



## **CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)**

MEETING OF TUESDAY, JUNE 3, 2025  
(11:30 a.m. – 1:00 p.m.)

TALLAHASSEE ROOM (2<sup>ND</sup> FLOOR)  
CITY HALL  
300 S. ADAMS STREET  
TALLAHASSEE, FL 32301

### **AGENDA**

Citizens wishing to provide input at the CMAC meeting may:

- (1) Provide comments **in person** at the meeting. Speakers are requested to limit their comments to three (3) minutes; or
- (2) Submit **written comments** prior to the meeting at <http://crtpa.org/contact-us/> by providing comments in the "Email Us" portion of the page before 5:00 p.m. on Monday, June 2 to allow time for comments to be provided to committee members in advance of the meeting. Comments submitted after this time (up to the time of the meeting) will be accepted and included in the official record of the meeting.

#### **1. AGENDA MODIFICATIONS**

#### **2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

This portion of the agenda is provided to allow for public input on general CRTPA issues that are not included on the meeting's agenda. Those interested in addressing the Committee are requested to limit their comments to three (3) minutes.

#### **3. CONSENT AGENDA**

- A. Minutes of the April 1, 2025, CMAC Meeting
- B. Unified Planning Work Program (UPWP)
- C. CRTPA Safe Streets and Roadways for All (SS4A) Safety Action Plan Update

#### **4. CONSENT ITEMS PULLED FOR DISCUSSION**

*If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-8630. The telephone number of the Florida Relay TDD Service is # 711.*

**5. PRESENTATION/DISCUSSION/ACTION**

*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 Committee.*

**A. Fiscal Year (FY) 2026– FY 2030 Transportation Improvement Program (TIP)**

The FY 2026 – FY 2030 TIP identifying the projects that have received funding in the Florida Department of Transportation Work Program has been developed.

RECOMMENDED ACTION: Recommend the CRTPA Board adopt the FY 2026 – FY 2030 Transportation Improvement Program.

**B. Fiscal Year (FY) 2027 – FY 2031 Project Priority Lists (PPLs)**

The FY 2027 – 2031 Project Priority Lists have been developed:

1. Regional Mobility Plan (Capacity) Project Priority List
2. Bicycle and Pedestrian Project Priority List
3. Regional Shared Use Paths (Trails) Project Priority List
4. StarMetro Project Priority List
5. Intelligent Transportation Systems (ITS) Project Priority List
6. Tallahassee International Airport Project Priority List

RECOMMENDED ACTION: Recommend the CRTPA adopt the FY 2027 – FY 2031 Project Priority Lists.

**C. Regional Mobility Plan (RMP) Update**

An update on the development of the CRTPA's RMP will be provided.

RECOMMENDED ACTION: Information Only.

**6. INFORMATION****A. Future Meeting Dates (Next Meeting: September 2, 2025)****7. ITEMS FROM COMMITTEE MEMBERS OR STAFF****8. ADJOURNMENT**



June 3, 2025

## COMMITTEE AGENDA ITEM 3A

### MINUTES

TYPE OF ITEM: Consent

The minutes from the April 1, 2025, CMAC meeting is provided as ***Attachment 1***.

### **RECOMMENDED ACTION**

Option 1: Approve the minutes of the April 1, 2025, CMAC meeting.

### **ATTACHMENT**

Attachment 1: April 1, 2025, CMAC Minutes



## **CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)**

MEETING OF TUESDAY, APRIL 1, 2025  
(11:30 AM - 1:30 PM)

RENAISSANCE BUILDING  
2ND FLOOR CONFERENCE ROOM  
435 N MACOMB STREET  
TALLAHASSEE, FL. 32301

### **Meeting Minutes**

**Members Present:** Chad Hanson, Chair; Mary Kay Falconer; Amie Longstreet; Roger Holdener; Julie Christensen; John Dunn; Hans van Tol; Dan Beaty

**Staff and Others Present:** Greg Slay, Executive Director; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex; CRTPA Kaylor Collins, FDOT; Lindsay Slautterback, KHA; and George Reynolds

#### **1. AGENDA MODIFICATIONS**

There were no agenda modifications.

#### **2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

There were no public speakers.

#### **3. CONSENT AGENDA**

**A. Minutes of the February 4, 2025, CMAC Meeting**

**B. CRTPA Performance Measures Update Resolution Ratification (PM2 & PM3)**

**Committee Action:** Mr. van Tol made a motion to approve the consent agenda items 3A and 3B. Ms. Falconer seconded the motion; and the motion was unanimously passed.

