7, which provides that contractors file the certification required by 49 CFR Part 20, Appendix A. Modifications have been made to the Lobbying Certification pursuant to Section 10 of the Lobbying Disclosure Act of 1995.

- Use of "Disclosure of Lobbying Activities," Standard Form-LLL set forth in Appendix B of 49 CFR Part 20, as amended by "Government wide Guidance For New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96) is mandated by 49 CFR Part 20, Appendix A.

19.2.4 Byrd Anti-Lobbying Amendment, 31 U.S.C. 1352, as amended by the Lobbying Disclosure Act of 1995, P.L. 104-65 [to be codified at 2 U.S.C. § 1601, et seq.]

- Contractors who apply or bid for an award of $100,000 or more shall file the certification required by 49 CFR part 20, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization

for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-Federal funds with respect to that Federal contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the recipient.

APPENDIX A, 49 CFR PART 20--CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements
(To be submitted with each bid or offer exceeding $100,000)
The undersigned [Contractor] certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form--LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: Language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (P.L. 104-65, to be codified at 2 U.S.C. 1601, *et seq.*)]

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31, U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

[Note: Pursuant to 31 U.S.C. § 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.]

The Contractor, _____, certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. A 3801, *et seq., apply* to this certification and disclosure, if any.

_____ Signature of Contractor's Authorized Official

_____ Name and Title of Contractor's Authorized Official

_____ Date

19.3 GOVERNMENT-WIDE DEBARMENT AND SUSPENSION

Background and Applicability

In conjunction with the Office of Management and Budget and other affected Federal agencies, DOT published an update to 49 CFR Part 29 on November 26, 2003. This government-wide regulation implements Executive Order 12549, *Debarment and Suspension*, Executive Order 12689, *Debarment and Suspension*, and 31 U.S.C. 6101 note (Section 2455, Public Law 103-355, 108 Stat. 3327). The provisions of Part 29 apply to all grantee contracts and subcontracts at any level expected to equal or exceed $25,000 as well as any contract or subcontract (at any level) for Federally required auditing services. 49 CFR 29.220(b). This represents a change from prior practice in that the dollar threshold for application of these rules has been lowered from $100,000 to $25,000. These are contracts and subcontracts referred to in the regulation as "covered transactions."
Grantees, contractors, and subcontractors (at any level) that enter into covered transactions are required to verify that the entity (as well as its principals and affiliates) they propose to contract or subcontract with is not excluded or disqualified. They do this by (a) Checking the Excluded Parties List System, (b) Collecting a certification from that person, or (c) Adding a clause or condition to the contract or subcontract. This represents a change from prior practice in that certification is still acceptable but is no longer required. 49 CFR 29.300.
Grantees, contractors, and subcontractors who enter into covered transactions also must require the entities they contract with to comply with 49 CFR 29, subpart C and include this requirement in their own subsequent covered transactions (i.e., the requirement flows down to subcontracts at all levels).

Clause Language

The following clause language is suggested, not mandatory. It incorporates the optional method of verifying that contractors are not excluded or disqualified by certification.

Suspension and Debarment

This contract is a covered transaction for purposes of 49 CFR Part 29. As such, the contractor is required to verify that none of the contractor, its principals, as defined at 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945.

The contractor is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into.

By signing and submitting its bid or proposal, the bidder or proposer certifies as follows:

The certification in this clause is a material representation of fact relied upon by the City of Tallahassee. If it is later determined that the bidder or proposer knowingly rendered an erroneous certification, in addition to remedies available to the City of Tallahassee, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The bidder or proposer agrees to comply with the requirements of 49 CFR 29, Subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

SECTION 20.0 E-Verify

The Team shall utilize the U.S. Department of Homeland Security's E-Verify system, in accordance with the terms governing use of the system, to confirm the employment eligibility of:

1. All persons employed by the Team during the term of the Contract to perform employment duties within Florida; and

2. All persons, including subcontractors, assigned by the Team to perform work pursuant to the contract with the Department.

Attachment A

Introduction

The Capital Region Transportation Planning Agency (CRTPA) hereby solicits Request for Qualifications (RFQ) for General Planning Consulting (GPC) tasks in support of the Adopted Unified Planning Work Program (UPWP). The work involves performing a variety of technical, graphical, public involvement, and product review activities on a work tasks basis.

The Consultant will be required to perform policy, planning and engineering analyses and to develop specific recommendations and products, and provide assistance to the CRTPA staff in the completion of some or all of the tasks as identified in Section I of this RFQ. All work performed by the Consultant will be in compliance with the **"Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users"** (SAFETEA-LU) or the latest Federal Transportation Policy and conform to the most recent State Laws, FDOT Policies, and Procedures including the Florida Transportation Plan (FTP).

The selected Consultant(s) performing the GPC tasks, shall assist the CRTPA staff by providing additional resources to accomplish tasks authorized by the CRTPA Board. The CRTPA will select a Team(s) based upon the requirements of Florida Statute 287.055, as amended, including review of RFQs received, selection and ranking of Teams for discussions and evaluations and selection of the Team(s) deemed to best serve the interests of the CRTPA. Lastly, the Consultant should demonstrate experience in innovative, integrated multimodal transportation planning, project development and people/goods oriented mobility.

Services

The services outlined in this RFQ will be accomplished using separate work orders as approved by the CRTPA Board and executed by the CRTPA Executive Director. A separate, detailed Scope-of-Services (SOS) will be developed by the Consultant for each task in coordination and with approval by the CRTPA Executive Director or Project Manager. Details of the Consultant's specific responsibilities, the work to be done, and products to be delivered will be defined in the Task SOS along with the approved negotiated fee. No work will begin until the Consultant receives a Notice to Proceed (NTP) letter signed by the CRTPA Executive Director. The CRTPA will have sole discretion for assigning any specific service(s) to any Consultant(s) retained by the CRTPA as a GPC.

A. Tasks

The following list represents examples and is not all inclusive of the types of work which may be required of the GPC. This list is not an attempt to define exclusively those specific activities that the GPC will perform.

1. Model Simulation, Analyses and Forecasting. The Consultant(s) will maintain, at all times, the most current version of the Cube Voyager and the current version of the CRTPA's Regional Mobility Plan Model.

   The Consultant(s) should also maintain or have ready access to the latest versions of

key traffic operations models, level of service Analysis models and other traffic simulation methodologies.

2. Safety Planning. The CRTPA is committed to safety planning and programming. The Consultant may be requested to assist the CRTPA with developing plans and programs to better provide the safety of the traveling public. Such activities may include, for example, the development of pedestrian crossings, medians, sidewalks to reduce conflicts between modes, or refinement of current bicycle and pedestrian safety programs and intergovernmental and interagency coordination on safety topics.

3. Efficient Transportation Decision-Making (ETDM) Support. The CRTPA has projects in the Regional Mobility Plan (RMP) that may require ETDM processing as they are developed. The Consultant should have the ability to develop Planning Screen inputs for this process.

4. Grant Writing. Given the ever changing world of transportation funding such as the **American Recovery and Reinvestment Act of 2009**, the CRTPA needs to be able to respond quickly to these efforts. The Consultant would be responsible for writing and being compliant with any legislation being put forward by the federal or state government.

5. Disaster Recovery Plan and ITS Development. Some of the members of the CRTPA are in coastal areas that could use assistance in developing strategies for natural disasters. However, the emphasis for these efforts are related more to recovery than to evacuation. The Consultant should be knowledgeable with adopted FDOT ITS architecture.

6. Scope of Service Development. The GPC may be required to develop scopes of service; level of effort estimates, estimated staffing requirements, estimated costs, and contract provisions for future CRTPA projects.

7. Project Cost Estimation. Based on the results of studies being performed in the CRTPA region, a consultant may be required to provide project cost estimation.

8. Bike and Pedestrian Program Support. The bicycle and pedestrian program in the CRTPA is growing with other members developing Bicycle and Pedestrian Master Plans. The need for some assistance in these efforts may be required for efforts at the City or County level for CRTPA members. This may include specific project development or master plan development as a whole.

9. Mapping, Graphics and GIS Support. The Consultant(s) may be required to prepare maps and graphics for display and distribution related to the corridor studies, sub-area studies and special transportation studies. These maps and graphics may be required to illustrate background and baseline conditions, alternatives considered, comparison of alternatives, recommended results and special features of the study. Graphics may include figures for reports and handouts, presentation boards and slides.

The Consultant(s) will utilize a version of ArcGIS for preparation of maps and graphics that is compatible with the most recent version used by the CRTPA. The Consultant(s) will utilize versions of MS Word, Excel, Access, and PowerPoint for preparation of documents, spreadsheets, databases, and presentations that are compatible with the most recent versions used by the CRTPA. (Currently Office 2010).

Additionally, the CRTPA will be seeking assistance in developing newsletters, brochures, and project materials based on projects in the region.

10. Congestion Management. Annually, the Congestion Management Plan needs to be updated to reflect any changes that have occurred during the year. Additionally, data collection may be requires to measure the status of the transportation system.

11. Air Quality Analysis. It is anticipated that there will be some analysis required to assess air quality levels.

12. Complete Streets Development. To better assist CRTPA partners, the CRTPA may be developing a Complete Streets policy/manual.

13. Vehicle Miles Traveled (VMT) Program and Applications. Based on some changes that are occurring at the state level, the CRTPA may need assistance in developing a (VMT) program for the region.

14. Transportation and Land Use Connections. The Regional Mobility Plan continued efforts towards linking transportation and land use. There may be additional work to solidify the connection between these two disciplines.

15. Private/Public Partnership Development Strategies. As the cost of projects, both transportation and developments, continue to grow higher, there may be some efforts needed at the CRTPA level to initiate a program to develop Private/Public partnerships.

16. Transit System Development. In coordination with StarMetro, the CRTPA may need assistance to further develop measuring and developing the transit system as it relates to the Regional Transit Study (RTS).

17. Webpage Support. As the efforts of the CRTPA grow, there may be a need to provide website support for efforts. This may require a completely new website to accommodate the projects and products of the CRTPA.

18. Public Involvement. To further the CRTPA's Public Involvement Plan, there may be the need to have a consultant provide public involvement support.

19. Economic Development – port, rail and highway access. There is a need to assess the region's opportunities relating to economic development and multiple modes of transportation including, port, rail, and highway access.

Attachment B

	Safety Planning	ETDM	Grant Writing	Disaster Recovery Planning	ITS	Scope of Service Development	Project Cost Estimation	Bike and Pedestrian Program Support	GIS and Graphics Support	Congestion Management	Air Quality Analysis	Complete Streets Development	VMT Programs and Applications	Transportation and Land Use Connections	Private/Public Partnership Development Strategies	Transit System Development	Webpage Support	Public Involvement	Economic Development – port, rail and highway access
FIRM'S NAME																			
Staff member's name																			
FIRM'S NAME																			
Staff member' names																			

Attachment B

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Attachment C

DBE UTILIZATION FORM

RFP No. ??????
RFP Name: CRTPA GC RFQ

Proposer:_____

Address:_____

Phone:_____-_____- _____ Contact Person_____

_____

DBE SUB PROPOSERS INTENDED TO BE UTILIZED ON THE PROJECT

Name of DBE Sub-Proposer/Supplier:_____

Address:_____

Phone: _____-_____- _____ Is the sub-proposer a certified DBE? ____ Yes _____ No

If yes, please provide a copy of your certification letter or certificate.

Percentage amount of contract with sub-proposer/supplier: _____%

Description of services performed under agreement with the DBE sub-proposer for the percentage indicated above and the methodology for monitoring the DBE participation on a continuing basis.

_____

_____

_____

_____

PLEASE SUBMIT A SEPARATE FORM FOR EACH SUB-PROPOSER/SUPPLIER.

Attachment C

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Attachment D

STATEMENT OF GOOD FAITH EFFORTS
DBE Professional Service Projects

PROPOSER:_____

DATE: _____

This form is to be completed if Proposer fails to achieve the DBE goals established for this project. The Proposer is allowed to use an alternate method that demonstrates the good faith efforts made to meet the goals established as long as all of the requested information is included. Failure to include all requested information may result in the bid being determined as non-responsive to the DBE goals.

The following list is not intended to be exclusive or exhaustive and the City will look not only at the different kinds of efforts the Proposer has made, but also the quality, quantity, intensity and timeliness of those efforts; it is the responsibility of the Proposer to exercise good faith efforts. Any act or omission by the City shall not relieve the Proposer of this responsibility.

Criteria listed below are consistent with the intent of **49 CFR 26.53.** A response is required to address each cited paragraph. Additional pages may be added as necessary.

1. **Attendance at Pre-Proposal conference, if held**:

   ____ Yes ____ No ____ Not Held **(10 POINTS)**

2. **Whether and when the Proposer provided written notice to certified DBE's that perform the type of work to be subcontracted and advising the DBE's of the specific work the Proposer intends to subcontract; that their interest in the contract is being solicited; and how to obtain information for the review and inspection of contract plans and specifications.** **(20 POINTS)**

   All letters from Proposers to prospective DBE subcontractors should be post marked a minimum of 12 calendar days or faxed recorded 7 days prior to bid opening.

   A. Provide complete list of all DBE's solicited.

   B. Provide **DATE** letters were mailed (DBE's will be canvassed as to who sent them letters and what date they were received.) Provide a copy of solicitation and all other letters sent to DBE's. Recommended information in your solicitation letter can include, but not limited to, the following:
      - Project specific information.
      - Your willingness to assist with supply purchases.
      - Bonding requirements of your firm.
      - Any assistance your firm will be giving regarding bonding requirements, lines of credit and insurance requirements.
      - Availability of specifications and plans through your office.
      - Best time to reach you by phone (DBE firms will be canvassed regarding your responsiveness to their calls and project information they received from your firm.)
      - Proposal opening date and all addendum information.
      - Your requirements/time frames/payment schedules.

Attachment D

3. **Whether the Proposer selected feasible portions of work to be performed by DBE's, including, where appropriate, breaking contracts or combining elements of work into feasible units. The ability of the Proposer to perform the work with its own work force will not in itself excuse a contractor from making positive efforts to meet the established goals.** **(10 POINTS)**

   If appropriate, detail any subcontracting category that you have broken down to assist DBE firms and list firms that have been made aware of this reduced scope.

Subcontracting Category	DBE Firm

4. **Whether the Proposer considered all quotations received from DBE's and for those quotations not accepted, the Proposer should provide an explanation of why the DBE will not be used during the course of the contract. Receipt of lower quotation from non-DBE will not in itself excuse a Proposer's failure to meet project goals.** **(15 POINTS)**

   List all DBE firms who quoted this project; the amount quoted, and the successful subcontractor (if not the DBE firm) and their quote:

Name of DBE	DBE's Quote	Name of non-DBE Subcontractor Chosen	Subcontractor's Quote

5. **Whether the Proposer provided interested DBE's assistance in reviewing the contract plans and specifications.** **(5 POINTS)**

   Name the DBE firms provided assistance and describe how your firm provided such assistance.

Attachment D

6. **Whether the Proposer assisted interested DBE firms in obtaining required bonding, lines of credit or insurance if such assistance was necessary.** **(5 POINTS)**

   If the project was above $200,000 or exempt from the City of Tallahassee's Bond Waiver Program, name the DBE's assisted and describe the assistance provided.

   _____
   _____
   _____

7. **Indicate whether the Proposer has utilized DBE subcontractors on City, or other local, contracts within the past six months.** **(10 POINTS)**

Project Name	DBE Firms Used	Dollar Value
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

8. **Whether the Proposer advertised in general circulation, trade association, and/or minority/women - focus media concerning the subcontracting opportunities.** **(10 POINTS)**

   List which papers carried your ad and attach a copy of the ad.

   _____
   _____
   _____
   _____

9. **Written documentation that the Proposer contacted the City of Tallahassee's DBE Office, other local M/WBE Offices or, if applicable, Federal DBE/DBE Offices, for guidance and assistance if having difficulty obtaining minority participation and unable to identify portions of work that can be feasibly broken down.** **(10 POINTS)**

   List DBE Offices or DBE/ Minority / Women organizations contacted.
   (A minimum of three organizations must be contacted.)

Organization	Person Contacted	Date Contacted
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

10. **Describe any additional efforts or circumstances, which may assist the City in determining your Good Faith Efforts.** **(5 POINTS)**

    _____
    _____
    _____

A minimum score equal to 80% of the eligible points is required to achieve an acceptable good faith effort determination.

Attachment D

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Attachment E

LOCAL VENDOR CERTIFICATION

The undersigned, as a duly authorized representative of the vendor listed herein, certifies to the best of his/her knowledge and belief, that the vendor meets the definition of a "Local Business." For purposes of this section, "local business" shall mean a business which:

a) Has had a fixed office or distribution point located in and having a street address within the four county area of Leon, Wakulla, Gadsden and Jefferson for at least six (6) months immediately prior to the issuance of the request for qualification by the City; and
b) Holds any business license required by the four county area of Leon, Wakulla, Gadsden, and Jefferson (please attach copies); and
c) Employs at least one (1) full time employee, or two (2) part time employees whose primary residence is in the four county area of Leon, Wakulla, Gadsden, and Jefferson, or, if the business has no employees, the business shall be at least fifty percent (50%) owned by one or more persons whose primary residence is in the four county area of Leon, Wakulla, Gadsden, and Jefferson.

Please complete the following in support of the self-certification and submit copies of your County and/or City business licenses. Failure to provide the information requested will result in denial of certification as a local business.

Business Name:	Phone:
Current Local Address:	Fax:
If the above address has been for less than six months, please provide the prior address: Length of time at this address:	
Number of Employees and hours worked per week by each:	
Name and Address of Owner(s) who reside in the four county areas of Leon, Wakulla, Gadsden, and Jefferson and who in total own at least 50% or more of the business. Attach additional sheets as necessary.	Percentage of Ownership
1.	
2.	

_____ _____
Signature of Authorized Representative Date

STATE OF _____ COUNTY OF _____

The foregoing instrument was acknowledged before me this _____ day of _____, 20___.

By _____, of _____,
(Name of Officer or Agent, Title of Officer or Agent) (Name of Corporation Acknowledging)

a _____ corporation, on behalf of the corporation. He/she is personally
(State or Place of Incorporation)

known to me or has produced _____ as identification.
(Type of Identification)

_____
Signature of Notary

_____
Print, Type or Stamp Name of Notary

_____
Title or Rank

Serial Number, If Any _____

Attachment E

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AGENDA ITEM 2.F

CRTPA CAPITAL PURCHASE

March 21, 2011

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 2 F

CRTPA CAPITAL PURCHASE

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this agenda item is to seek approval for the purchase of a "SMART Board" and support computer for the CRTPA office conference room.

RECOMMENDED ACTION

Option 1: Approve the purchase of a "SMART Board" and support computer.

HISTORY AND ANALYSIS

CRTPA staff has found on a number of occasions while meeting with various groups the need to access maps, documents or presentations. The availability of a SMART Board at these meetings would make working sessions visual and interactive, so staff can present digital material, analyze data, brainstorm, solve problems and document decisions more efficiently than before. It also provides the ability to write digital notes and comments over presentation material such as applications, websites and documents - and then save them for review or distribution. The City of Tallahassee installed SMART Boards in a number of their conference rooms in City Hall and other city office buildings.

The cost of the SMART Board, installation and training under the State contract is approximately $6900.00. The support computer would be approximately $1000.00. Total equipment cost would be just under $8000.00. Funding for this purchase has been budgeted for under the capital outlay item in the current Unified Planning Work Program (UPWP).

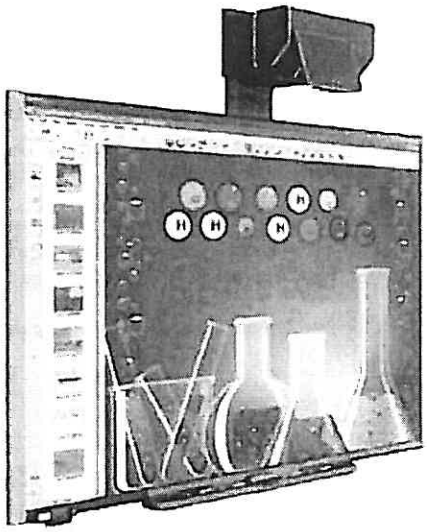
OPTIONS

Option 1: Approve the purchase of a "SMART Board" and support computer.

Option 2: Provide other direction.

ATTACHMENT

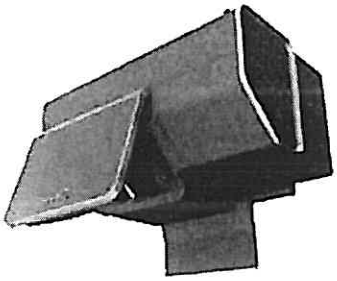
Attachment 1: Information Sheet for a SMART Board – 685ix
Attachment 2: State Contract price quote from vendor



SMART Board™ 685ix

interactive whiteboard system

The SMART Board 685ix interactive whiteboard system offers teachers and students an unparalleled classroom experience. As the world's first integrated system to combine an ultra-short-throw projector, a widescreen interactive whiteboard and an extended control panel, the 685ix provides extraordinary image quality and a large interactive surface for teaching and learning.



The 685ix is an integrated system that combines the following:

- A widescreen interactive whiteboard that provides 20 percent more space than a standard-sized interactive whiteboard
- An ultra-short-throw projector that virtually eliminates shadows, glare and distracting projector light
- An extended control panel that enables you to attach multimedia devices and start the system with one button
- Asset management features that allow the projector to be controlled and managed remotely through your IP network

Get students' attention

Lessons are bolder and brighter with the 685ix. The ultra-short-throw SMART UX60 projector virtually eliminates shadows, glare and distracting projector light, ensuring that teachers aren't casting shadows and students aren't straining to see the lesson. The SMART UX60 is positioned directly above the interactive whiteboard, projecting crisp, bright images from only 12" (30.5 cm) away. With this projector, lessons will look vibrant and well-defined, with high levels of brightness, contrast and true-color quality.

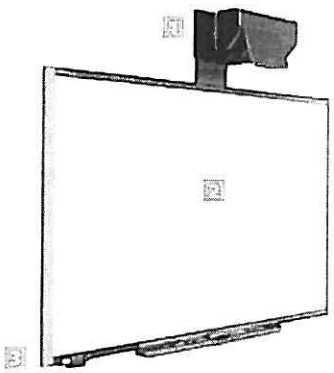
Widen their perspective

Teachers and students have 20 percent more working space with the 685ix than they would have with a standard-sized interactive whiteboard system. The 685ix combines an ultra-short-throw projector, with a 16:10 aspect ratio and native WXGA (1280 x 800) resolution, and an 87" (221 cm) widescreen interactive whiteboard, making videos and images seem truer to life.

Create more flexibility

The system's extended control panel offers teachers more flexibility while ensuring students can interact with lessons. Teachers can easily add multimedia devices, such as document cameras, DVD players and digital cameras, to the 685ix. These devices can then be accessed and controlled right from the extended control panel.

The 685ix is also easy to protect and maintain. It includes a multiaxis, adjustable wall mount that makes projector alignment a snap, and its network-enabled SMART UX60 projector can be controlled and managed remotely.



1. SMART UX60 projector – an integrated, ultra-short-throw WXGA (1280 x 800) projector with a 16:10 aspect ratio. The SMART UX60 has a 12" (30.5 cm) optical throw distance to the interactive whiteboard.
2. Widescreen SMART Board interactive whiteboard – a touch-sensitive surface that offers 20 percent more working space than a standard-sized interactive whiteboard. It connects to your computer and projector and shows the computer's desktop image.
3. Extended control panel – a panel that provides centralized control over classroom technology

Key features

Touch Recognition
Write with a pen, erase with your palm and move objects with your finger – without having to access other tools, buttons or on-screen menus. With Touch Recognition, the interactive whiteboard does the switching for you automatically.

Virtually shadow and glare free
Compared to longer throw projectors that are mounted on ceilings or walls, the 685ix system's ultra-short-throw projector, the SMART UX60, creates virtually no shadows or glare.

Superb image quality
Experience superb image quality with the 685ix. The SMART UX60 projector uses BrilliantColor™ technology to produce visuals with true-color quality and high levels of brightness and contrast.

Distortion free
Attach a high-definition camcorder, Blu-ray Disc™ player or widescreen laptop to the extended control panel to give your students a true-to-life multimedia experience, without the distractions of letterboxing or distortion.

Switchable dual-USB port
The extended control panel has a dual-USB port that enables you to connect two computers to the SMART Board interactive whiteboard and easily switch between them as required.

Color decay resistant
The SMART UX60 projector is highly resistant to color decay, image degradation and tinting, so the image stays vibrant and sharp, even after years of use

Network enabled
Connect the SMART UX60 projector to your school's IP network to send and receive commands to and from the web server or SNMP client. As a networked interactive whiteboard system, the 685ix has asset management features that enable you to control and manage the projector remotely.

Filter free
The SMART UX60 features a filter-free design, which ensures no filters need to be cleaned, maintained and replaced.

Long-lasting lamp
Be confident in the reliability of your projector lamp – the SMART UX60 lamp lasts for 2,500 hours in standard mode and 4,000 hours in economy mode.

Warranty
Get a three-year warranty on the SMART UX60 projector. The SMART Board interactive whiteboard has a five-year warranty upon product registration.

Comes with SMART Notebook™ software
The 685ix comes with award-winning SMART Notebook collaborative learning software.

Dual-user mode
This SMART Board interactive whiteboard is also available in a dual-touch model. With this model, two users can simultaneously write in their own separate workspaces in SMART Notebook software.

Specifications

SMART Board 685 interactive whiteboard

Size
77 1/2" W x 49 1/2" H x 5 1/8" D
(196.9 x 125.7 x 13.0 cm)

Active screen area
74" x 46 1/8"
(188.0 x 117.2 cm)
87 1/8" (221 cm) diagonal
16:10 aspect ratio

Weight
42 lb. (19.1 kg)

Extended control panel

Size
6 1/5" W x 3 1/5" H x 2 3/5" D
(15.7 x 8.1 x 6.6 cm)

SMART UX60 projector

Size
17 2/5" W x 14 3/10" H x 15 3/5" D
(44.2 x 36.3 x 39.6 cm)

Weight
24 lb. (10.9 kg)

Remote control
1 5/8" W x 3 3/8" H x 1/4" D
(4.0 x 8.6 x 0.7 cm)

Authorized reseller:

SMART Technologies

Toll Free 1.866.518.6791 (U.S./Canada)

or +1.403.228.5940

smarttech.com

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ATTACHMENT 2

Audio Visual Innovations, Inc., a wholly owned subsidiary of

AVI SPL

Quotation # 274270-F

Please indicate above number with order

Chris Detreville

Tallahassee, FL Office

Tel: (850) 894-3030
Fax: (800) 244-8630

To:	Yulonda Mitchell	**Date:**	1/25/2011
Company:	City of Tallahassee	**Phone:**	850-891-6817
Address:	435 N. Macomb St Tallahassee, FL 32301 USA	**Fax:**	
		Email:	Yulonda.Mitchell@talgov.com

Item Number	Item Description	Qty	Unit Price	Extended Price
SMASB685IX	SMART BOARD 685 W/UNIFI 60 PROJECTOR Fla State Contract 880-000-09-1	1	$4,499.25	$4,499.25
SMASBAL	PROJECTION AUDIO SYSTEM Fla State Contract 880-000-09-1	1	$260.13	$260.13
INSTALLATION	Florida State Contrat 880-000-09-1 Does not inlcude any needed electrical. Must have 98" of ceiling height (minimum). Includes wall mounting smartboard and projector, speakes all cabling and ECP module.	1	$1,199.00	$1,199.00
ELECTRICAL	(For Projector) Fla State Contract 880-000-09-1	1	$399.00	$399.00
ADDITIONAL CABLING	Wall plate	1	$240.00	$240.00
MISC MATERIALS		1	$99.00	$99.00
G-A	Insurance, bonding etc.	1	$191.40	$191.40
ONSITE TRAINING		1	$0.00	$0.00
			Total	$6,887.78

AGENDA ITEM 2.G

WOODVILLE HIGHWAY CORRIDOR MASTER PLAN
SOUTH CONTRACT EXTENSION

March 21, 2011

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 2 G

WOODVILLE HIGHWAY (SOUTH) CORRIDOR STUDY CONTRACT EXTENSION

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The Woodville Highway (South) Corridor Study is being presented for approval at the May 2011 meeting; the next step is completing the documents associated with the approval. This item extends the contact date to June 30, 2011 at no additional cost to ensure completion of all necessary and needed documentation.

RECOMMENDED ACTION

Option 1: Adopt a resolution extending the completion date of the documents associated with the Woodville Highway (South) Corridor Study until June 30, 2011.

HISTORY AND ANALYSIS

Upon adoption of the Woodville Highway (South) Corridor Study, the study documents must be developed and completed which will initiate and implement the policies and findings of the study. The existing contract of the consultant, (Vanasse Hangen Brustlin, Inc.) contains sufficient funding to complete the task; however, the completion date needs to be amended to June 30, 2011.

OPTIONS

Option 1: Adopt a resolution extending the completion date of the documents associated with the Woodville Highway (South) Corridor Study until June 30, 2011. (Recommended)

Option 2: Provide other direction.

ATTACHMENT

Attachment 1: Resolution 2011-01-3C Extension of Completion Date of Woodville Highway (South) Corridor Study

Capital Region
Transportation Planning Agency
CRTPA

Authorizing Resolution 2011-03-2G

A RESOLUTION of the Capital Region Transportation Planning Agency hereby referred to as the "CRTPA" authorizing the amending of a contract between the CRTPA and Vanasse Hangen Brustlin, Inc, (VHB) for extension of the completion date of the Woodville Highway (South) Corridor Study.

WHEREAS, the CRTPA wishes to complete the final reports for the Woodville Highway (South) Corridor Study; and

WHEREAS, the CRTPA has an existing contract with VHB for the development of the Woodville Highway (South) Corridor Study; and

WHEREAS, the CRTPA has found that additional time at no additional cost is needed to complete the Woodville Highway (South) Corridor Study documentation and associated tasks.

NOW THEREFORE, BE IT RESOLVED BY THE CRTPA THAT:

1. The CRTPA has the authority to amend an existing contract for services.
2. The CRTPA has approved the hiring of VHB to complete the Woodville Highway (South) Corridor Study.
3. The CRTPA has allowed for the completion of the Woodville Highway (South) Corridor Study document and ancillary documents upon CRTPA approval;
4. The CRTPA approves the extension of the contract timetable to June 30, 2011 for completion of the said tasks with existing funds;
5. The CRTPA authorizes the Chair to execute and Executive Director to administer the contract extension with VHB for the Woodville Highway (South) Corridor Study.

DULY PASSED AND ADOPTED THIS 21th DAY OF MARCH 2011.

_____
Douglas Croley
Chair

_____
Attest
Harry D. Reed III
Executive Director

AGENDA ITEM 3

CONSENT ITEMS PULLED FOR DISCUSSION

March 21, 2011

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 3

CONSENT ITEMS PULLED FOR DISCUSSION

AGENDA ITEM 4

CRTPA DISCUSSION

AGENDA ITEM 4.A

TRAILS MASTER PLAN

March 21, 2011

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 4 A

REGIONAL TRAILS MASTER PLAN

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

Every five years the Capital Region Transportation Planning Agency (CRTPA) is required to update and adopt a new long range transportation plan (LRTP) that is used by staff to request and direct funds for transportation system improvements in the region. The LRTP for the CRTPA was developed as a regional mobility plan, taking into consideration all modes of transportation. The Regional Mobility Plan (RMP) began development in 2008 and was adopted by the CRTPA in November of 2010.

During development of the Needs Plan for the RMP, the CRTPA Board directed staff to develop a plan for regional mobility via an interconnected trail system. The planning for a trail system could not be accomplished as part of the RMP due to time constraints, so a new contract for the development of a Regional Trails Master Plan was initiated with the RMP consultant, Reynolds, Smith, and Hills (RS&H), to complete the additional component of the overall plan. To ensure that the plans were integrated, the RMP was adopted with a $32.5 million dollar set-aside for regional trail implementation. These dollars were to be used to fund the projects identified as part of the Regional Trails Master Plan.

At this time, RS&H and CRTPA staffs are ready to present the Regional Trails Master Plan for CRTPA approval. The Master Plan completes the last component of the adopted RMP, includes both a Needs Plan and a Cost Feasible Plan, and reflects public input gathered throughout the development of the Plan.

RECOMMENDED ACTION

Option 1: Adopt the Regional Trails Master Plan.

CRTPA SUBCOMMITTEE RECOMMENDATIONS

At the March 8, 2011 CRTPA Subcommittee Meetings, all three CRTPA Subcommittees approved a motion to approve the Regional Trails Master Plan.

The Technical Advisory Committee (TAC), upon review of the proposed Regional Trails Plan made a motion to approve the Plan with the following amendments:

1. Include the following named trail projects that the City of Tallahassee Parks and Recreation Department is currently working on:

    a. Alford Arms/Lafayette-Heritage Trail Bridge
    b. Dr. Billings Greenway Trail Head
    c. City of Tallahassee Trail and Greenway Implementation Projects:

        1. Dr. Charles Billings Greenway
        2. Goose Pond to Apalachee Parkway connector trail
        3. Alford Arms Greenway to Miccosukee Canopy Road Greenway
        4. Miccosukee Greenway Trailhead to Killearn Trail connector
        5. Centerville Canopy Road to Maclay Gardens State Park connector.

2. Include in the ***Special Coordination and Study Efforts*** portion of the plan the adopted Tallahassee-Leon County Planning Department's Trails and Greenways Master Plan for identification of further "transportation via trail" opportunities.

3. Include in the ***Special Coordination and Study Efforts*** portion of the plan, a section to indicate a need to look for additional opportunities for Sharrow usage. This is because as other studies under development become finalized, additional sharrows may be needed. Funding is currently identified for sharrows in the Cost Feasible Plan, and this statement would open up the ability to fund sharrows that are currently unspecified as needed at this time.

The Citizen Advisory Committee (CAC) and Multimodal Advisory Committee (MAC) approved motions recommending approval of the Regional Trails Master Plan as recommended by the TAC.

HISTORY AND ANALYSIS

During development of the Needs Plan for the RMP, the CRTPA Board directed staff to develop a plan for regional mobility via an interconnected hard surface trail system. The planning for a trail system could not be accomplished as part of the RMP due to time constraints, so a new contract for the development of a Regional Trails Master Plan was initiated with the consultant on contract for the RMP (Reynolds, Smith, and Hills – RS&H). To ensure that the plans were integrated, the RMP was adopted with a $32.5 million dollar set-aside for regional trail implementation. These funds were to be used for projects identified as part of the Regional Trails Master Plan for the CRTPA.