#### **4. CONSENT ITEMS PULLED FOR DISCUSSION**

Ms. Falconer pulled Agenda Item 3C CRTPA Transportation Alternatives (TA) Project Priority List Adoption and Mr. van Tol pulled Agenda Item 3 D Unified Planning Work Program (UPWP) were pulled for discussion.

### **3.C CRTPA Transportation Alternatives (TA) Project Priority List Adoption**

Mr. Burke explained the Transportation Alternatives PPL was the same list as the adopted list from last year except for the removal of Priority # 2 (Waverly Road sidewalk project). He explained the Waverly Road sidewalk project has been fully funded; therefore, the project has been removed from the TA PPL. Lastly, he noted the remaining three (3) projects have not been funded and, as result, will remain on the list. Mr. Burke stated there would be solicitation for new applications later in the year and noted that at the September CMAC meeting there would be a request for members to serve on the TA subcommittee.

Ms. Falconer asked if there was an estimated fund amount for the next cycle and was funding going to be available. Mr. Burke stated there were no guarantees but as far as it was known now, there would be funding, similarly to last year of approximately \$660k. Mr. Slay noted the Federal Highway Administration has issued a notice for funding opportunities for Safe Streets and Roads for All (SS4A) program.

**Committee Action: Mr. Beaty made a motion to recommend approval the adoption of the Transportation Alternatives PPL. Mr. van Tol seconded the motion; and the motion was unanimously passed.**

### **3.D Unified Planning Work Program (UPWP)**

Ms. Lex stated the update to the second year of the proposed UPWP would bring all available funding and explained the total would include remaining funds from the previous UPWP in PL. She explained those funds would be added to the second year of the work program in addition to the projects already programmed in the second year that total \$1.53 million. Ms. Lex explained staff would identify projects to fund and noted the authorization would be for the amount that was anticipated to be spent within the contract.

Mr. van Tol noted attachment the second attachment was not included in the agenda item. Ms. Lex noted the second attachment was being finalized and noted funding would be added for the Congestion Management Plan (CMP), High Injury Network (HIN), Limited English Proficiency Plan update, and the Community Characteristics inventory and noted those projects would be included in the UPWP in June and remaining funds well be outlined as "TBD" for now. Mr. van Tol asked about the Feasibility Study SR 267, asking if that project was already completed. Mr. Slay explained the initial study was from St. Marks Trail to Wakulla Springs. Ms. Lex explained that was the first phase was completed and the next phase would be the western piece that was within Leon County and stated all funds must be included regardless of the source and noted these funds will be SUNTrail funds. She noted staff was waiting on contracts to be finalized.

Mr. van Tol asked about the Thomasville Road to Welaunee Greenway Trail. Mr. Slay explained that was a portion of the entire connection and was short piece from Thomasville Road East to the Welaunee Greenway would be extended as a part of the development in Bradfordville at Bannerman Road.

Ms. Falconer expressed concerns and disappointment with the halting of the improvements to the Thomasville Midtown which has been halted. Mr. Slay noted that project would be only a resurfacing project.

**Committee Action: Mr. van Tol made a motion to recommend approval the Unified Planning Work Program. Mr. Beaty seconded the motion; and the motion was unanimously passed.**

## 5. PRESENTATION/DISCUSSION/ACTION

### A. CRTPA School Safety Study

This item seeks approval of the CRTPA's School Safety Study ("Take the Safe Route - Safe Access to School Study").

RECOMMENDED ACTION: Recommend the CRTPA approve the Take the Safe Route - Safe Access to School Study.

Mr. Burke introduced the study and stated the plan was initiated in late 2023 and provided a focused school safety study to determine which schools in the region would benefit from enhancements to the bicycle and pedestrian safety. He noted the study would be on the agenda at the April Board meeting for approval.

Ms. Slautterback, Kimley-Horn and Associates introduced the Take the Safe Route study. She explained the process included an evaluation of the existing conditions and infrastructure at the schools in the region. Ms. Slautterback noted that the evaluation identified the schools with the most need. She noted that following school identification site visits were conducted, and staff developed recommendations that could be submitted to local governments and grant applications to request funding for improvements. She noted the purpose of the study was to encourage a culture of walking and biking and making sure there are safe routes for the students.

Ms. Slautterback outlined the first phase of the study which involved data collection and analysis. She this phase consisted of narrowing down the number of schools from a total of 80 schools within the region to the ultimate selected twelve schools. Next, Ms. Slautterback explained phase two, which consisted of site visits during school arrival and departure times, and the development of practical recommendations related to infrastructure, behavioral and programmatic recommendations. Lastly, she discussed other components of the study including the student and parent surveys, stakeholder engagement and the development of the draft plan.