The contract to begin the Regional Trails Master Plan was executed between the CRTPA and RS&H in August of 2010. The work on the project began in September of 2010 and was to be completed by the March CRTPA meeting. The project is on-schedule.

Existing Conditions

The project began by compiling existing GIS data from various sources on the nature and location of various trails, parks, employment centers, schools, and recreational destinations. Coordination

meetings took place between CRTPA staff, RS&H, Office of Greenways and Trails, local government planning departments, local government parks and recreation departments, and local stakeholders groups to name a few. Facilities were mapped to show where the hard surface trails are located and to highlight the gaps in the system along with the regional points of interest (such as schools, parks, employment centers, etc.). This inventory was compared against the projects already identified as part of the overall RMP to determine where actual gaps still existed.

The first public meeting for the Regional Trails Master Plan was held at the Jack McLean Community Center in Tallahassee on Wednesday, January 19, 2011 from 5:00 pm – 7:00 pm. The purpose of this meeting was to gather input from citizens, special interest groups, and agencies on the existing inventory of trails within the region. Surveys were distributed to receive input on things such as where citizens most use the system, and where they WOULD most use the system if it was in place. Attendance and survey response was very high at this meeting, with the St. Marks Trail, Goose Pond Trail, and trails within Tom Brown Park mentioned most frequently as currently used. Survey respondents identified amenities to trails being a need, such a drinking fountains, and benches.

Maps 1 - 6 depict the existing trails conditions for the overall region, as well as each of the four (4) counties within it (including an inset map for more detailed areas). These maps, although not included in this agenda at the time of printing, will be made available to the CRTPA Board no later than Wednesday, March 16, 2011, and will also be available for viewing online at **www.crtpa.org**.

Needs Plan – Proposed Trails Network Connections

Following the public meeting to gather input on where connections were most needed, efforts began to identify how to provide the connections within the region. Where public land was not identified as useable for trail extensions, facilities were proposed adjacent to the existing roadway system, or markings were identified for the road to indicate sharing of the road with cyclists. In some instances, areas of the region were identified for future study to determine where the best connections could be negotiated with private land owners, or co-located with public facilities such as utilities.

The resulting Needs Plan for the Regional Trails Master Plan reflected a wide-range of projects and coordination efforts covering a variety of facility types. The projects in the Needs Plan were derived primarily from citizens identifying where they wanted trails to go, and where they currently use the system. Additionally, "Special Coordination and Study Efforts" are highlighted in the Needs Plan to signify that other initiatives are currently underway in regard to trail development within the region. These initiatives and plans are to be coordinated in order to further regional trails implementation. As these independent plans and initiatives develop further, results may need to be amended into the Regional Trails Master Plan, or rolled into the next Long Range Transportation Plan (LRTP), which is scheduled to be completed in 2015, but started in 2012 –only a year away! ***Maps 7- 12*** depict the Proposed Needed Trail Connections (Needs Plan) for the overall region, as well as each of the four (4) counties within it (including an inset Map for more detailed areas). These maps, although not included in this agenda at the time of printing, will be made available to the CRTPA Board no later than Wednesday, March 16, 2011, and will also be available for viewing at **www.crtpa.org**.

Public Meeting on the Proposed Trail Connection Projects

The second public meeting for development of the Regional Trails Master Plan took place on Wednesday, February 16, 2011 at the Leroy Collins Public Library. Attendees were given a brief overview of the project including the project goals, and they were shown displays that depicted the existing and proposed trails system throughout the four-county region. Attendees were given survey forms to report on how well the proposed network would meet their transportation goals via trails. Of the responses received, half of the commenters selected that "the proposed network strongly meets and exceeds the goals of the project." The other half selected that "the proposed network satisfies the goals of the project." All respondents indicated that the proposed trail system would cause them to use the system much more frequently than they currently do. Additionally, attendees indicated that the proposed network would provide greater opportunity for an alternative method of transport to work, school, shopping, and other recreational opportunities.

Several attendees had more specific comments about the proposed network. One noted that there is a gap in the existing trail system in Tallahassee between Gamble Street and Stadium Drive. This was updated in the existing trail data. Two attendees, after discussing with staff that the Capital City to the Sea Loop south of the Tallahassee airport will be one of the two options currently shown (one on Springhill Road, the other through the National Forest), commented that the route through the National Forest is their preferred alignment for this portion of the trail. They believe it would be safer and a better experience if it travels through the National Forest rather than along the roadway. The actual alignment for this trail will be determined later in the study process. An additional attendee noted concern about the number of trails located along roadways. Finally, one commenter noted that the trail plan is a great planning tool and will enhance the livability of the area.

Cost Feasible Plan

Following the public meeting on the proposed Need Plan for the Regional Trails Master Plan, the next step in Plan development was pulling together the project assessment, project cost, and revenues to produce the Regional Trails Cost Feasible Plan. It was not a simple process given the need to ensure that the CRTPA is creating a well-connected financially feasible regional transportation plan that is being developed in such a way as to balance the expenditures throughout the region in a meaningful way.

The steps taken to develop the Trails Cost Feasible Plan (CFP) followed those of the development for the overall RMP and are summarized below.

Project Assessment

The first step in the development of the CFP was an assessment based off of the Goals, Objectives and Strategies that were approved by the CRTPA. The strategies utilized for the Regional Trails Master Plan were the same as those used in the development of the overall RMP. Strategies were divided into both Urban and Rural categories to ensure that all of the projects were assessed on a scale that reflected the location of the project. Urban assessment was used for

projects in Leon County, and the rural assessment was used for projects located within Gadsden, Jefferson, and Wakulla Counties.

Differences between Urban and Rural
The Project Assessment Criteria is shown as ***Attachment 1*** (Urban) and ***Attachment 2*** (Rural). The urban assessment pertains to those areas where a project could provide connectivity between existing bike, pedestrian, and transit modes. The rural assessment pertains to those areas where existing bike, pedestrian, or transit facilities are limited.

The completion of the Project Assessment Phase provided the foundation for the development of the CFP, as project points were revealed for each project in the Needs Plan.

Project Cost Development
The development of each project's cost ran concurrent with the development of the project assessment process. The Florida Department of Transportation (FDOT) Quarterly cost estimates that were provided for the RMP were also used in the development of the Regional Trails Master Plan cost estimates for consistency.

Revenue
The trail implementation revenues were already identified in the adopted RMP, and therefore, the CFP simply divided up the revenues by tier to allocate funding over the life of the plan. Projects that were identified in the CFP of the overall RMP were included in a special section of the Regional Trails Master Plan CFP indicating that although being developed, their project costs are being assumed through the RMP CFP, and not from the $32.5 million set aside for implementation of the Regional Trails Master Plan.

Year of Expenditure
The projects have been programmed for funding in a new "Year-of –Expenditure" procedure that accounts for the increase costs of a project based on the estimated time period for the project to begin, regardless of phase. The inflation factors used were provided by the FDOT.

Time Period Tiers
The projects were programmed for funding in five-year increments, same as the projects were programmed in the RMP. The first five-year increment is accounted for by the Transportation Improvement Program (TIP), which already goes to the year 2015. Based on this startup date, the first time period or, Tier 1 is 2016 – 2020, Tier 2 is 2021 - 2025, Tier 3 is 2026 – 2030 and Tier 4 is 2031 – 2035.

The Table on the following page identifies how the revenues are being divided by "Tier", and also shows the balancing of the project costs against available revenue over the life of the RMP and Regional Trails Master Plan. ***Attachment 3*** shows the proposed CFP expenditures by individual project and tier. ***Attachment 4*** is the Regional Trails Needs Plan.

Table 1
Regional Trails Master Plan Tier Expenditures 2016- 2035

Year of Expenditure Tiers	Total Funds Needed	Total Funds Allocated per RMP	Surplus or (Deficit)
Tier 1 2016-2020	$9,365,222	$9,150,000	($215,222)
Tier 2 2021-2025	$10,472,000	$10,000,000	($472,000)
Tier 3 2026-2030	$6,023,819	$5,600,000	($423,819)
Tier 4 2031-2035	$6,726,964	$7,800,000	$1,073,036
		TOTAL	**($38,005)**

Cost Feasible Plan Maps

The Draft CFP, ***Maps 13-18*** will be provided to the CRTPA members no later than Wednesday, March 16, 2011. The Maps will be presented large-scale at the March 21, 2011 meeting, and will be available on the CRTPA webpage at **www.crtpa.org**. Due to the regional scale of this project, detail is difficult to see on the printed maps.

NEXT STEPS

After the March 21, 2011 CRTPA meeting, CRTPA staff will set up meetings with FDOT and Federal Highway Administration (FHWA) to review and provide copies of the RMP for any clarification that needs to be provided. Following that, CRTPA staff will initiate development of the priority project lists (PPLs) to be submitted to the FDOT in the fall for funding consideration in the development of the FDOT FY 2013 – FY 2017 Work Program, and then included in the FY 2013 - FY 2017 TIP. The PPLs will include the projects recently identified in the Cost Feasible Regional Mobility Plan, including the trails projects.

OPTIONS

Option 1: Adopt the Regional Trails Master Plan. (Recommended)

Option 2: Provide other direction.

ATTACHMENTS

Attachment 1: Urban Project Assessment Criteria
Attachment 2: Rural Project Assessment Criteria
Attachment 3: Cost Feasible Plan Project List by Tier and Expenditure
Attachment 4: Needs Plan Projects

As noted above, the following maps will be provided to Board members by Wednesday, March 16, 2011:

Map 1 – Existing Trails Map CRTPA Region
Map 2 – Existing Trails Map Gadsden County
Map 3 – Existing Trails Map Jefferson County
Map 4 – Existing Trails Map Leon County
Map 5 – Existing Trails Map Tallahassee Inset
Map 6 – Existing Trails Map Wakulla County
Map 7 – Draft Trails Needs Plan CRTPA Region
Map 8 – Draft Trails Need Plan Gadsden County
Map 9 – Draft Trails Need Plan Jefferson County
Map 10 – Draft Trails Needs Plan Leon County
Map 11 – Draft Trails Needs Plan Tallahassee Inset
Map 12 – Draft Trails Needs Plan Wakulla County
Map 13 – Draft Trails CFP CRTPA Region
Map 14 – Draft Trails CFP Gadsden County
Map 15 – Draft Trails CFP Jefferson County
Map 16 – Draft Trails CFP Leon County
Map 17 – Draft Trails CFP Tallahassee Inset
Map 18 – Draft Trails CFP Wakulla County

REGIONAL MOBILITY PLAN
URBAN STRATEGIES AND ASSESSMENT CRITERIA

Approved Strategy	Assessment	Scoring System		
Multimodal access, transit, bicycle and pedestrian, is provided to and between activity centers	Does the project connect/serve activity centers and connect residential areas to activity centers?	**1 = Yes**	**0.5 = Some**	**0 = No**
Connectivity between transit, pedestrian and bicycle networks	Does the project improve inter-network connectivity?	**1 = Yes**	**0.5 = Some Improvement**	**0 = No**
		Transit route within approx. 1/2 mile and intermodal connectivity is improved	*Some multimodal improvement but not within all modes*	
Increase modal share for transit, bicycles and pedestrians	Does the project serve population and employment centers?	**1 = Yes**	**0.5 = Some**	**0 = No**
		Based on identified areas from existing conditions report	*Between known future areas or within one center*	
	Does the project improve bike/ped LOS	**1 = Yes**		**0 = No**
Modal network gaps are eliminated	Does the project incorporate facilities for commuting opportunities and improved LOS	**1 = Yes**	**0.5 = Some**	**0 = No**
		Incorporates multimodal opportunities	Incorporates some modal opportunities	
	Does the project increase the connectivity index?	**1 = Yes**	**0.5 = Some**	**0 = No**
Safe bicycle and pedestrian connections to schools	Does the project connect to schools?	**1 = Yes**		**0 = No**
Mobility options are provided for all populations	Does the project increase mobility options for all citizens	**1 = Yes**	**0.5 = Some**	**0 = No**
		Serves identified environmental justice areas from existing conditions report	Partially serves identified environmental justice areas from existing conditions report	Does not serve identified environmental justice areas from existing conditions report
Design elements provide for viable, safe and pleasant multimodal usage (complete streets)	Does the project increase connectivity and incorporate all modes?	**1 = Yes**	**0.5 = Some**	**0 = No**
	Does the project improve multimodal access on facilities?	**1 = Yes**	**0.5 = Some**	**0 = No**
Design elements are in keeping with community character	Does the project improve transportation for communities and neighborhoods without adverse affect on character?	**1 = Yes**	**0.5 = Some**	**0 = No**
Design elements maximize efficiency for freight movement on designated freight routes	Does the project improve freight movement?	**1 = Yes**	**0.5 = Potential Improvement**	**0 = No**
Design elements do not impact efficiency on designated evacuation routes	Does the project improve evacuation?	**1 = Yes**		**0 = No**
Growth center	Is the project located in an identified growth center?	**3 = Yes**	**1.5 = Partial**	**0 = No**
		Growth area identified from preferred scenario		

REGIONAL MOBILITY PLAN
RURAL STRATEGIES AND ASSESSMENT CRITERIA

Approved Strategy	Assessment	Scoring System		
Multimodal access for bicycle and pedestrian is provided to and between activity centers	Does the project connect/serve activity centers and connect residential areas to activity centers?	**1 = Yes**	**0.5 = Some**	**0 = No**
Commuter options are provided	Does the project improve inter-network connectivity and commuter options?	**1 = Yes**	**0.5 = Some Improvement**	**0 = No**
Increase modal share for transit, bicycles and pedestrians	Does the project serve population and employment centers?	**1 = Yes**	**0.5 = Some Improvement**	**0 = No**
		Based on identified areas from existing conditions report	*Between known future areas or within one center*	
	Does the project improve bike/ped LOS	**1 = Yes**	**0.5 = No Impact**	**0 = No**
Modal network gaps are eliminated	Does the project incorporate facilities for commuting opportunities and improved LOS	**1 = Yes**	**0.5 = Some**	**0 = No**
		Incorporates multimodal opportunities	Incorporates some modal opportunities	
	Does the project increase the connectivity index?	**1 = Yes**	**0.5 = Some**	**0 = No**
Safe bicycle and pedestrian connections to schools	Does the project connect to schools?	**1 = Yes**		**0 = No**
Mobility options are provided for all populations	Does the project increase mobility options for all citizens	**1 = Yes**	**0.5 = Some**	**0 = No**
		Serves identified environmental justice areas from existing conditions report	Partially serves identified environmental justice areas from existing conditions report	Does not serve identified environmental justice areas from existing conditions report
Design elements provide for viable, safe and pleasant multimodal usage (complete streets)	Does the project increase connectivity and incorporate multi-modes?	**1 = Yes**	**0.5 = Some**	**0 = No**
	Does the project improve multimodal access on facilities?	**1 = Yes**	**0.5 = Some**	**0 = No**
Design elements are in keeping with community character	Does the project improve transportation for communities and neighborhoods without adverse affect on character?	**1 = Yes**		**0 = No**
Design elements maximize efficiency for freight movement on designated freight routes	Does the project improve freight movement?	**1 = Yes**	**0.5 = Potential Improvement**	**0 = No**
Design elements do not impact efficiency on designated evacuation routes	Does the project improve evacuation?	**1 = Yes**	**0.5 = Potential Improvement**	**0 = No**
Growth center	Is the project located in an identified growth center?	**3 = Yes**	**1.5 = Partial**	**0 = No**
		Growth area identified from preferred scenario		