Ms. Slautterback outlined the draft plan and noted it was currently on the CRTPA's website for review and that comments may be provided before the Board meeting on April 15, 2025. She discussed stakeholder engagement that included the provision of technical input from over 20 stakeholder agencies. She noted the Safe Routes to School Program requires surveys to be completed and stated that there were 17 classrooms that participated for a total of 327 students and 165 parent surveys. Results from the surveys identified that most kids were driven in the family vehicle and that the survey data was in the plan's appendix. Ms. Slautterback noted parents' major concerns identified in the surveys included distance to walk/bike to the school, speeding, traffic volumes, and concerns related to

children crossing at intersections. She next noted that recommendations have been developed for each of the schools in the plan and outlined the grant funding matrix. Ms. Slautterback explained that the potential identified grants match up with the recommendations and this can be a useful tool for the partners to implement the recommendations.

Ms. Falconer asked if students mentioned improvements for bicyclists at Leon High School. Ms. Slautterback noted recommendations for each school are included in the full recommendations list. Ms. Falconer next asked about crossing guards and Ms. Slautterback noted that was a recommendation for additional crossing guards. Mr. Hanson asked about the radius from the school was included in the study. Ms. Slautterback stated that initially it was the entire school zone. She explained that as a part of the desktop analysis, national standards were followed which recommend the following: elementary .5m; middle 1m; and high school 1.5m. She noted that recommendations were made for the immediate vicinity of the schools. Mr. Hanson asked about schools that were not included and if those schools get recommendations or help with improving the safety at those schools. Ms. Slautterback noted that all schools were evaluated initially, and that the high-level recommendations could be considered for all schools.

**Committee Action: Ms. Christensen made a motion to recommend approval of the CRTPA School Safety Study. Ms. Longstreet seconded the motion, and the motion was unanimously passed.**

#### **B. CRTPA Title VI Policy**

This item seeks approval of the CRTPA's Title VI Plan outlining processes for handling grievances related to alleged violations of Title VI of the Civil Rights Act of 1964 and other nondiscrimination statutes, regulations, and authorities has been developed for CRTPA approval.

RECOMMENDED ACTION: Recommend the CRTPA adopt Title VI Plan.

Ms. Lex stated this was a minor update for the CRTPA Title VI Policy. She explained the policy statement remains the same. She noted the Florida Civil Rights Act was a little different from the Federal Civil Rights Act includes pregnancy. She outlined the responsibilities of the Title VI coordinator. She explained the difference between verbal and non-written complaints. She noted if a verbal complaint. The coordinator was responsible for asking if the citizen wanted to file a written complaint. Informal complaints are handled by the CRTPA informing FDOT and FHWA. Written complaints are forwarded to the district immediately, to district, Central office and FHWA. Recommendation was to approve the minor update to the policy.

**Committee Action: Mr. van Tol made a motion to recommend adoption of the Title IV Policy. Ms. Christensen seconded the motion, and the motion was unanimously passed.**

#### **C. High Injury Network (HIN) Update**

This item provides information related to efforts associated with the CRTPA's HIN update.

RECOMMENDED ACTION: Information Only

Mr. Kostrzewa discussed the High Injury Network Update. He stated the development HIN was developed from the CMP and the SS4A. Mr. Kostrzewa stated this network of roadways and intersections that are safety related with serious injuries and fatalities. He noted KHA reviewed the corridors from Aenon Church to Junco Court noting this area had 7 serious injuries and fatalities. He noted there will be a project sheet for each project which will provide information on crash history, locations, severity, common issues, counter measures that can be implemented to improve safety at the locations. He noted these recommendations are broken into short term and long-term projects. Mr. Kostrzewa stated additional project sheets were being developed and requested any comments should be forwarded directly to the CRTPA. He noted this information would be presented to the board. He noted the network included city, county and state roadways and those governments can apply for SS4A grant applications. Mr. Kostrzewa stated the counter measures would be discussed with the local governments and those measures are based on crash data.

Mr. van Tol discussed the high speed on Gadsden and Adams Street and suggested a lowering to 35mph before vehicles approach the areas where the bike lanes and midblock crossings. Mr. Slay noted there are strict guidelines when addressing/lowering speeds and many roadways were not built for lower speeds. Mr. Slay explained the crash data Bronough and Duval which has as many crashes in total that exceeds the crashes on Apalachee Parkway. He agreed speed was a big factor in the crashes. Mr. Hanson asked for information on the length of a roadway within the HIN. Mr. Kostrzewa explained the network had many small portions of roads that have serious injuries and those were aggregated and made into longer segments to be sure the entire corridor was being addressed as a whole with a better analysis.

**Committee Action: This item was informational; therefore, no action was taken.**

## **6. INFORMATION**

### **A. Future Meeting Dates**

Mr. Slay noted the May meeting would potentially be cancelled.

## **7. ITEMS FROM COMMITTEE MEMBERS OR STAFF**

Ms. Longstreet asked if the draft PPLs would be presented to the committee. Ms. Lex stated the TIP and PPLs would be presented at the June committee meeting.

Ms. Falconer asked for update on North Monroe and the SS4A program. Mr. Slay stated the SS4A program was opened for applications and noted there would be an update to the grant application and will be submitted by the deadline at the end June. He also noted the SS4A program was being reviewed by the current administration and there could be new guidance in the next round but there is a lot of information that has not been provided.



Ms. Longstreet discussed the Southern Rail Commission and the reconnection of the train from Mobile to New Orleans. Mr. Slay stated the bill has been stalled but was doubtful it would move forward this session.

Mr. van Tol asked about the bicycle component of the RMP and the updates to the Master plans for the counties in the region. Mr. Slay noted CRTPA has not discussed but that would be the responsibility of the individual counties to update their master plans.

Mr. Burke stated that at the last meeting there was an amendment to the TIP providing Sun Trails funding. He explained the Tallahassee to Havana trail received design funds for the Gadsden County portion and received PD&E funding for the Leon County portion and that staff is planning a public meeting (open house style) for the Tallahassee to Havana Trail. The meeting will be conducted on Wednesday, May 7, 2025, at 5:30 p.m. at the Havana Community Center and details will be provided to the Committee.

Mr. Kostrzewa discussed the RMP Public Engagement and noted there would be a Farmer's Market at Walker Ford Community Center. He noted there will also be helmet fitting and providing safety materials for the community. The event is on May 15, 2025, from 2 p.m. -6p.m.

## **8. ADJOURNMENT**

**The meeting was adjourned at 12:55 pm.**

June 3, 2025



## COMMITTEE AGENDA ITEM 3 C

# **CRTPA SAFE STREETS AND ROADWAYS FOR ALL (SS4A) SAFETY ACTION PLAN UPDATE**

TYPE OF ITEM: Consent

### **STATEMENT OF ISSUE**

The CRTPA's Safe Streets and Roads for All (SS4A) Safety Action Plan is proposed to be updated to add language providing more detail related to the planning structure used in the plan's development.

### **RECOMMENDED ACTION**

Option 1: Recommend the CRTPA approve the updated language to the CRTPA's SS4A Safety Action Plan.

### **BACKGROUND**

The [CRTPA's SS4A Safety Action Plan](#) was adopted in June 2023 and identifies a comprehensive set of projects and strategies to improve safety on the CRTPA region's roadways and reach a goal of zero fatalities and serious injuries by the year 2040.

Subsequent to plan adoption, the CRTPA is proposing to revise the plan to provide more details related to the planning structure associated with the plan's development, implementation, and monitoring. Although such information is currently included in the plan, the proposed additional language will provide more detail.

Specifically, Chapter 4: Public Engagement of the plan is proposed to be revised to add additional information associated with the Community Traffic Safety Teams (CTST) that serve as the plan's task force. The proposed revised language (shown in **yellow**) is included in **Attachment 1**.

### **ATTACHMENT**

Attachment 1 – Proposed Updated Language

## CHAPTER 4: PUBLIC ENGAGEMENT

Public and stakeholder engagement provided a better understanding of safety conditions and challenges throughout the Capital Region by providing context to the data driven safety analysis. Through robust and ongoing coordination with local Community Traffic Safety Teams (CTSTs), relevant stakeholders, and the public, locations of perceived safety concerns and citizen-recommended improvements were identified. This feedback was incorporated into the project prioritization which is described in Chapter 5. Engagement materials and survey results can be found in Appendix B.

### ENGAGEMENT

The engagement approach for the Safety Action Plan was focused around four strategies:

#### TASK FORCE: COMMUNITY TRAFFIC SAFETY TEAMS (CTST)

The CTSTs from each of the four counties in the Capital Region were identified as the task force charged with the plan's development, implementation, and monitoring once adopted. Coordination with the CTSTs was ongoing to provide updates, coordinate on project recommendations, and gain insight into needs for each of the counties. The CTSTs' involvement and input heavily shaped the Safety Action Plan, most notably when it comes to specific projects on unsafe corridors throughout the region, found in Chapter 5. The CRTPA sought consistent feedback on project lists from the CTSTs to ensure that recommendations were consistent with each county's needs when it comes to roadway safety.