CRTPA REGIONAL TRAILS MASTER PLAN - COST FEASIBLE PLAN

March 11, 2011

Project Number	Identified Projects: NAME	TERMINI: FROM	TERMINI: TO	PROPOSED IMPROVEMENT	County	16.0 Total	Present Day Costs	Project Tier	TIER ONE (1) YEAR OF EXPENDITURE: 2016 - 2020 Total Project Cost	TIER TWO (2) YEAR OF EXPENDITURE: 2021 - 2025 Total Project Cost	TIER THREE (3) YEAR OF EXPENDITURE: 2026 - 2030 Total Project Cost	TIER FOUR (4) YEAR OF EXPENDITURE: 2031 - 2035 Total Project Cost
1	Capital Circle	Apalachee Pkwy	End of exist. Sidepath/Hill Lane	Trail Adjacent to Road	L	14.0	$ 331,200	1	$ 433,872	$ -	$ -	$ -
2	Sharrow Projects						$ 10,000		$ 10,000			
	SR 61/Thomasville Road	E 9th Street	Meridian Road	Sharrow	L	13.5		1	$ -	$ -	$ -	$ -
	US 90/W Washington Drive	Mahan Drive	MLK Jr Avenue	Sharrow	J	13.0		1	$ -	$ -	$ -	$ -
	S Water Street	Williams Street	US 90/W Washington Street	Sharrow	G	13.0		1	$ -	$ -	$ -	$ -
	Crawford Street	US 90/W Jefferson Street	Eames Street	Sharrow	G	13.0		1	$ -	$ -	$ -	$ -
	Main Street	Holly Street	N Main St/Azalea Drive	Sharrow	G	13.0		1	$ -	$ -	$ -	$ -
	Holly Drive	US 90/W Washington Street	Main Street	Sharrow	G	13.0		1	$ -	$ -	$ -	$ -
	N Main Street	Main Street/Azalea Drive	US 90/W Washington Street	Sharrow	J	13.0		1	$ -	$ -	$ -	$ -
	Meridian Road	SR61/Thomasville Road	Henderson Road	Sharrow	L	11.0		1	$ -	$ -	$ -	$ -
3	Maclay Boulevard	Maclay Commerce Drive	Maclay Road	Trail Adjacent to Road	L	13.0	$ 1,913,922	1	$ 2,507,238	$ -	$ -	$ -
4	MLK Jr Boulevard/Brickyard Road	Knight Road	Easement east of Midway/S of RR	Bike Lanes	G	13.0	$ 1,265,760	1	$ 1,658,146	$ -	$ -	$ -
5	MLK Jr Boulevard	Pat Thomas Parkway	Camilla Avenue	Trail Adjacent to Road	G	13.0	$ 671,425	1	$ 879,567	$ -	$ -	$ -
6	MLK Jr Boulevard	Camilla Avenue	S Atlanta Street	Bike Lanes	G	13.0	$ 324,000	1	$ 424,440	$ -	$ -	$ -
7	On easement/Market Square area (E-W power transmission line)	E-W from easement	Maclay Boulevard	Trail on Easement	L	13.0	$ 364,500	1	$ 477,495	$ -	$ -	$ -
8	Pepper Drive	N Lake Bradford	Lipona Road	Bike Lanes	LL	13.0	$ 341,280	1	$ 447,077	$ -	$ -	$ -
9	Lipona Road	Pepper Drive	W Pensacola Street	Bike Lanes	G	13.0	$ 276,480	1	$ 362,189	$ -	$ -	$ -
10	Dover Road	MLK Jr Boulevard/Brickyard Road	US 90	Bike Lanes	L	13.0	$ 233,280	1	$ 305,597	$ -	$ -	$ -
11	W Tennessee Street	Easment West of SR 263	Exist. Bike lanes on W Tennessee Street	Bike Lanes	J	13.0	$ 142,560	1	$ 186,754	$ -	$ -	$ -
12	Martin Road	US 19/S Jefferson Street	Ike Anderson Bike Trail	Trail Adjacent to Road	L	11.0	$ 167,284	1	$ 219,142	$ -	$ -	$ -
13	On easement NW of Tom Brown Park (Power transmission line & electric easement)	Tom Brown Park	N and W to end of Goose Pond Trail	Trail on Easement	L	9.5	$ 980,100	1	$ 1,283,931	$ -	$ -	$ -
14	Weems Road	Dartmouth Drive	Mahan Drive	Bike Lanes	L	9.5	$ 129,600	1	$ 169,776	$ -	$ -	$ -
15	St Marks Trail Bike/Ped Bridge - Phase 1	West side of Woodville Highway across Capital Circle		Bike/Ped Overpass	L	13.0	$ 4,100,000	2	$ -	$ 6,314,000	$ -	$ -
16	St Marks Trail Bike/Ped Bridge - Phase 2	South side of Capital Circle across Woodville Highway		Bike/Ped Overpass	G	13.0	$ 2,700,000	2	$ -	$ 4,158,000	$ -	$ -
17	Pat Thomas Parkway	MLK Jr Boulevard	W Clark Street	Trail Adjacent to Road	G	13.0	$ 1,766,538	3	$ -	$ -	$ 3,197,434	$ -
18	S Atlanta Street	MLK Jr Boulevard	US 90/Blue Star Highway	Trail Adjacent to Road	G	13.0	$ 1,561,539	3	$ -	$ -	$ 2,826,386	$ -
19	US 90/Blue Star Highway	Atlanta Street	Casey Lane	Trail Adjacent to Road	L	13.0	$ 1,579,824	4	$ -	$ -	$ -	$ 3,365,025
20	SR 61/Thomasville Road	E 9th Street	Exist. Bike lanes/S of I-10	Trail Adjacent to Road	L	11.0	$ 1,578,375	4	$ -	$ -	$ -	$ 3,361,939
				Total Project Costs			**$ 20,437,667**					
				TOTAL PROJECT COST BY TIER					**$ 9,365,222**	**$ 10,472,000**	**$ 6,023,819**	**$ 6,726,964**
				ALLOCATED FUNDING IN RMP					**$ 9,150,000**	**$ 10,000,000**	**$ 5,600,000**	**$ 7,800,000**
				SURPLUS/DEFICIT					**$ (215,222)**	**$ (472,000)**	**$ (423,819)**	**$ 1,073,036**
				TOTAL BALANCING					**$**			**(38,005)**

DRAFT CFP CHANGES BASED ON COMMITTEE COMMENTS:

- Coordination with Trails and Greenways Master Plan Transportation Opportunities
- Addition of specific City of Tallahassee Projects received 3/8/11
- Removed project along Buck Lake Road: currently under construction
- Grouped sharrow projects together
- Coordination with additional sharrow opportunities

Attachment 3

CRTPA REGIONAL TRAILS MASTER PLAN - COST FEASIBLE PLAN

March 11, 2011

Project Number	Identified Projects: NAME	TERMINI: FROM	TERMINI: TO	PROPOSED IMPROVEMENT	County	16.0 Total	Present Day Costs	Project Tier	TIER ONE (1) YEAR OF EXPENDITURE: 2016 - 2020 Total Project Cost	TIER TWO (2) YEAR OF EXPENDITURE: 2021 - 2025 Total Project Cost	TIER THREE (3) YEAR OF EXPENDITURE: 2026 - 2030 Total Project Cost	TIER FOUR (4) YEAR OF EXPENDITURE: 2031 - 2035 Total Project Cost
SPECIAL COORDINATION AND STUDY EFFORTS												
	Coordination with Woodville Corridor Study Recommendations											
	Coordination among involved agencies and advocacy groups to take advantage of opportunities to complete connections through private land holdings											
	Tallahassee Leon County Planning Department Trails and Greenways Master Plan Transportation Opportunities											
	Additional Opportunities for Sharrows											
PROJECTS WITH OTHER FUNDING												
	City of Tallahassee Trail and Greenway Projects (Provided by City of Tallahassee Parks and Recreation Dept.)											
	Alford Arms/Lafayette - Heritage Trail Bridge						$ 500,000					
	Dr. Billings Greenway Trailhead						$ 40,000					
	City of Tallahassee Trail and Greenway Implementation\						$ 300,000					
	Connector 1: Dr. Charles Billings Greenway											
	Connector 2: Goose Pond/Apalachee Parkway to St. Marks											
	Connector 3: Alford Arms Greenway to Miccosukee Canopy Road Greenway											
	Connector 4: Miccosukee Greenway Trailhead to Killearn											
	Connector 5: Centerville Canopy Road to Mackly Gardens State Park											
PROJECTS CONTAINED IN REGIONAL MOBILITY PLAN												
	10th Avenue	Duval Street	Monroe at Legion Street	Shared Use Path								
	7th Avenue	Monroe Street	Magnolia Drive	Bike lanes								
	Apalachee Pkwy/US 27	Capital Circle	S Magnolia Drive	Bike Lanes								
	Apalachee Pkwy/US 27	Capital Circle	Connor Boulevard	Trail Adjacent to Road								
	Belle Vue Way	Herty Street	Hayden Road	Sharrow								
	Capital City to the Sea Trail											
	Circle Drive	S Magnolia Drive	Myers Park Drive	Bike Lanes								
	E Gaines Street	Myers Park Drive	S Gadsden Street	Bike Lanes								
	Gaile Ave	Tram Road	Crawfordville Road	Bike lanes								
	Iamonia Street	Roberts Avenue	Levy Avenue	Trail Adjacent to Road								
	Jackson Bluff Road	Lake Bradford Road	Appleyard Road	Bike lanes								
	Lake Bradford Road	Gaines Street	Springhill Road	Bike lanes								
	Lake Bradford Road/Orange Avenue	Capital Circle	Capital Circle	Trail Adjacent to Road								
	Meridian Street	Paul Russell Road	Van Buren Street	Bike lanes								
	Mission Road	Ocala Road	Peachtree Drive	Bike lanes								
	MLK Jr Boulevard	Palmetto Street	W Gaines Street	Bike Lanes								
	Myers Park Drive	Circle Drive	E Gaines Street	Bike Lanes								
	N Bronough Street	North Duval/10th Avenue	W Gaines Street	Bike Lanes								
	N Duval Street	W Tharpe Street	W Gaines Street	Bike Lanes								
	Palmetto Street	E Magnolia Drive	S MLK Jr Boulevard	Bike Lanes								
	Paul Russell Road	Woodville Highway	Zilah Street	Bike lanes								
	Roberts Avenue	Mabry Street	Iamonia Street	Trail Adjacent to Road								
	S Magnolia Drive	Apalachee Parkway	S Adams Street	Bike Lanes								
	Tennessee Street	Blountstown Hwy/SR 366	Franklin Boulevard	Bike lanes								
	Tennessee Street	Magnolia Drive	Franklin Boulevard	Bike lanes								
	Tharpe Street	Monroe Street	Ocala Road	Trail Adjacent to Road								
	Wahnish Way	Osceola Avenue	FAMU Way	Bike lanes								

Attachment 3

CRTPA Regional Trails Master Plan: Needs Plan

Identified Projects

NAME	TERMINI		PROPOSED IMPROVEMENT
	FROM	TO	
10th Avenue	Duval Street	Monroe at Legion Street	Shared Use Path
7th Avenue	Monroe Street	Magnolia Drive	Bike lanes
Apalachee Pkwy/US 27	Capital Circle	S Magnolia Drive	Bike Lanes
Apalachee Pkwy/US 27	Capital Circle	Connor Boulevard	Trail Adjacent to Road
Bannerman Rd	Thomasville Rd	Meridian Rd	Trail Adjacent to Road
Belle Vue Way	Herty Street	Hayden Road	Sharrow
Blair Stone Road	Park Avenue/end exist. Sidepath	Capital Circle SE	Trail Adjacent to Road
Bloxham Cutoff Road	US 98	Capital City to the Sea Loop/within Appalachicola National Forest	Trail Adjacent to Road
Capital Circle	Apalachee Pkwy	End of exist. Sidepath/Hill Lane	Trail Adjacent to Road
Capital Circle	Blountstown Hwy	W Orange Avenue	Trail Adjacent to Road
Capital Circle	Exist. Bike Lanes N of Blountstown	Exist. Bike lanes S of I-10	Bike lanes
Capital City to the Sea Trail			
Circle Drive	S Magnolia Drive	Myers Park Drive	Bike Lanes
Crawford Street	US 90/W Jefferson Street	Eames Street	Sharrow
Dover Road	MLK Jr Boulevard/Brickyard Road	US 90	Bike Lanes
E Gaines Street	Myers Park Drive	S Gadsden Street	Bike Lanes
FSU/TCC Connector	Municipal Way	Herty Street	Shared Use Path
Gaile Ave	Tram Road	Crawfordville Road	Bike lanes
Holly Drive	US 90/W Washington Street	Main Street	Sharrow
Iamonia Street	Roberts Avenue	Levy Avenue	Trail Adjacent to Road
Jackson Bluff Road	Lake Bradford Road	Appleyard Road	Bike lanes
Jefferson Street/US 90	GF&A Dr	Easement west of 263	Trail Adjacent to Road
Lake Bradford Road	Gaines Street	Springhill Road	Bike lanes
Lake Bradford Road/Orange Avenue	Capital Circle	Capital Circle	Trail Adjacent to Road
Lipona Road	Pepper Drive	W Pensacola Street	Bike Lanes
Maclay Boulevard	Maclay Commerce Drive	Maclay Road	Trail Adjacent to Road
Mahan Drive/US 90	Blair Stone Road	Easement west of Jefferson Co. line	Trail Adjacent to Road
Main Street	Holly Street	N Main St/Azalea Drive	Sharrow
Martin Road	US 19/S Jefferson Street	Ike Anderson Bike Trail	Trail Adjacent to Road
Meridian Road	SR61/Thomasville Road	Henderson Road	Sharrow
Meridian Street	Paul Russell Road	Van Buren Street	Bike lanes
Mission Road	Ocala Road	Peachtree Drive	Bike lanes
MLK Jr Boulevard	Pat Thomas Parkway	Camilla Avenue	Trail Adjacent to Road
MLK Jr Boulevard	Camilla Avenue	S Atlanta Street	Bike Lanes
MLK Jr Boulevard	Palmetto Street	W Gaines Street	Bike Lanes
MLK Jr Boulevard/Brickyard Road	Knight Road	Easement east of Midway/S of RR	Bike Lanes
Myers Park Drive	Circle Drive	E Gaines Street	Bike Lanes

CRTPA Regional Trails Master Plan: Needs Plan

Identified Projects

NAME	TERMINI		PROPOSED IMPROVEMENT
	FROM	TO	
N Bronough Street	North Duval/10th Avenue	W Gaines Street	Bike Lanes
N Duval Street	W Tharpe Street	W Gaines Street	Bike Lanes
N Main Street	Main Street/Azalea Drive	US 90/W Washington Street	Sharrow
N. Monroe Street	Exist. Bike lanes across I-10	Power transmission easement/South of Upper Ochlockonee River	Trail Adjacent to Road
N-S easement W of Geddie Road (power transmission line)	Blountstown Highway	Brickyard Road	Trail on Easement
N-S easement W of SR 263 (power transmission line)	US 90/Tennessee Street	Upper Ochlockonee River	Trail on Easement
Ocala Road	Pensacola Street	W Tharpe Street	Trail Adjacent to Road
On easement (power transmission line S of I-10/Capital Circle)	Goose Pond Trail	S of I-10	Trail on Easement
On easement NW of Tom Brown Park (Power transmission line & electric easement)	Tom Brown Park	N and W to end of Goose Pond Trail	Trail on Easement
On easement/Market Square area (E-W power transmission line)	E-W from easement	Maclay Boulevard	Trail on Easement
On E-W easement (power transmission line)	US 90/W Washington Highway	US 19/S Jefferson Street	Trail on Easement
On N-S easement (power transmission line)	Upper Ochlockonee River	US 27	Trail on Easement
On N-S easement/Market Square area (power transmission line)	N of I-10/Market Square	Bannerman Road	Trail on Easement
Ox Bottom Road	Thomasville Road	Meridian Road	Trail Adjacent to Road
Palmetto Street	E Magnolia Drive	S MLK Jr Boulevard	Bike Lanes
Pat Thomas Parkway	MLK Jr Boulevard	W Clark Street	Trail Adjacent to Road
Paul Russell Road	Woodville Highway	Zilah Street	Bike lanes
Pensacola St/Blountstown Hwy	Ocala Road	Appalachicola Natl Forest Motorized Trails	Trail Adjacent to Road
Pepper Drive	N Lake Bradford	Lipona Road	Bike Lanes
Roberts Avenue	Mabry Street	Iamonia Street	Trail Adjacent to Road
S Atlanta Street	MLK Jr Boulevard	US 90/Blue Star Highway	Trail Adjacent to Road
S Magnolia Drive	Apalachee Parkway	S Adams Street	Bike Lanes
S Water Street	Williams Street	US 90/W Washington Street	Sharrow
Shadeville Road	Cap City to Sea Loop	Bloxham Cutoff	Trail Adjacent to Road
SR 61/Thomasville Road	E 9th Street	Meridian Road	Sharrow
SR 61/Thomasville Road	E 9th Street	Exist. Bike lanes/S of I-10	Trail Adjacent to Road
St Marks Trail Bike/Ped Bridge - Phase 1	West side of Woodville Highway across Capital Circle		Bike/Ped Overpass
St Marks Trail Bike/Ped Bridge - Phase 2	South side of Capital Circle across Woodville Highway		Bike/Ped Overpass
Tennessee Street	Blountstown Hwy/SR 366	Franklin Boulevard	Bike lanes
Tennessee Street	Magnolia Drive	Franklin Boulevard	Bike lanes
Tharpe Street	Monroe Street	Ocala Road	Trail Adjacent to Road
US 19/S Jefferson Street	utility easement	Martin Road	Trail Adjacent to Road

CRTPA Regional Trails Master Plan: Needs Plan

Identified Projects

NAME	TERMINI		PROPOSED IMPROVEMENT
	FROM	TO	
US 27/N Main Street	Power easement	9th Street	Bike lanes
US 90/Blue Star Highway	Atlanta Street	Casey Lane	Trail Adjacent to Road
US 90/W Washington Drive	Mahan Drive	MLK Jr Avenue	Sharrow
US 98	Bloxham Cutoff Road	St Marks Trail	Trail Adjacent to Road
W Tennessee Street	Easment West of SR 263	Exist. Bike lanes on W Tennessee Street	Bike Lanes
Wahnish Way	Osceola Avenue	FAMU Way	Bike lanes
Weems Road	Dartmouth Drive	Mahan Drive	Bike Lanes

AGENDA ITEM 4.B

WOODVILLE HIGHWAY

(NORTH-CAPITAL CIRCLE TO GAILE AVENUE) CORRIDOR STUDY AND PROJECT DEVELOPMENT AND ENVIRONMENT STUDY (PD&E)

March 21, 2011

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 4 B

WOODVILLE HIGHWAY (NORTH - CAPITAL CIRCLE, SOUTHEAST TO GAILE AVENUE) CORRIDOR STUDY AND PROJECT DEVELOPMENT AND ENVIRONMENT STUDY (PD&E)

REQUESTED BY: CRTPA Staff	**TYPE OF ITEM**: Discussion

STATEMENT OF ISSUE

As a result transportation analysis for the Corridor Study for Woodville Highway North (Gaile Avenue to Capital Circle, Southeast), the consultant recommended that the project be expanded (and subsequent Project Development and Environment Study) to include Tram Road and Paul Russell Road. After several meetings and review of the data, CRTPA staff concurs and is recommending the CRTPA Board approve a motion to expand the project.