#### CRTPA Safety Action Plan Engagement Approach



**Task Force**



**Public Engagement**



**Relevant Stakeholders**



**Virtual Tools**

### PLANNING STRUCTURE / TASK FORCE

- ◆ Leon County Community Traffic Safety Team
- ◆ Gadsden County Community Traffic Safety Team
- ◆ Jefferson County Community Traffic Safety Team
- ◆ Wakulla County Community Traffic Safety Team

CTSTs are comprised of local highway safety advocates committed to solving traffic safety problems. The teams seek to increase traffic safety by reducing the number of traffic crashes and traffic related fatalities as well as the number and severity of traffic related injuries. The teams are multi-jurisdictional and contain members from city, county,

state, and occasionally federal agencies, as well as private industry representatives and citizens. Through coordinating and working together with interested citizens and other traffic safety advocates within their communities, the CTSTs help to solve local traffic safety problems and promote public awareness of traffic safety best practices through campaigns that educate drivers, motorcyclists, pedestrians, and bicyclists. Their role in promoting roadway safety ensures that they will be strong implementation partners in selecting safety focused projects and acquiring funding, whether that be from local, state, or federal funding sources and programs, including SS4A. The CRTPA often attends, and even facilitates, the CTST meetings in each county, providing an opportunity to provide regular updates on Action Plan progress. The CTSTs, in conjunction with the overarching CRTPA Board, provides a structure for monitoring that includes local officials and technical experts from across the region. As of 2025, the CRTPA has worked with several partners from the CTSTs to implement safety-related plans and projects, including each of the counties (Gadsden, Jefferson, Leon, and Wakulla), the City of Tallahassee, Blueprint Intergovernmental Agency, and the Florida Department of Transportation District 3; all of which are agencies that participate as members of the CTSTs serving as this plan's Task Force.

### RELEVANT STAKEHOLDERS: PROJECT IDENTIFICATION

Relevant stakeholders from local agencies and the universities were contacted to assist with project identification and development. These stakeholders were selected due to their agency's responsibility for developing and funding projects from planning through construction. Coordination was ongoing through the process to ensure that stakeholders understood what the Safety Action Plan is, what the SS4A program requirements are, and project eligibility for grant funding. This stakeholder coordination established a general understanding of the program so that local partners will be prepared to apply for SS4A funding via Implementation Grants in the future.

### STAKEHOLDERS

- ◆ Florida Department of Transportation District 3
- ◆ City of Tallahassee Public Infrastructure Engineering
- ◆ Leon County Public Works
- ◆ Blueprint Intergovernmental Agency
- ◆ Florida State University – Transportation & Parking Services, Facilities
- ◆ Florida A&M University – Facilities,







June 3, 2025

## COMMITTEE AGENDA ITEM 5.A

### **FISCAL YEAR 2026 – FISCAL YEAR 2030 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR ADOPTION**

**TYPE OF ITEM:** Presentation/Discussion/Action

#### **STATEMENT OF ISSUE**

The Capital Region Transportation Planning (CRTPA) Fiscal Year (FY) 2026 – FY 2030 Transportation Improvement Program (TIP), [Attachment 1](#) [Link], has been developed for adoption by the Board. This item seeks a Committee recommendation of approval to the CRTPA.

#### **RECOMMENDATION**

**Option 1:** Recommend the CRTPA Board adopt Resolution 2025-06-6A, **Attachment 2**, approving the FY 2026 – FY 2030 Transportation Improvement Program.

#### **BACKGROUND**

The purpose of the TIP is to inform the public and governmental agencies of the transportation projects (planning through construction) that have received funding during the next five-year period (FY 2026 – FY 2030) within the Capital Region (Gadsden, Jefferson, Leon, and Wakulla counties).

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

#### **PUBLIC INVOLVEMENT**

The Capital Region Transportation Planning Agency (CRTPA) has scheduled three virtual and one in-person public meeting to present the Draft FY 2026 – FY 2030 TIP. These meetings provide the public an opportunity to learn about the CRTPA's programs and plans. **Appendix G** of the TIP details the meeting notices and the distribution of information. This section is updated throughout the process.

## **Data and Analysis**



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. In the FY 2026 - FY 2030 Transportation Improvement Program a total of \$622,671,717 million is programmed. **Chart 1, Summary of Funding by Agency**, presents the breakdown of the sources of funding and **Chart 2, Summary of Funding by County**, how these funds are distributed throughout the region. Projects by mode or type are presented in Sections A through I of the TIP, and provide more detail on both the funding amounts and sources for each TIP project. Project pages also identify, as applicable, the project priority by number and list.

## **NEXT STEP**

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

## **RECOMMENDED ACTION**

- Option 1: Recommend the CRTPA Board adopt by Resolution No. 2025-06-6A approving the FY 2026 – FY 2030 Transportation Improvement Program.  
(Recommended)

## **ATTACHMENTS**

- Attachment 1: [Link to Draft FY 2026 – FY 2030 Transportation Improvement Program](#)  
Attachment 2: Resolution No. 2025-06-6

CRTPA FY 2026 – FY 2030 TIP



**Capital Region  
Transportation  
Planning Agency**

300 South Adams St.  
Tallahassee, FL 32308  
(850) 891-8630  
[www.crtpa.org](http://www.crtpa.org)

*Fiscal Year 2026 – Fiscal Year 2030*  
*Transportation Improvement Program*  *Interactive TIP*  
*Adopted* \_\_\_\_\_ *Amended* \_\_\_\_\_

## CRTPA RESOLUTION 2025-06-6A

A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) ENDORSING  
THE FY 2026 – FY 2030 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 2026 through Fiscal Year 2030 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 4, Section 4.3.1 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 on this 16<sup>th</sup> day of June 2025.

**Capital Region Transportation Planning Agency**

**ATTEST:**

\_\_\_\_\_  
**Dianne Williams-Cox, Chairman**

\_\_\_\_\_  
**Greg Slay, Executive Director**





June 3, 2025

## COMMITTEE AGENDA ITEM 5B

### **FISCAL YEAR 2027 – FISCAL YEAR 2031 PROJECT PRIORITY LISTS**

**TYPE OF ITEM:** Presentation/Discussion/Action

#### **STATEMENT OF ISSUE**

The draft Fiscal Year 2027 – FY 2031 Project Priority Lists (PPL), as detailed in Attachments 1 through 7, have been developed for adoption by the CRTPA Board.

Attachment 1: Regional Mobility Plan Roadways [Capacity] Project Priority List

Attachment 2: Bicycle and Pedestrian Project Priority List

Attachment 3: Regional Shared Use Paths (Trails) Project Priority List

Attachment 4: StarMetro Project Priority List

Attachment 5: Intelligent Transportation Systems (ITS) Project Priority List

Attachment 6: Tallahassee International Airport Project Priority List (To be added)

#### **RECOMMENDATION**

**Option 1:** Recommend the CRTPA Board adopt the Fiscal Year 2027 – FY 2031 Project Priority Lists.

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#### **BACKGROUND**

The CRTPA annually adopts project priority lists that identify projects for which the agency is seeking transportation funding. Projects lists are developed for all modes of transportation in coordination with our modal partners, StarMetro and the Tallahassee International Airport, and state and local governments. Projects contained on the lists are established in the Connections 2045 Regional Mobility Plan; StarMetro's Transit Development Plan; Tallahassee International Airport's Aviation Master Plan; Regional Transportation Management Center's Intelligent Transportation Master Plan; and safety and multi-modal plans adopted by local governments in the CRTPA Region.

## **PUBLIC INVOLVEMENT**

The Capital Region Transportation Planning Agency (CRTPA) has scheduled three virtual and one in-person public meeting to present the Draft FY 2027 – FY 2031 PPLs. These meetings provide the public an opportunity to learn about the CRTPA's programs and plans. Appendix G of the TIP details the meeting notices and the distribution of information. This section is updated throughout the process.

## **NEXT STEPS**

Subsequent Board adoption of the CRTPA FY 2027 – FY 2031 PPLs, the lists are provided to FDOT for consideration in the development of next year's Five-Year Work Program. In the late 2025 or early 2026, FDOT will present the upcoming the FY 2027 – FY 2031 Draft Work Program. Subsequently, the CRTPA staff initiates development of the CRTPA's FY 2027 – FY 2031 Transportation Improvement Program, incorporating the transportation projects in the CRTPA region that have received federal, state, and local funding.

## **RECOMMENDED ACTION**

Option 1: Recommend the CRTPA Board adopt the Fiscal Year 2027 – FY 2031 Project Priority Lists.

## **ATTACHMENTS**

FY 2027 – FY 2031 PPLs

- Attachment 1: Regional Mobility Plan Roadways [Capacity] Project Priority List
- Attachment 2: Bicycle and Pedestrian Project Priority List
- Attachment 3: Regional Shared Use Paths (Trails) Project Priority List
- Attachment 4: StarMetro Project Priority List
- Attachment 5: Intelligent Transportation Systems (ITS) Project Priority List
- Attachment 6: Tallahassee International Airport Project Priority List (To be added)