RECOMMENDED ACTION

Option 1: Approve the expansion of the Woodville Highway (Gaile Avenue to Capital Circle, Southeast) Corridor Study and Project Development and Environment Study to Paul Russell Road.

HISTORY AND ANALYSIS

The Woodville Highway Corridor Study – North (Gaile Avenue to Capital Circle, Southeast) began in March of 2010. Since that time the consultants have been collecting data, interviewing stakeholders, and holding public meetings and a two-day Charette to identify options for the corridor. During the analysis of the data the consultants looked at options to address the Gaile Avenue/Woodville Highway/Crawfordville Road intersection and came to the conclusion that any solution would extend beyond the project limits. These options incorporate alternatives that include the Tram Road intersection and potentially impact the Paul Russell Road intersection.

Based on the potential impacts from improvements beyond the boundaries of the project, staff in conjunction with the consultant, is recommending that the limits of the projects be extended to the Paul Russell Road intersection.

The cost of extending the project, including analysis, changes to the Corridor Study and expansion of the Project Development and Environment Study (PD & E) will be $180,000. The additional funding need for the project extension will come from funds already provided to the Florida Department of Transportation (FDOT) by Leon County for the Project Development and Environment Study (PD&E)

and design of Woodville Highway improvements. Approval in concept for the extension and expenditure of these funds has been discussed and approved by all parties.

The local funding agreement between Leon County and the FDOT will need to be amended to reflect the new limits of the project. The approval of this action is expected to occur at the April 12, 2011 meeting of the Leon County Board of County Commissioners.

The execution of any changes to the existing agreement will not take place until after an affirmative action by the Leon County Board of County Commissioners.

NEXT STEPS

With the CRTPA Board's approval of the extension of the Corridor Study and PD&E limits, CRTPA staff will execute the necessary documents with the FDOT and Kimley-Horn and Associates.

If the CRTPA does not approve the project limit extension then the project will continue on course without any analysis north of Gaile Avenue.

OPTIONS

Option 1: Approve the expansion of the Woodville Highway (Gaile Avenue to Capital Circle, Southeast) Corridor Study and Project Development and Environment Study to Paul Russell Road. (Recommended)

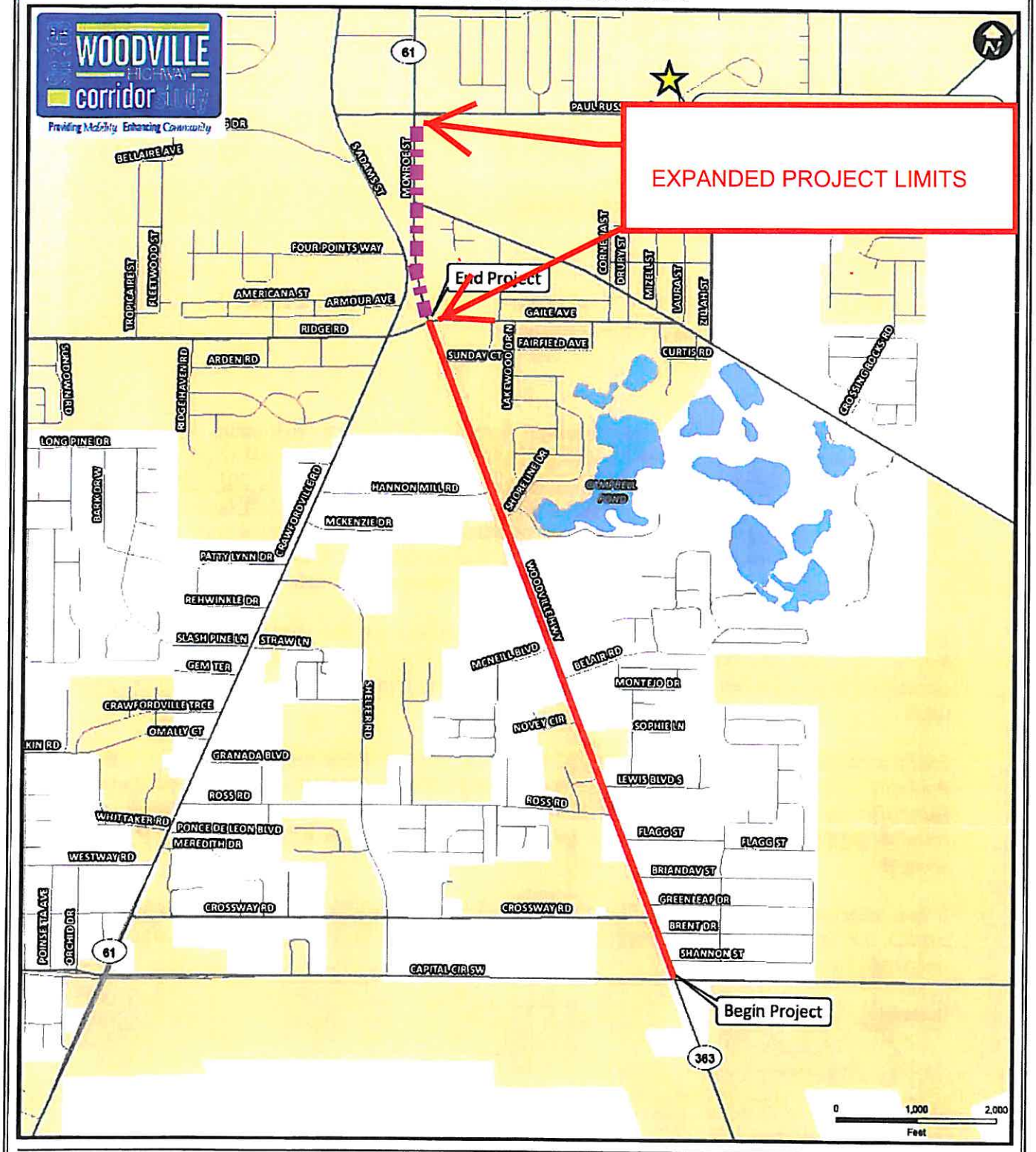
Option 2: Provide other direction.

ATTACHMENT

Attachment 1: Map of Woodville Highway Corridor and Proposed Extension Area
Attachment 2: Resolution to Amend the Funding Agreement with the Florida Department of Transportation.
Attachment 3: Resolution Authorizing Amending the Kimley-Horn & Associates, Inc. Contract for Woodville Highway.

WOODVILLE HIGHWAY CORRIDOR STUDY

CAPITAL CIRCLE TO GAILE AVENUE



Woodville Highway Corridor Study Limits
Local Roads
City Limits
Water

Capital Region Transportation Planning Agency CRTPA

Kimley-Horn and Associates, Inc. assisted by PBSJ

ATTACHMENT 2

Capital Region
Transportation Planning Agency
CRTPA

Authorizing Resolution 2011-03-4B-1

A RESOLUTION of the Capital Region Transportation Planning Agency, hereby referred to as the CRTPA, authorizing the execution of a Joint Participation Agreement (JPA) Amendment between the CRTPA and Florida Department of Transportation, hereby referred to as the FDOT for the development and completion of the Woodville Highway Corridor Study and PD&E Study with extended limits.

WHEREAS, the CRTPA wishes to develop a Woodville Highway Corridor Study and PD&E Study; and

WHEREAS, the FDOT has agreed to fund the Woodville Highway Corridor Study and PD&E Study; and

WHEREAS, approval of funding necessary to the project requires an agreement between the FDOT and CRTPA to undertake the project,

NOW THEREFORE, BE IT RESOLVED BY THE CRTPA THAT:

1. The CRTPA has the authority to enter into a Joint Participation Agreement Amendment.
2. The CRTPA will have the Joint Participation Agreement Amendment reviewed by its legal counsel for form and content prior to execution.
3. The CRTPA authorizes the Chair to execute and the Executive Director to administer the Joint Participation Agreement Amendment to develop the Woodville Highway Corridor Study and PD&E Study with extended limits.

DULY PASSED AND ADOPTED THIS 21st DAY OF MARCH 2011.

Attest

_____
Douglas Croley
Chair

_____
Harry D. Reed III,
CRTPA Executive Director

Capital Region
Transportation Planning Agency
CRTPA

Authorizing Resolution 2011-03-4B-2

A RESOLUTION of the Capital Region Transportation Planning Agency hereby referred to as the "CRTPA" authorizing the amending of a contract between the CRTPA and Kimley-Horne and Associates, Inc. hereby referred to as KHA for the inclusion of the development and completion of a Woodville Highway Corridor Study and PD&E Study.

WHEREAS, the CRTPA wishes to develop a Woodville Highway Corridor Study and PD&E Study with extended limits; and

WHEREAS, the CRTPA has completed a legal Request for Proposal process; and

WHEREAS, the CRTPA has found that KHA is qualified to develop and complete the Woodville Highway Corridor Study and PD&E Study with extended limits.

NOW THEREFORE, BE IT RESOLVED BY THE CRTPA THAT:

1. The CRTPA has the authority to enter into a contract for services.
2. The CRTPA has an approved the scope of services.
3. The CRTPA has approved the hiring of KHA to develop and complete the Woodville Highway Corridor Study and PD&E Study as defined in the scope of services.
4. The CRTPA will have the contract amendment reviewed by its legal counsel for form and content prior to execution.
5. The CRTPA has secured funding for the contract and developed a scope of services that can be completed within the allocated budget.
6. The CRTPA authorizes the Chair to execute and Executive Director to administer a contract with KHA to develop and complete the Woodville Highway Corridor Study and PD&E Study with extended limits.

DULY PASSED AND ADOPTED THIS 21st DAY OF MARCH 2011.

_____
Douglas Croley
Chair

_____
Attest
Harry D. Reed III
Executive Director

AGENDA ITEM 4.C

MOBILE DATA TERMINALS FOR COORDINATED TRANSPORTATION SYSTEM

March 21, 2011

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 4 C

MOBILE DATA TERMINALS FOR THE COORDINATED TRANSPORTATION SYSTEM

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Discussion

STATEMENT OF ISSUE

At the November 15, 2010 Board meeting, members requested that a discussion of the use of Mobile Data Terminals in paratransit vehicles occur at the next CRTPA Board meeting. The item was brought to the January meeting. It is now returning with additional information.

Additionally, the CRTPA asked that a policy statement be returned for approval regarding proposed legislation affecting the Transportation Disadvantaged Program.

RECOMMENDED ACTION

1. Adopt Resolution 2011-3-2D
2. Provide direction on Mobile Data Terminals

HISTORY AND ANALYSIS

Consistent with Florida Statutes, the Capital Region Transportation Planning Agency (CRTPA) is the Designated Official Planning Agency (DOPA) for the Transportation Disadvantaged and Coordinated Transportation System in Leon County. The CRTPA also provides staff to the Transportation Disadvantaged Coordinating Board (TDCB).

At the October meeting of the TDCB, a discussion of the use of Mobile Data Terminals (MDT) took place. The discussion centered on the benefits of its use for last minute schedule changes and overall system operations and safety. A proposal for the MDTs was prepared by StarMetro in the event that there would be excess stimulus grant funding in this district. This did not occur. Funding would have to come from local government(s), or the Federal Transit Administration.

StarMetro has provided details of the MDTs, included as ***Attachment 1***. The cost information provided is for all paratransit vans including Dial-A-Ride, which is not part of the coordinated transportation system. The price for outfitting those vans used by providers of the coordinated transportation system is approximately half ($190,000).

The Coordinated Transportation System carries those persons who cannot transport themselves. Funding for this transportation is provided by social service agencies, and non-sponsored trip funding is from the Florida Transportation Disadvantaged Trust Fund. At this time, Medicaid Non-Emergency Transportation (NET) represents about 40% of all trips in Leon County. Multi-loading sponsored and non-sponsored trips provide the most economical way to deliver both sponsored and non-sponsored services.

The Florida Legislature has introduced bills in both houses that would remove Medicaid Non-Emergency Transportation (NET) from the Coordinated System. In addition, budget changes proposed by Governor Scott remove funding from the Transportation Disadvantaged Trust Fund and places the funding in general revenue.

Staff believes the most cost-effective approach to providing these services is to keep the Commission for the Transportation Disadvantaged and local coordinators in place. Retention of the Transportation Disadvantaged Trust Fund enables continuous services without the interruptions that competing for general state revenue may bring.

At the January 2011 meeting the CRTPA asked staff to bring back a policy position on these issues. Resolution 2011-3-2D is enclosed as ***Attachment 2***.

OPTIONS

1. Adopt Resolution 2011-3-2D
2. Provide direction on Mobile Data Terminals
3. Provide other direction.

ATTACHMENTS:

1. Information on Mobile Data Terminals
2. Resolution 2011-3-2D

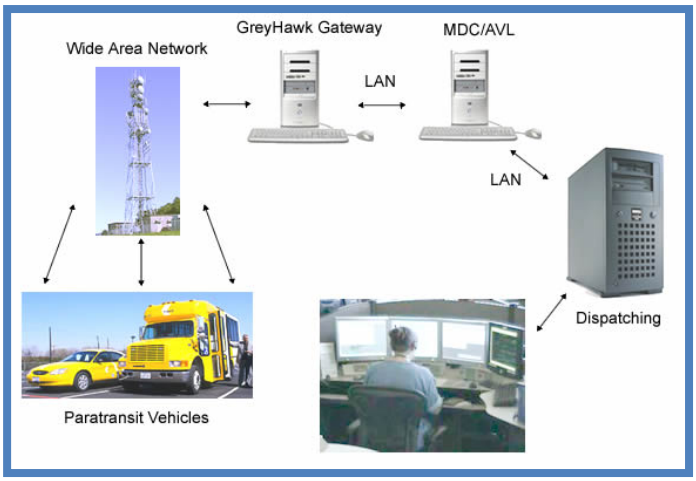
Attachment 1

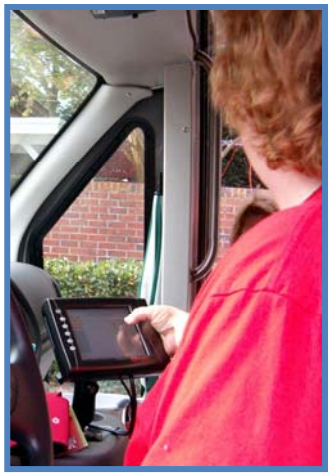
Use of Automatic Vehicle Locators (AVLs) and Mobil Data Terminals (MDTs) in the Community Transportation Coordinator Program

(provided by Starmetro)

Introduction

Mobile Data Terminals (MDTs) are small computers installed in transit vehicles which permit instantaneous, wireless communication between dispatchers and vehicle operators to transmit schedules and make last minute transportation changes such as adding additional pick-ups and drop-offs. When paired with Automatic Vehicles Locators (AVLs), MDT's provide the time, location, and odometer reading for each trip, as well as real time information regarding vehicle location, allowing for schedule modifications.





Benefits of Mobile Data Terminals

Mobile Data Terminal's (MDT's) provide the ITS technologies necessary to increase operational efficiency. The Automatic Vehicles Locator (AVLs) technology gives dispatchers immediate and up-to-date information as to the exact location of the vehicle, enabling dispatchers communicate trip changes, additions and cancellations more effectively in a real time scenario. This technology is extremely beneficial to update clients who want to know the time when drivers would arrive at their destinations.

Benefits of Mobile Data Terminals

Mobile Data Terminals (MDTs) are small computers installed in transit vehicles that allow for instantaneous, wireless communication between dispatchers and vehicle operators. Through the use of Global Positioning Satellite (GPS) technology, MDT's provide real time information

regarding vehicle location and odometer reading for each trip. This technology helps increase operational efficiency. Dispatch and driving personnel are able to communicate trip information such as passenger pick-ups, drop offs, changes in the manifests, additions and cancellations in a real time scenario, eliminating the need for a paper operator's manifest.

Benefits to Transit Managers
MDTs provide managers accurate real-time data for informed decision-making and better resource management allows for more trips without the use of additional vehicles. Managers are able to obtain historical data with accurate mileage reports to assist in reviewing passenger complaints.

Benefits to Drivers
With mobile computing, receive in-vehicle electronic manifests and get turn-by-turn navigational prompts to quickly reach the destination. Automated data collection eliminates the need for manual data entry, and hands-free voice calling removes the need for radios, creating a quieter, safer vehicle environment.

Benefits to Maintenance Personnel
MDT's minimize vehicle down time. Maintenance personal obtain real-time data from vehicles to get them into the shop when schedule routine maintenance or repairs are needed.

Benefits to Dispatchers
MDT's give dispatchers the tools to easily make real-time schedule changes. Dispatchers always know the location and real-time status of each vehicle to better handle changes to the driver's trip manifest. MDT's provide automated status updates, which frees up dispatcher time while considerably reducing two-way radio communication time.

Benefits to Passengers
MDT's are extremely beneficial to update clients who want to know the time when drivers would arrive at their location. Last minute schedule changes and trip requests are more easily accommodated. On-time service is improved and no-show occurrences are significantly reduced.

Background

In April 2010, Florida Department of Transportation (FDOT) solicited projects to be funded by Stimulus funding anticipated by the Federal Transit Administration (FTA). In May 2010 the City Commission approved for StarMetro to submit an FTA project requesting $229,000 to equip vehicles used through the Community Transportation Coordinator Program (CTC) with Mobile Data Terminals (MDT's) and Automatic Vehicle Locators (AVL's). FDOT recently notified StarMetro that the anticipated Stimulus Federal funding failed to materialize.

Fleet Size and Equipment Needed

Fleet Size	**MDT/AVL Equipment Required**
36 vehicles (27 active and 9 spares)	36 MDT's
Spares units (replacement/training)	7 MDT's
Total of MDT's required	43

Costs

The greatest challenge in equipping CTC operated vehicles with MDT and AVL technology is funding. The average cost of equipping one vehicle with MDT/AVL technologies ranges between $8,000 and $12,000 depending on the type of equipment used, and the features added with MDT /AVL services.

Cost of Equipment, Engineering and Training

43 Mobile Data Terminal (MDT's) Units with Navigational Mapping:	
Hardware	$158,761
Licenses	$ 68,388
Installation Cost:	$ 61,913
Annual Support	$ 12,433
Warranty (4 yrs.)	$ 51,303
Staff Hours Staff Training/Planning (1200 hours):	$ 18,000
Wireless Communication Cost	$ 8,000
Total Cost	**$379,272**

CTC Transportation Provider Contract Modifications

The implementation of MDT's will require contract modifications allowing for the installation of MDT's and related technologies inside Contracted Transportation Provider vehicles. Language in the contract would need to address required training by supervisors and drivers, on-demand manifest and route changes i, and the responsibilities for Service Providers to repair or replace equipment should it become stolen or damaged.

Funding Sources

Other than local funding (county or city funds), the only funding option available for the implementation of MDT's and AVL technology is through submission of an Florida Department of Transportation Service Development Grant, or the Federal Transit Administration.

Capital Region
Transportation Planning Agency
CRTPA

CRTPA RESOLUTION 2011-03-4D

A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY HEREBY REFERRED TO AS THE "CRTPA" IN SUPPORT OF MAINTAINING THE COORDINATED TRANSPORTATION SYSTEM INCLUDING MEDICAID NON-EMERGENCY TRANSPORTATION, THE COMMISSION FOR THE TRANSPORTATION DISADVANTAGED, AND THE TRANSPORTATION DISADVANTAGED TRUST FUND.

WHEREAS, the Capital Region Transportation Planning Agency (CRTPA) is the designated and constituted body responsible for the urban transportation planning and programming process;

WHEREAS, Chapter 427, Florida State Statutes has made the CRTPA the Designated Official Planning Agency for Leon County;

WHEREAS, the Commission for the Transportation Disadvantaged has proven itself to be a cost-effective agency, including the coordination of Medicaid Non-Emergency Transportation within that system, delivering vital transportation services to those in need, and

WHEREAS, the CRTPA is concerned about proposed legislative changes to the Transportation Disadvantaged Program and the Medicaid Non-Emergency Transportation Program.

NOW THEREFORE BE IT RESOLVED BY THE CRTPA:

The Capital Region Transportation Planning Agency urges state lawmakers to keep the Medicaid Non-Emergency Transportation within the Coordinated Transportation System, and keep the Commission for the Transportation Disadvantaged and its Trust Fund intact.

ATTACHMENT 2

Passed and duly adopted by the Capital Region Transportation Planning Agency (CRTPA) 21st DAY OF MARCH, 2011.

CAPITAL REGION TRANSPORTATION PLANNING AGENCY

_____

DOUGLAS CROLEY, CHAIR

ATTEST:

_____

Harry D. Reed III, CRTPA Executive Director

AGENDA ITEM 5

EXECUTIVE DIRECTOR'S REPORT

March 21, 2011

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 5

EXECUTIVE DIRECTOR'S REPORT

REQUESTED BY: Staff	TYPE OF ITEM: Information

A status report on the activities of the Capital Region Transportation Planning Agency (CRTPA) and other items of interest will be provided, including the following:

- **Apportionment Plan**

  The apportionment plan package for the expanded planning boundaries was submitted to FDOT on August 12, 2010. FDOT did not complete its review of the submittal until late October 2010. It was not finally processed for submittal to the Governor's Office for approval until early November. Because of the election and the change of administration, FDOT had decided to not submit the apportionment plan package to the Governor's Office until the new administration took office in January 2011. The apportionment plan package was submitted to the Governor's Office in February. We anticipate the Governor's approval very shortly.

- **April 18, 2011 CRTPA Retreat**

  The adopted CRTPA 2011 Calendar identifies a tentative retreat on April 18 from 9 am to 1 pm.

- **Interstate 10 Interchange Lighting (Gadsden County)**

  Gadsden County is seeking the installation of lighting at the Gretna/Greensboro and Chattahoochee Interstate 10 interchanges.

- **Amtrak Response Letter**

  The CRTPA has received a response from Amtrak (***attached***) related to the agency's letter dated October 18, 2010 regarding the restoration of passenger rail service on the Sunset Limited route (New Orleans to Orlando).

NATIONAL RAILROAD PASSENGER CORPORATION
60 Massachusetts Avenue, NE, Washington DC 20002
tel 202 906 3486 fax 202 906 3085

Stephen J. Gardner
Vice President, Policy and Development

February 7, 2011

Mr. Brian Desloge
CRTPA
300 S. Adams St. Box A-19
Tallahassee, FL 32301

03-07-11A10:00 RCVD

Dear Mr. Desloge:

I am responding to your October 13 letter to Thomas Carper, Amtrak's Chairman, and Joseph Boardman, Amtrak's President and Chief Executive Officer, expressing your support for operation of daily stand-alone service between New Orleans and Orlando over the route on which the *Sunset Limited* operated prior to its suspension. I apologize for the delay in providing a response.

As you note in your letter, Amtrak issued last year the plan for restoring service between New Orleans and Central Florida that was required by Section 226 of the Passenger Rail Investment and Improvement Act of 2008. The ridership projections included in that plan for the daily stand-alone service alternative reflected the additional ridership generated by a daily service; the assumption that it would operate on a faster schedule with higher on-time performance than the *Sunset Limited* prior to its suspension; and the impact on ridership of not offering through service to points west or north of New Orleans. The plan also identified the costs associated with the three service restoration alternatives, and the need for additional federal and/or state funding if service is to be restored. Restoration of service is dependent upon whether the necessary additional funding is provided.

I thank you for your continued interest in restoration of Amtrak service, and for taking the time to express your views.

Sincerely,

Stephen J. Gardner
Vice President, Policy and Development

cc: Joseph Boardman
Thomas Carper
Joseph McHugh

AGENDA ITEM 6

ITEMS FROM MEMBERS

March 21, 2011

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 6

ITEMS FROM MEMBERS

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

AGENDA ITEM 7

CITIZEN COMMENT

March 21, 2011

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 7

CITIZEN COMMENT

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

AGENDA ITEM 8

INFORMATION

March 21, 2011

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 8 A

LAFAYETTE PEDESTRIAN TUNNEL GRAND OPENING

Information regarding the March 4, 2011 Lafayette Pedestrian Tunnel grand opening is provided as ***Attachment 1***.

Capital Region
Transportation Planning Agency
CRTPA

FOR IMMEDIATE RELEASE: March 4, 2011

CONTACT:

Harry Reed, CRTPA Executive Director, (850) 891-6800
Bill Behenna, City Communications Department, (850) 891-8533

Mary Leslie, Leon County Public Information Office, (850) 606-5300

Lafayette Street Pedestrian Tunnel Grand Opening

The Capital Region Transportation Planning Agency (CRTPA) today formally opened the recently completed Lafayette Street Pedestrian Tunnel. Leon County Board of County Commissioners Chairman John E. Dailey, Tallahassee City Commissioner Nancy Miller and CRTPA Chairman Doug Croley, who provided remarks at the grand opening event, were joined by other current and former local government officials, residents from adjacent neighborhoods and representatives of the Parkway District retail and commercial zone.

Coordinated by the CRTPA and built by the Florida Department of Transportation at a cost of $1,189,369, the pedestrian tunnel provides a safe passage for pedestrians under the CSX Railroad crossing over Lafayette Street. The facility was funded by the federal American Recovery and Reinvestment Act as a 'shovel-ready' project. It completes the final link of the sidewalk along Lafayette Street, providing direct access to residential and retail areas to the east and office buildings and the under-construction Cascade Park to the west. The City of Tallahassee has assumed maintenance of the facility.

Today's grand opening event also involved the participation of the Indian Head Acres, Myers Park and Woodland Drives neighborhoods, which sit to the immediate east of the tunnel along and south of Lafayette Street. Also taking part in today's ceremony were representatives from the recently created Parkway District, an area of fine arts and retail

interests along Apalachee Parkway and Lafayette Street. This evening, the Parkway District is helping to kick off the inaugural run of the Tallahassee Art Showcase Trolley with routes to local art galleries, wine tasting and entertainment venues.

The Capital Region Transportation Planning Agency oversees long-range transportation planning and development issues in a four-county area. Members include elected officials from Gadsden, Leon, Jefferson and Wakulla Counties, the Cities of Midway, Quincy and Tallahassee, the Town of Havana and the Leon County School Board. For more information, contact CRTPA at (850) 891-6800 or visit www.crtpa.org .

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Lafayette Street Pedestrian Tunnel opens



STAN JONES/Special to the Democrat

CRTPA Executive Director Harry Reed, left, and City of Tallahassee Commissioners Debbie Lightsey and Gil Ziffer, center, join residents as they walk through the new Lafayette Street Pedestrian Tunnel on Friday morning after the ribbon-cutting ceremony for the tunnel. The Capital Region Transportation Planning Agency held a dedication ceremony to honor the tunnel's completion. The tunnel, funded through federal stimulus money, is on the south side of the street at the CSX railroad bridge. Leon County Commission Chairman John Dailey, City Commissioner Nancy Miller and other local officials attended the dedication.

March 7, 2011
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March 21, 2011

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 8 B

"BACK TO BASICS IN TRANSPORTATION PLANNING" ARTICLE

An article posted on the on-line Project for Public Spaces (PPS) site entitled "Back to Basics in Transportation Planning" written by Gary Toth is provided as ***Attachment 1***.

PPS
PROJECT FOR
PUBLIC
SPACES

Back to Basics in Transportation Planning

Categories: Articles, Building Community Through Transportation, Transportation

by Gary Toth

I started at the New Jersey Department of Transportation in 1973 right out of college as a civil engineer trainee. For the first twenty years of my career as a transportation planner, I bought into the prevailing belief of the profession that the solution to congestion was to build more and bigger roads. We felt we were not doing our jobs properly unless enough lanes were added to ensure free flowing traffic 24/7/365.

I was part of a profession that for five decades viewed its mission as simply accommodating the demands of traffic, whether on local streets or on state and national highways. The quality of life in communities and the condition of the environment were someone else's business; our job was to move cars and trucks as smoothly and rapidly as possible.

Gradually my faith in this "wider, straighter, faster" paradigm of traffic planning began to change. This occurred while I was in charge of a new unit at the New Jersey Department of Transportation (NJDOT) that had been created to meet with communities, business owners, public agencies and other community stakeholders to seek their support for various road projects. We were supposed to reduce community resistance, which was beginning to delay and even cancel projects. But as time went on, it became clear to me that the real point of transportation projects should be building successful communities and fostering economic prosperity.

How did we get into this jam?



The first highway funded under 1916 Federal Aid Road Act was in Contra Mesa County, California.

Prior to the introduction of the automobile, Americans' concept of what constituted a good road had a vastly different meaning from today. Serving the community and creating an efficient and livable pattern of development were essential values at the center of street design. In short, transportation was fully integrated into land use planning.

The growing popularity of automobiles after 1910 created pressure for the federal government to become more directly involved in financing roads. Spurred on by cries of "Get farmers out of the mud," Congress passed the Federal Aid Road Act of

1916, which made continuous funding available for states to make road improvements. Motorists and other organized interests began to apply intense pressure to build more highways. In the 1930s many American officials visited the German Autobahn network and returned with a sense of urgency that we must create a national system of high-speed highways. This ultimately led to federal legislation in 1944 to establish the Interstate System and in 1956 to fund it, which ignited the great road building era of the 1950s, '60s and '70s.



There was an overwhelming consensus in the 1950s among politicians that the Interstate Highway system was a matter of national interest. Highway engineers had carte blanche to carry out their plans.

Today, it is fashionable to vilify the transportation profession for ignoring the negative effects of large-scale road building on our communities. However, two men at the top of the transportation field during the years the Interstate highway system was shaped–Thomas H. MacDonald, chief of the federal Bureau of Public Roads (BPR), and his top aide, Herbert S. Fairbank–warned that thoughtless planning and improperly placed roads: "will become more and more of an encumbrance to the city's functions and an all too durable reminder of planning that was bad." They recognized that a shift of population to the suburbs was beginning to take a toll on cities.



As early as the 1930s, federal highway chief Thomas MacDonald voiced concerns about what urban freeways would do to cities. (photo from THE GENIE IN THE BOTTLE:

The Interstate System and Urban Problems,
1939-1957.)

Unfortunately, the federal government ignored MacDonald and Fairbank's vision of connecting highway development to a broader regional planning approach. As late as 1947, at the annual meeting of the American Association of State Highway Officials (now AASHTO), MacDonald urged his colleagues to do whatever they could to reverse politicians' refusal to subsidize mass transportation. Repeatedly, however, Presidents Roosevelt, Truman and Eisenhower along with Congress ignored these sensible recommendations for an integrated and balanced transportation network in the various federal highway acts that were enacted.

Starting in the 1950s, the transportation industry mobilized in an unprecedented way to deliver a mandate for a new generation of highways that would eliminate hassles and obstacles to the rapid flow of traffic. Planning in the U.S. became dominated by transportation engineers, while citizens, advocacy groups and planners in other fields saw their influence decline. The transportation profession was remarkably successful in convincing two generations of politicians, developers, construction industries, special interest groups, and the public about how things should be done. With blinders firmly attached, the transportation planners and the nation at large ignored mounting evidence of the unintended consequences of this huge road-building campaign.

The transportation profession "hits the wall"

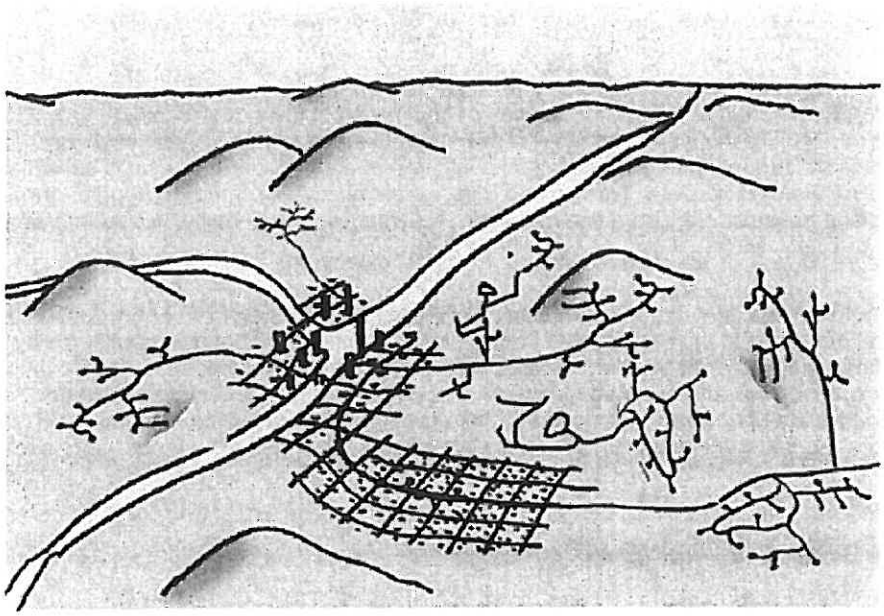
By the early 1990s, when the Interstate Highway System-one of the biggest construction projects in human history-was essentially completed, congestion in urban areas was still growing worse and community opposition was stronger than ever to new road projects. Within the transportation profession, there was a dawning recognition that something was innately wrong with the way we think about and design highways.

Yet not knowing any other way to operate, the transportation profession continued to plan new road projects in the same old way: attempting to meet peak demand according to a formula based on maintaining the free flow of traffic at the thirtieth busiest hour of the entire year .

When the inevitable resistance from affected communities arose, state DOTs found that invoking the "national interest", which worked so well during the Interstate era to override community objections, was no longer effective in pushing through the projects. By the 1990s, citizen opposition was able to bring many projects to a standstill.

Meanwhile, evidence was mounting that the wider, straighter, and faster approach was not solving the problem. The Texas Transportation Institute (TTI), in their 2005 Urban Mobility Report, revealed that over the last two decades of the 20th century, congestion indicators had spiraled out of control. The hours each year a motorist spends in congestion had quadrupled.

This was occurring because of the way street and road networks were being planned. Spread out development made possible by the new highway capacity was creating congestion faster than transportation agencies could widen or replace failing highways. Furthermore, mass transit could not serve the new sprawling suburbs and street design made biking and walking all but impossible. This all caused vehicle trips and vehicle miles to explode at a rate many times faster than population growth. Transportation professionals and state DOTs watched these problems worsen but stood aside and did nothing in the belief that their job was building roads and that land use planning was someone else's responsibility.