PRIORITY NO.	PROJECT	1PHASE & FUNDING PROGRAMMED							LENGTH	IMPROV.	NEXT PHASE	*COST ESTIMATE	FUTURE PHASE	COST ESTIMATE	NOTES
		PHASE	FY 26	FY 27	FY 28	FY 29	FY 30								
5	Mahan Drive/Capital Circle NE Intersection								Intersection rebuild						
	FPN: 441215-1									Project cost estimates once PD&E at 60% complete.					
6	Pensacola St (SR 366)								Add 2 lanes, multi-modal						
	Capital Circle SW to Appleyard Dr	-	-	-	-	-	-	0.97		PE & ROW	\$6 M	CST/CEI	\$43.5 M		
	FPN: 219820-2	The PD&E was initiated in 2023 and anticipated to be complete in May 2025 . Cost to complete the project \$49.5 M													
7	Lake Bradford Road/Springhill Road <sup>BPIA</sup>								Corridor Improvement						
	Capital Circle SW to Orange Ave							1.7		-	-	-	-		
	Orange Ave to Gaines St							1.6							
8	Crawfordville Road (US 319)								Add 2 lanes, multi-modal						
	Lost Creek Bridge to Wakulla Arran Road	-	-	-	-	-	-	2.4		PE/ROW	-	CST/CEI			
	FPN: 451896-1														
9	Crawfordville Road (US 319)								Add 2 lanes, multi-modal	PE/ROW					
	N of Alaska Way to Lost Creek Bridge	-	-	-	-	-	-	3.4				CST/CEI			
10	Tharpe Street <sup>BPIA</sup>			-			-		Multi-modal						
	Capital Circle SW to Ocala Rd			-			-	2.7		CST			-		
12	Bannerman Road <sup>BPIA</sup>								Add 2 lanes, multi-modal						
	Preservation Rd to Quail Commons Dr			-	-	-	-	3.4							
13	Northeast Gateway/Welaunee Blvd Ext. <sup>BPIA</sup>								New road, multi-modal						
	Fleischmann Rd to Roberts Rd			-	-	-	-	2.7							
14	I-10 Interchange								New Interchange						
	at Welaunee Boulevard		-	-	-	-	-	0.5		IJR					

Capital Region Transportation Planning Agency

Fiscal Year 2027 - Fiscal Year 2031  
Bicycle and Pedestrian

Project Priority List: TAC/CMAC Meeting 6/3/25

PRIORITY NO.	PROJECT NAME AND LIMITS	<sup>1</sup> PHASE & FUNDING PROGRAMMED						LENGTH IN MILES	COUNTY	NEXT PROJECT PHASE	*COST ESTIMATE OF PHASE	NOTES/IMPROVEMENT
		PHASE	FY 25	FY 26	FY 27	FY 28	FY 29					
1	Thomasville Rd Shared Use Path	-	-	-	-	-	-	2.4	Leon	CST		<u>FS approved January 31, 2022.</u>
	Betton Rd to Metropolitan Blvd							Design is comple.				
2	<sup>2</sup> CRA Downtown Sidewalk Improvements	-	-	-	-	-	-	0.2	Leon	CST		Work to include landscaping, drainage, <sup>2</sup> ADA, signage & pedestrian improvements.
	Jefferson St to Call St							Design is at 90% by the City of Tallahassee Underground Utilities Department.				
3	SR 267/Springhill Rd SUP	-	-	-	-	-	-	20.4	Leon	FS	\$250,000	Multi-use path to connect to two major arterial roads, and Coastal Trail
	Crawfordville Road to Capital Circle SW											

<sup>1</sup> PROJECT PHASES

(FS) Feasibility Study

(PD&E) Project Development & Environmental

(PE) Design

(ROW) Right-of-Way

(CST) Construction

(CEI) Construction Engineering and Inspection

<sup>2</sup> ACRONYMS

ADA -Americans with Disabilities Act

CRA - Community Redevelopment Agency

Previous Priority No. 2 - N Monroe St Sidewalk on the west side of the Street - ROW Acquisition @ \$1,325,100 is funded in FYs 24& 26; CST @ \$4,570,270 is funded in FY 25.

Previous Priority No. 3 - St Augustine Sidewalks - Lafayette St to Paul Russell Road - CST @ \$1,417,087 is funded in FY 26 with CRTPA's Urban Attributable (SU) funding.