Sprawling transportation patterns make travel by any means other than automobile virtually impossible. (photo courtesy of the firm of Glatting Jackson.)

Now it has become clear with each new fiscal year that construction costs for adding new capacity to roads is escalating sharply at exactly the same time our aging transportation infrastructure demands more and more attention. And in most states, revenue sources have been flat for almost a decade. State legislatures are afraid to mention the "T" word– taxes. Many roads and bridges built in the highway boom years between the 1940s and 1960s have aged to the point of needing major repairs or replacement, creating a towering backlog of Fix-It-First projects. All of these factors make it far less likely that even the most determeined DOTs can build their way out of congestion.

As congestion has worsened in a transportation system focused on high speed travel, so have other social problems. The skyrocketing vehicle miles traveled (VMT) in the US is a major factor in gas consumption and CO2 emissions that spur global warming. Our nation's public health indicators are also taking a nosedive. The National Center for Disease Control (CDC) reports that 25 years ago, only two states had obesity rates above 10%, and none had rates above 15%. Today, in a startling turnaround, no state has less than a 10% obesity rate, and only one is below 15%. Twenty-eight states–more than half the union–are above 20%, and one is above 25%.



Wide roads promote speedy car travel, not neighborhood interaction.

The CDC classifies this rapid deterioration of public health as an "Inactivity Epidemic", and warns us that our increasing lack of fitness brings major health problems in addition to obesity: diabetes, cardiovascular disease, increased symptoms of depression and anxiety as well as poorer development and maintenance of bones and muscles. While some still dispute our transportation system's role in this widening health crisis, new studies linking sprawl and obesity are accumulating.

How can we get out of this jam?

1. Target the "right" capital improvement projects first:The first step is to recognize that transportation decisions make a huge impact on land use and community planning-and vice versa. Major investments in roads should be pursued only in communities and regions with effective land use plans in place, which will protect the public investment in new highway capacity. With funds for expanding our road system now at a premium, we can no longer afford to invest in areas whose inadequate land use practices will mean the new roads are soon overburdened. Taxpayers deserve to know that their money will be spent in ways that solve our transportation problems-not in creating new problems. The transportation profession itself needs to accept that road projects carry significant social and environmental consequences. Transportation professionals need to heed Thomas MacDonald's and Herbert Fairbank's advice from the 1930s: "Freeway location should be coordinated with housing and city planning authorities; railroad, bus, and truck interests; air transportation and airport officials; and any other agencies, groups, and interests that may affect the future shape of the city." (Quote from THE GENIE IN THE BOTTLE: The Interstate System and Urban Problems, 1939-1957 by Richard F. Weingroff)

2. Make Placemaking and far-sighted land-use planning central to transportation decisions: Traffic planners and public officials need to foster land use planning at the community level, which supports instead of overloads a state's transportation network. This includes creating more attractive places that people will want to visit in both existing developments and new ones. A strong sense of place benefits the overall transportation system. Great Places – popular spots with a good mix of people and activities, which can be comfortably reached by foot, bike and perhaps transit as well as cars – put little strain on the transportation system. Poor land-use planning, by contrast, generates thousands of unnecessary vehicle-trips, creating dysfunctional roads, which further worsens the quality of the places. Transportation professionals can no longer pretend that land use is not our business. Road projects that were not integrated into land use planning have created too many negative impacts to ignore.

3. Re-envision single-use zoning: We also must shift planning regulations that treat schools, grocery stores, affordable housing and shops as undesirable neighbors. The misguided logic of current zoning codes calls for locating these amenities as far away from residential areas as possible. Locating these essential services along busy state and local highways creates needless traffic and gangs local traffic atop of commuting and regional traffic, thus choking the capacity of the road system.



Bringing back mixed-use neighborhoods.

4. Get more mileage out of our roads: The 19th and early 20th Century practice of creating connected road networks, still found in many beloved older neighborhoods, can help us beat 21st century congestion. Mile for mile, a finely-woven dense grid of connected streets has much more carrying capacity than a sparse, curvilinear tangle of unconnected cul-de-sacs, which forces all traffic out to the major highways. Unconnected street networks, endemic to post-World War II suburbs, do almost nothing to promote mobility.

5. View streets as places:Streets take up as much as a third of a community's land. Yet, under planning policies of the past 70 years, people have given up their rights to this public property. While streets were once a place where we stopped for conversation and children played, they are now the exclusive domain of cars. Even the sidewalks along highways and high-speed local streets feel inhospitable.But there is a new movement to look at streets in the broader context of communities (see the Federal Highway Administration's website on Context-Sensitive Solutions.) It's really a rather simple idea-streets need to be designed in a way that induces traffic speeds appropriate for that particular context. Freeways should remain high-speed roads but on other roads and streets we need to take into account that these are places for people as well as conduits for cars.

6. Think outside the lane: Last but not least, the huge costs of eliminating traffic jams at hundreds of locations throughout a state will allow for only a few congestion hot spots to be fixed by big engineering projects each year. That means that most communities must wait decades or even a century for a solution to their problems unless we adopt a new approach that incorporates land use planning, community planning and alternative modes of transportation to address ever increasing volumes of traffic.

A new approach to transportation for a new century

The transportation profession responded to a mandate from government officials in the post-World War II era to build a new generation of highways for public mobility and national defense. They should be commended for a job well done. A new generation of solutions is needed for the 21st Century, however, and this well-organized and well-trained profession should apply its talents to help us adapt to these new realities. We need a new vision of transportation that truly improves our mobility, sustains our communities, protects our environment and helps restore our physical fitness and health.

The transportation profession can no longer respond to mounting levels of congestion as well as community and environmental dilemmas by trying to widen existing roads or build new ones. New highways are now packed with cars almost as soon as they open. And today there is simply not the money available for that kind of large-scale road building. Most states can't even keep up with the backlog of repair projects.

When I was at NJDOT, we came to realize the 1950s were long past and that we needed a new approach to meet the needs of our citizens. So we began collaborating with the public on solutions that took into account the whole context of communities being served by a particular road–the approach known as Context Sensitive Solutions. Like most people we initially believed that Americans were in love with the automobile and would demand we continue to provide them with bigger, faster roads separated from shopping and neighborhoods. While we did find this response in some communities, we were surprised by how many more communities firmly supported better land-use and community planning.

Americans may always love their automobiles, but that does not mean we want to spend all day stuck inside them.

Transportation systems which afford Americans the choice of getting to places without using their cars actually offer more freedom than those where people are solely dependent on the auto to get anywhere. People easily understand this, and can see that a transportation network catering exclusively to cars has harmed our communities, compromised our health, fueled the environmental crisis and made us dependent on foreign oil.



Older neighborhoods all over the country are seeing a renaissance as Americans rediscover the pleasures of living in mixed-use communities that foster walking, biking and transit.

There is nothing un-American about planning communities as a whole, and acknowledging that roads are just one of the elements that create a livable place. This was the common sense that guided our communities until at least 1920. While pre-20th Century community planners were by no means perfect, they did create places where transportation was integrated into broader public hopes. The roads and bridges in these areas were built to foster economic development and quality of life in the community, not to hamper it.

If we are to really embrace the concept of healthy, livable communities that serve a diverse population and that make choices for mobility a priority, then we must integrate our transportation planning with other goals and we must design our roads for all users. In short, we must capitalize on the wisdom of our roots.

Many thanks to Ian Lockwood of Glatting Jackson, who helped craft and contribute concepts for this article.

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March 21, 2011

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 8 C

CORRESPONDENCE

REQUESTED BY: CRTPA Staff	**TYPE OF ITEM**: Information

The following correspondence has been received since the January meeting:

- To Harry Reed, AICP Executive Director of the CRTPA, from Johan van Tol, Chair, Committee for a Bikeable Community. March 5, 2011.

ATTACHMENT 1

Committee for a Bikeable Community

To: CRTPA
Executive Director Mr Reed

3/5/2011

Dear Mr Reed,

We have followed with great interest the effort of developing a connected hard surface trail system within the CRTPA region, which addresses the needs of the bicycle commuter as well as the recreational cyclist. Safety concerns, whether justified or not, are an important factor that limits bicycle use. Facilities that provide a separation from motor vehicles can be an important factor to improve the bikeability and livability of our region. The regional connectivity from Tallahassee to surrounding communities like Havana and Monticello does provide long-distance commuters with the alternative to use the bike every now and then.

With this letter, the Committee for a Bikeable Community would like to express both our strong support with respect to certain elements of the current draft plan, but also express our concern with respect to other elements.

Continuity

This plan has a good approach towards providing continuity of bicycle facilities, of creating a network that will greatly enhance bikeability of our community. Many of the proposed trails and bike lanes provide links between existing facilities. It is less clear how these 'missing links' are prioritized under the criteria, and what the criteria are. *We would like to see a higher priority given to projects that provide missing links between existing facilities.*

Redundant Projects

Some of the suggested facilities are on roads that have existing facilities in the form of bikelanes, like Orange Avenue, Tharp Street, or Thomasville Road, which appears slated to get bike lanes on part of it in the near future. *It is more important to create bike trails or bike lanes on streets where they do not already exist.* The example of Tharpe Street from Monroe Street to Ocala Road appears on the top of the assessment list. It would be near the top of our assessment list if it concerned Tharpe Street from Ocala Street to Mission Road, but certainly not this section, as it already has good bike lanes. What is somewhat disconcerting is that the assessment list indicates that this project appears in the CFP of the RMP. Indeed, it does, but there it concerns the creation of a median...

Safety of urban bike trails

We are greatly concerned with the safety of urban bike trails along roads. Figure 1 shows the results of an Orlando study of bicycle crashes and their causes. This (and other) studies show that wrong way riding, whether on the road or the sidewalk contributes to a large number of crashes. If we include sidewalk cyclists going with traffic, they constitute 57% of all crashes. Turning motorists fail to see cyclists when they turn, especially if they come

from the "wrong' direction, and if they ride on a sidewalk or side path. For that reason, separated bicycle paths are not advisable along roads with many intersections. For some suggested urban streets they may be acceptable if relatively few intersections exist, like Roberts Avenue, but for others like Tharpe Street, Ocala Road, Thomasville Road, and especially Pensacola Street west of the Stadium, they do not constitute a safe solution for cyclists.

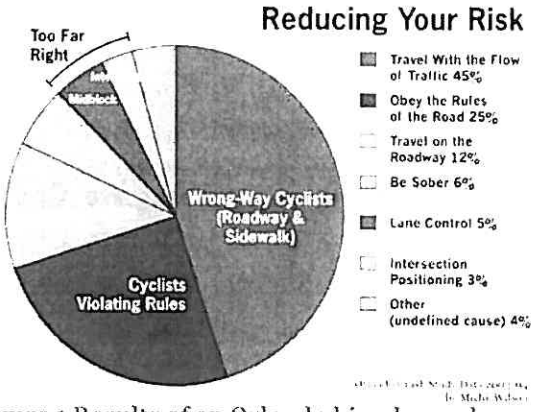


Figure 1 Results of an Orlando bicycle crash study

What is a hard-surface trail ?

It is very unclear what the trails should look like. Do they adhere to the FDOT standard of a 12' width for a multi-use trail? Are they one-way pairs? What kind of safety features (speed bumps, colored lanes, raised surface) are included in the costing of the intersections?

In summary, we like many of the projects with the current plan. Creating a network of interconnected trails is something that Tallahassee and the region needs. At the same time, we do place question marks on some of the projects in this list, as they seem to be redundant in places where existing bicycle facilities are in place, and some trails are located along roads with too many intersections and drive-ways to make them a safe solution. Also we would appreciate a larger emphasis/priority on projects that fill gaps between existing bicycle facilities.

Best regards,

Johan van Tol
Chair, Committee for a Bikeable Community
Capital City Cyclists



March 21, 2011

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 8 D

TECHNICAL ADVISORY COMMITTEE/CITIZENS ADVISORY COMMITTEE/MULTIMODAL ADVISORY COMMITTEE / TRANSPORTATION DISADVANTAGED COORDINATING BOARD ACTIONS

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Information

STATEMENT OF ISSUE

This item provides information to the CRTPA on the activities of the Technical Advisory Committee (TAC), the Leon County Transportation Disadvantaged Coordinating Board (TDCB), the Citizens' Advisory Committee (CAC), and the Multimodal Advisory Committee (MAC).

CRTPA SUBCOMMITTEE ACTIONS

The Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and Multimodal Advisory Committee (MAC) met on March 8, 2011, and took action on the following projects:

1. **Draft Fiscal Year (FY) 2012 - FY 2016 Transportation Improvement Program**
   All subcommittees approved the DRAFT.

2. **Woodville Highway South (Capital Circle to US 98) Corridor Study**
   All subcommittees approved the corridor study as presented.

3. **Regional Trails Master Plan**
   All subcommittees approved the Trails Master Plan as presented, with the following specifications suggested by the TAC.

   A. Include the following named trail projects that the City of Tallahassee Parks and Recreation Department is currently working on:

      1. Alford Arms/Lafayette-Heritage Trail Bridge
      2. Dr. Billings Greenway Trail Head
      3. City of Tallahassee Trail and Greenway Implementation Projects:
         - Dr. Charles Billings Greenway
         - Goose Pond to Apalachee Parkway connector trail
         - Alford Arms Greenway to Miccosukee Canopy Road Greenway

- Miccosukee Greenway Trailhead to Killearn Trail connector
- Centerville Canopy Road to Maclay Gardens State Park connector.

B. Include in the ***Special Coordination and Study Efforts*** portion of the plan the adopted Tallahassee-Leon County Planning Department's Trails and Greenways Master Plan for identification of further "transportation via trail" opportunities.

C. Include in the ***Special Coordination and Study Efforts*** portion of the plan a section to indicate a need to look for additional opportunities for Sharrow usage. This is because as other studies under development become finalized, additional sharrows may be needed. Funding is currently identified for sharrows in the Cost Feasible Plan, and this statement would open up the ability to fund sharrows that are currently unspecified as needed at this time.

LEON COUNTY TRANSPORTATION DISADVANTAGED COORDINATING BOARD (TDCB) ACTIONS

The Leon County Transportation Disadvantaged Coordinating Board met on January 12, 2011. The TDCB welcomed its new chair, Commissioner Akin Akinyemi. The Community Transportation Coordinator delivered a report regarding operations. Also announced was StarMetro's award as Florida Transit Agency of the Year. Members discussed the cost of taping incoming calls as part of quality assurance, and mobile data terminals. Chairman Akinyemi discussed the Legislative Platform for the Florida Association of Counties regarding the Transportation Disadvantaged Program.

March 21, 2011

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 8 E

FUTURE MEETINGS AND AGENDA ITEMS

REQUESTED BY: CRTPA Staff	**TYPE OF ITEM**: Information

The Capital Region Transportation Planning Agency will meet in the City of Tallahassee Commission Chambers on the following dates. The topics of discussion will include the following:

- April 18, 2011 CRTPA Retreat (Tentative)
- May 16, 2011 Unified Planning Work Program (Final)
- June 20, 2011 TIP (Final), Priority Project List Direction
- September 19, 2011 Priority Project Lists Adoption
- October 17, 2011 Organizational Meeting (CRTPA Retreat 9 AM to 1 PM)
- November 21, 2011 Election of Chair/Vice Chair

March 21, 2011

Capital Region Transportation Planning Agency
CRTPA

AGENDA ITEM 8 F

CRTPA TRANSPORTATION IMPROVEMENT PROGRAM ADMINISTRATIVE AMENDMENT

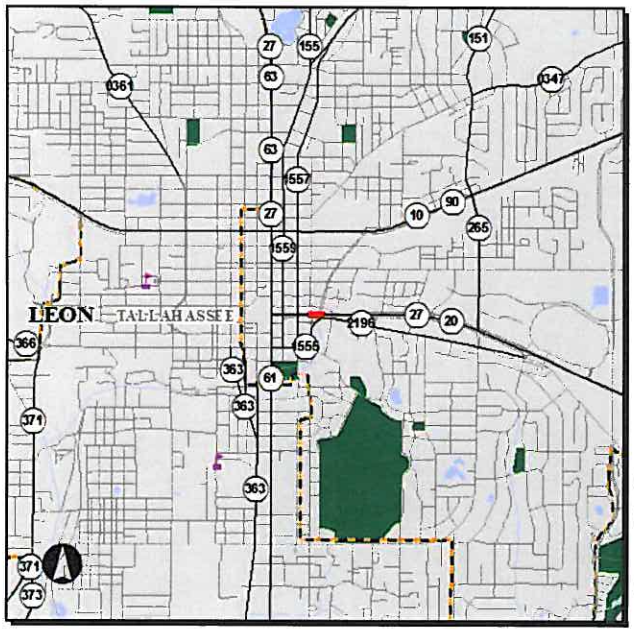
REQUESTED BY: CRTPA Staff	**TYPE OF ITEM**: Information

The adopted FY 2011 - FY 2015 Transportation Improvement Program (TIP) has been administratively amended to reflect the following project update:

- SR 20 (US 27): Over Franklin Boulevard. Bridge Painting advanced from FY 12 to FY 11 ($1.2 million) (Leon County) (ID# 4274131).

Attachment 1 provides the relevant page from the FY 2011 – FY 2015 TIP reflecting the revised project.

4274131 SR 20 (US 27)



Work Summary: BRIDGE - PAINTING **From:** OVER FRANKLIN BLVD.

To: BRIDGE NOS. 550039 & 64

Project Location: Leon County **Length:** 0.077

Phase	Fund Source	2010/11	2011/12	2012/13	2013/14	2014/15	Total
PE (32)	BRRP	8,353	0	0	0	0	**8,353**
CST (52)	BRRP	950,000	0	0	0	0	**950,000**
CST (62)	BRRP	218,500	0	0	0	0	**218,500**
PE (31)	DIH	4,000	0	0	0	0	**4,000**
CST (61)	DIH	12,350	0	0	0	0	**12,350**
Total		**1,193,203**	**0**	**0**	**0**	**0**	**1,193,203**

Project Description: Provides funding for painting Apalachee Parkway bridges over Franklin Boulevard.

This project was advanced from 2012 to 2011 in February 2011.

ATTACHMENT 1

March 21, 2011

Capital Region
Transportation Planning Agency
CRTPA

AGENDA ITEM 8 G

EXPENSE REPORTS

REQUESTED BY: CRTPA Staff	TYPE OF ITEM: Information

The expense reports for October 2010 through February 2011 are enclosed as Attachment 1.

ATTACHMENT

Attachment 1: CRTPA Expense Reports

ATTACHMENT 1

CITY OF TALLAHASSEE, FLORIDA
Expenses By Department
460000
CRTPA

CRTPA
October 31, 2010

Report Date: 2010-10-31
Budget Period: FY2011
Run Date: 20-Dec-10
Run Time: 3:51 PM

Account	Account Description	Expended This Month	Amended Budget	Budget Allotment to Date	Year to Date Expended	Pre-Encumbered	Encumbered	Unencumbered & Unexpended
Personnel Services								
511000	Salaries	32,746	383,447	31,954	32,746	--	--	350,701
511300	Salary Enhancements	--	7,717	643	--	--	--	7,717
511500	Temporary Wages	--	5,000	417	--	--	--	5,000
512400	Other Salary Items	185	--	--	185	--	--	(185)
515000	Pension- Current	2,885	40,500	3,375	2,885	--	--	37,615
515100	Pension- MAP	1,277	16,616	1,385	1,277	--	--	15,339
515500	Social Security	624	10,000	833	624	--	--	9,376
515600	Mandatory Medicare	407	5,588	466	407	--	--	5,181
516000	Health Benefits	1,922	40,238	3,353	1,922	--	--	38,316
516001	Health Benefits-Retirees	861	10,328	861	861	--	--	9,467
516100	Flex Benefits	939	17,268	1,439	939	--	--	16,329
Total Personnel Services		41,846	536,702	44,725	41,846	--	--	494,856
Operating Expenses								
521010	Advertising	--	4,000	333	--	--	--	4,000
521030	Reproduction	--	12,000	1,000	--	--	--	12,000
521100	Equipment Repairs	--	225	19	--	--	--	225
521180	Unclassified Contractual Srvcs	--	70,500	5,875	--	--	20,176	50,324
521190	Computer Software	--	15,000	1,250	--	--	--	15,000
522080	Telephone	--	1,200	100	--	--	--	1,200
523010	Chem-Med-Lab	24	--	--	24	--	--	(24)
523020	Food	--	1,000	83	--	--	--	1,000
523050	Postage	--	750	63	--	--	--	750
523060	Office Supplies	148	4,500	375	148	--	--	4,352
523080	Unclassified Supplies	--	4,500	375	--	--	--	4,500
524010	Travel & Training	180	13,000	1,083	180	--	--	12,820
524020	Journals & Books	--	600	50	--	--	--	600
524030	Memberships	--	2,500	208	--	--	--	2,500
Total Operating Expenses		351	129,775	10,815	351	--	20,176	109,248
Allocated Accounts								
560010	Human Resource Expense	272	3,264	272	272	--	--	2,992
560020	Accounting Expense	1,240	14,876	1,240	1,240	--	--	13,636
560030	Purchasing Expense	776	9,308	776	776	--	--	8,532
560040	Information Systems Expense	1,856	22,276	1,856	1,856	--	--	20,420
560070	Read-Bill-Collect Expense	130	1,560	130	130	--	--	1,430
Total Allocated Accounts		4,274	51,284	4,274	4,274	--	--	47,011
	Rent and Maintenance		14,931		12,684			
	TOTAL Operating Expenses	**46,470**	**732,692**	**59,813**	**59,154**	**--**	**20,176**	**651,115**
	Percentage of Budget			**8.16%**	**8.07%**			

CITY OF TALLAHASSEE, FLORIDA
Expenses By Department
460000
CRTPA

CRTPA
November 30, 2010

Report Date: 2010-11-30
Budget Period: FY2011
Run Date: 18-Jan-11
Run Time: 11:24 AM

Account	Account Description	Expended This Month	Amended Budget	Budget Allotment to Date	Year to Date Expended	Pre-Encumbered	Encumbered	Unencumbered & Unexpended
Personnel Services								
511000	Salaries	29,706	383,447	63,908	62,452	--	--	320,995
511300	Salary Enhancements	--	7,717	1,286	--	--	--	7,717
511500	Temporary Wages	--	5,000	833	--	--	--	5,000
512400	Other Salary Items	231	--	--	415	--	--	(415)
515000	Pension- Current	3,103	40,500	6,750	5,989	--	--	34,511
515100	Pension- MAP	1,249	16,616	2,769	2,526	--	--	14,090
515500	Social Security	781	10,000	1,667	1,405	--	--	8,595
515600	Mandatory Medicare	431	5,588	931	838	--	--	4,750
516000	Health Benefits	3,431	40,238	6,706	5,353	--	--	34,885
516001	Health Benefits-Retirees	861	10,328	1,721	1,721	--	--	8,607
516100	Flex Benefits	1,016	17,268	2,878	1,955	--	--	15,313
Total Personnel Services		40,809	536,702	89,450	82,655	--	--	454,047
Operating Expenses								
521010	Advertising	367	4,000	667	367	--	--	3,633
521030	Reproduction	1,003	12,000	2,000	1,003	--	--	10,997
521100	Equipment Repairs	--	225	38	--	--	--	225
521180	Unclassified Contractual Srvcs	1,074	70,500	11,750	1,074	43,836	20,176	5,415
521190	Computer Software	--	15,000	2,500	--	--	--	15,000
522080	Telephone	--	1,200	200	--	--	--	1,200
523010	Chem-Med-Lab	--	--	--	24	--	--	(24)
523020	Food	83	1,000	167	83	--	--	917
523050	Postage	64	750	125	64	--	--	686
523060	Office Supplies	--	4,500	750	148	--	--	4,352
523080	Unclassified Supplies	122	4,500	750	122	--	--	4,378
524010	Travel & Training	464	13,000	2,167	644	--	--	12,356
524020	Journals & Books	--	600	100	--	--	--	600
524030	Memberships	456	2,500	417	456	--	--	2,044
Total Operating Expenses		3,632	129,775	21,629	3,983	43,836	20,176	61,780
Allocated Accounts								
560010	Human Resource Expense	272	3,264	544	544	--	--	2,720
560020	Accounting Expense	1,240	14,876	2,479	2,479	--	--	12,397
560030	Purchasing Expense	776	9,308	1,551	1,551	--	--	7,757
560040	Information Systems Expense	1,856	22,276	3,713	3,713	--	--	18,563
560070	Read-Bill-Collect Expense	130	1,560	260	260	--	--	1,300
Total Allocated Accounts		4,274	51,284	8,547	8,547	--	--	42,737
	Rent and Maintenance		14,931		12,684			
	TOTAL Operating Expenses	**48,715**	**732,692**	**119,627**	**107,869**	**43,836**	**20,176**	**558,565**
	Percentage of Budget			**16.33%**	**14.72%**			

CITY OF TALLAHASSEE, FLORIDA
Expenses By Department
460000
CRTPA

CRTPA
December 31, 2010

Report Date: 2010-12-31
Budget Period: FY2011
Run Date: 31-Jan-11
Run Time: 4:44 PM

Account	Account Description	Expended This Month	Amended Budget	Budget Allotment to Date	Year to Date Expended	Pre-Encumbered	Encumbered	Unencumbered & Unexpended
Personnel Services								
511000	Salaries	33,526	383,447	95,862	95,978	--	--	287,469
511300	Salary Enhancements	--	7,717	1,929	--	--	--	7,717
511500	Temporary Wages	--	5,000	1,250	--	--	--	5,000
512400	Other Salary Items	346	--	--	762	--	--	(762)
515000	Pension- Current	3,912	40,500	10,125	9,901	--	--	30,599
515100	Pension- MAP	1,304	16,616	4,154	3,830	--	--	12,786
515500	Social Security	1,219	10,000	2,500	2,624	--	--	7,376
515600	Mandatory Medicare	545	5,588	1,397	1,383	--	--	4,205
516000	Health Benefits	4,778	40,238	10,060	10,131	--	--	30,107
516001	Health Benefits-Retirees	861	10,328	2,582	2,582	--	--	7,746
516100	Flex Benefits	1,219	17,268	4,317	3,174	--	--	14,094
Total Personnel Services		47,711	536,702	134,176	130,365	--	--	406,337
Operating Expenses								
521010	Advertising	94	4,000	1,000	461	--	--	3,539
521030	Reproduction	13	12,000	3,000	1,017	--	--	10,984
521100	Equipment Repairs	--	225	56	--	--	--	225
521180	Unclassified Contractual Srvcs	1,683	70,500	17,625	2,756	12	62,317	5,415
521190	Computer Software	--	15,000	3,750	--	--	--	15,000
522080	Telephone	--	1,200	300	--	--	--	1,200
523010	Chem-Med-Lab	--	--	--	24	--	--	(24)
523020	Food	--	1,000	250	83	--	--	917
523050	Postage	--	750	188	64	--	--	686
523060	Office Supplies	--	4,500	1,125	148	--	--	4,352
523080	Unclassified Supplies	--	4,500	1,125	122	--	--	4,378
524010	Travel & Training	967	13,000	3,250	1,611	--	--	11,389
524020	Journals & Books	--	600	150	--	--	--	600
524030	Memberships	--	2,500	625	456	--	--	2,044
Total Operating Expenses		2,756	129,775	32,444	6,740	12	62,317	60,707
Allocated Accounts								
560010	Human Resource Expense	272	3,264	816	816	--	--	2,448
560020	Accounting Expense	1,240	14,876	3,719	3,719	--	--	11,157
560030	Purchasing Expense	776	9,308	2,327	2,327	--	--	6,981
560040	Information Systems Expense	1,856	22,276	5,569	5,569	--	--	16,707
560070	Read-Bill-Collect Expense	130	1,560	390	390	--	--	1,170
Total Allocated Accounts		4,274	51,284	12,821	12,821	--	--	38,463
	Rent and Maintenance		14,931		12,684			
	TOTAL Operating Expenses	**54,741**	**732,692**	**179,440**	**162,610**	**12**	**62,317**	**505,506**
	Percentage of Budget			**24.49%**	**22.19%**			

CITY OF TALLAHASSEE, FLORIDA
Expenses By Department
460000
CRTPA

CRTPA
January 31, 2011

Report Date: 2011-01-31
Budget Period: FY2011
Run Date: 8-Feb-11
Run Time: 5:10 PM

Account	Account Description	Expended This Month	Amended Budget	Budget Allotment to Date	Year to Date Expended	Pre-Encumbered	Encumbered	Unencumbered & Unexpended
Personnel Services								
511000	Salaries	30,090	383,447	127,816	126,068	--	--	257,379
511300	Salary Enhancements	--	7,717	2,572	--	--	--	7,717
511500	Temporary Wages	--	5,000	1,667	--	--	--	5,000
512400	Other Salary Items	--	--	--	762	--	--	(762)
515000	Pension- Current	1,854	40,500	13,500	11,755	--	--	28,745
515100	Pension- MAP	1,277	16,616	5,539	5,107	--	--	11,509
515500	Social Security	--	10,000	3,333	2,624	--	--	7,376
515600	Mandatory Medicare	250	5,588	1,863	1,634	--	--	3,954
516000	Health Benefits	1,988	40,238	13,413	12,119	--	--	28,119
516001	Health Benefits-Retirees	861	10,328	3,443	3,443	--	--	6,885
516100	Flex Benefits	629	17,268	5,756	3,803	--	--	13,465
Total Personnel Services		36,948	536,702	178,901	167,314	--	--	369,388
Operating Expenses								
521010	Advertising	--	4,000	1,333	461	--	--	3,539
521030	Reproduction	432	12,000	4,000	1,448	--	--	10,552
521100	Equipment Repairs	--	225	75	--	--	--	225
521180	Unclassified Contractual Srvcs	11,533	70,500	23,500	14,289	12	51,483	4,717
521190	Computer Software	--	15,000	5,000	--	--	--	15,000
522080	Telephone	198	1,200	400	198	--	--	1,002
523010	Chem-Med-Lab	--	--	--	24	--	--	(24)
523020	Food	56	1,000	333	139	--	--	861
523050	Postage	14	750	250	79	--	--	671
523060	Office Supplies	388	4,500	1,500	535	--	--	3,965
523080	Unclassified Supplies	61	4,500	1,500	183	--	--	4,317
524010	Travel & Training	545	13,000	4,333	2,156	--	--	10,844
524020	Journals & Books	45	600	200	45	--	--	555
524030	Memberships	958	2,500	833	1,414	--	--	1,086
Total Operating Expenses		14,230	129,775	43,258	20,969	12	51,483	57,311
Allocated Accounts								
560010	Human Resource Expense	272	3,264	1,088	1,088	--	--	2,176
560020	Accounting Expense	1,240	14,876	4,959	4,959	--	--	9,917
560030	Purchasing Expense	776	9,308	3,103	3,103	--	--	6,205
560040	Information Systems Expense	1,856	22,276	7,425	7,425	--	--	14,851
560070	Read-Bill-Collect Expense	130	1,560	520	520	--	--	1,040
Total Allocated Accounts		4,274	51,284	17,095	17,095	--	--	34,190
	Rent and Maintenance	--	14,931		12,684	--	--	2,247
Total Operating Expenses		**55,452**	**732,692**	**239,254**	**218,062**	**12**	**51,483**	**463,136**
	Percentage of Budget			32.65%	29.76%			

CITY OF TALLAHASSEE, FLORIDA
Expenses By Department
460000
CRTPA

CRTPA
February 28, 2011

Report Date: 2011-02-28
Budget Period: FY2011
Run Date: 8-Mar-11
Run Time: 2:41 PM

Account	Account Description	Expended This Month	Amended Budget	Budget Allotment to Date	Year to Date Expended	Pre-Encumbered	Encumbered	Unencumbered & Unexpended
Personnel Services								
511000	Salaries	17,880	383,447	159,770	143,948	--	--	239,499
511300	Salary Enhancements	--	7,717	3,215	--	--	--	7,717
511500	Temporary Wages	--	5,000	2,083	--	--	--	5,000
512400	Other Salary Items	--	--	--	762	--	--	(762)
515000	Pension- Current	1,854	40,500	16,875	13,610	--	--	26,890
515100	Pension- MAP	1,277	16,616	6,923	6,383	--	--	10,233
515500	Social Security	--	10,000	4,167	2,624	--	--	7,376
515600	Mandatory Medicare	250	5,588	2,328	1,884	--	--	3,704
516000	Health Benefits	1,988	40,238	16,766	14,107	--	--	26,131
516001	Health Benefits-Retirees	861	10,328	4,303	4,303	--	--	6,025
516100	Flex Benefits	629	17,268	7,195	4,431	--	--	12,837
Total Personnel Services		24,739	536,702	223,626	192,052	--	--	344,650
Operating Expenses								
521010	Advertising	577	4,000	1,667	1,037	--	--	2,963
521030	Reproduction	6	12,000	5,000	1,454	--	--	10,546
521100	Equipment Repairs	--	225	94	--	--	--	225
521180	Unclassified Contractual Srvcs	12,244	70,500	29,375	26,533	12	39,239	4,717
521190	Computer Software	--	15,000	6,250	--	--	--	15,000
522080	Telephone	--	1,200	500	198	--	--	1,002
523010	Chem-Med-Lab	--	--	--	24	--	--	(24)
523020	Food	--	1,000	417	139	--	--	861
523050	Postage	--	750	313	79	--	--	671
523060	Office Supplies	--	4,500	1,875	535	--	--	3,965
523080	Unclassified Supplies	--	4,500	1,875	183	--	--	4,317
524010	Travel & Training	1,442	13,000	5,417	3,598	--	--	9,402
524020	Journals & Books	--	600	250	45	--	--	555
524030	Memberships	--	2,500	1,042	1,414	--	--	1,086
Total Operating Expenses		14,269	129,775	54,073	35,239	12	39,239	55,286
Allocated Accounts								
560010	Human Resource Expense	272	3,264	1,360	1,360	--	--	1,904
560020	Accounting Expense	1,240	14,876	6,198	6,198	--	--	8,678
560030	Purchasing Expense	776	9,308	3,878	3,878	--	--	5,430
560040	Information Systems Expense	1,856	22,276	9,282	9,282	--	--	12,994
560070	Read-Bill-Collect Expense	130	1,560	650	650	--	--	910
Total Allocated Accounts		4,274	51,284	21,368	21,368	--	--	29,916
	Rent and Maintenance		14,931		12,684			
Total Expenses		**43,282**	**732,692**	**299,067**	**261,343**	**12**	**39,239**	**429,851**
	Percentage of Budget			40.82%	35.67%			