## Fiscal Year 2027 - Fiscal Year 2031

# Capital Region Transportation Planning Agency

## RMP Regional Trails

## Project Priority List: Committee Meeting 6.03.25

PRIORITY NO.	PROJECT	PHASE & FUNDING PROGRAMMED						LENGTH	COUNTY	NEXT PHASE	*COST ESTIMATE	FUTURE PHASE	COST ESTIMATE	DESCRIPTION
		PHASE	FY 26	FY 27	FY 28	FY 29	FY 30							
1	Wakulla Springs Trail													SUN Trail funding awarded in FY 2025 to complete design.
	Wakulla Springs State Park to the St Marks Trail			-	-	-	-	4.89	Wakulla	CST				
	WPN: 410172-2													
2	Capitol City Trail - East (US 90)													
	Pedrick Road to Lake Miccosukee	PE	-	-	-	\$11.5 M	-	13.3	Leon	CST				PD&E underway
	WPN: 451044-2													
	Lake Miccosukee to the Monticello Trail							7.5	Jefferson					Not seeking funding
3	Capital City Trail - Central													
	Havana to Tallahassee													
	Old Bainbridge Rd/CR 153 at Gadsden Co. line to Orchard Pond Greenway Eastern Trail Head	-	-	-	-	-	-	4.05	Gadsden	PE	-	CST/CEI	-	SUN Trail funding for PE in FY 2025
	WPN: 455411-1													
	Old Bainbridge Rd/CR 153 from the Gadsden Co. line to Salem Road	-	-	-	-	-	-	4.74	Leon	CST/CEI	-	-	-	SUN Trail funding for PD&E in FY 2025
	WPN 455420-1													
	Orchard Pond Greenway East Trailhead to Meridian Road <sup>BPIA</sup>	-	-	-	-	-	-	1.5	Leon	CST				
	Bannerman Road <sup>BPIA</sup>													
	Meridian Road to Thomasville Road	-	-	-	-	-	-	2.3	Leon	CST				
	Bradfordville Road/Welaunee Greenway													
Thomasville Road to Miccosukee Greenway	-	-	-	-	-	-	-	7.8	Leon	PE				FS funded FY 2026 UPWP
4	Capital City Trail - West (US 90)													SUN Trail funding for FS in FY 2025
	Chattahoochee to SR 12 at Quincy Bypass	-	-	-	-	-	-	20.62	Gadsden	PD&E				
	WPN 455418-1													

## Project Priority List: Committee Meeting 6.03.25

PRIORITY NO.	PROJECT	PHASE & FUNDING PROGRAMMED						LENGTH	COUNTY	NEXT PHASE	*COST ESTIMATE	FUTURE PHASE	COST ESTIMATE	DESCRIPTION	
		PHASE	FY 26	FY 27	FY 28	FY 29	FY 30								
5	Trout Pond Trail Extension														
	SR 267 to Lake Henrietta	-	-	-	-	-	-		Wakulla/Leon	FS	\$200 K				
6	Apalachee Parkway (US 27)														
	Sutor Road to Conner Blvd	-	-	-	-	-	-	0.6	Leon	PE					
7	Monticello Path Extension														
	Martin Road to Jefferson County K-12 School	-	-	-	-	-	-	0.97	Jefferson	PE	-				
8	Nature Coast Trail														
	Lighthouse Road to Taylor County Line	-	-	-	-	-	-	14	Wakulla/	PD&E	-				
									Jefferson						
<div><div><div>BPIA</div><div>Blueprint Intergovernmental Agency project</div></div><div><div>PROJECT PHASES</div><div>FS - Feasibility StudyCST - ConstructionPD&amp;E - Project Development &amp; Environment StudCEI - Construction Engineering/InspectionPE - Preliminary EngineeringROW - Right-of-way Acquisition</div></div><div><div>ACRONYMS</div><div>FDOT - Florida Department of TransportationBPIA - Blueprint Intergovernemntal AgencyWPN - FDOT Work Program NumberRMP - CRTPA's 2045 Regional Mobility PlanSUN Trails - Shared-Use Non-Motorized Trail Program</div></div></div>															

## StarMetro

## 2027-2031 Project Priority List

1. **Technology Upgrades** - Today with the rapid rate in which technology changes, it is imperative that transit system solutions such as scheduling software, passenger counters, and CAD/AVL are fully integrated. The integration of these systems improves efficiency, allows for real time monitoring and communication, and provides for enhanced reporting. In addition, customer facing applications for trip scheduling, trip planning and mobile fare purchases must continue to meet the needs of customers. **\$1,200,000**
2. **Expansion of the Options Program** – Options is a rider’s choice program providing same-day transportation for paratransit customers. The program uses third-party app-based services to facilitate a flexible transportation choice for citizens within the City of Tallahassee and Leon County. The program was piloted in 2022. The proposed next phase of the Options would be to expand the program to ten percent of the active DAR customer base to continue to enhance paratransit services and operational efficiency. **\$300,000**
3. **Neighborhood Circulators/Mobility on Demand/Micro-Mobility** – This pilot initiative aims to deploy innovative mobility services in the community to provide more flexible options that complement the fixed route system. Neighborhood circulators, mobility on demand, or micro-mobility options can connect citizens to popular local destinations like schools, grocery stores, and shopping centers while also connecting with fixed route bus lines. These options will improve neighborhood mobility and enhance fixed route service. Fixed route resources can be reallocated to improve service elsewhere while these options cover areas where fixed route service was less effective. **\$750,000**
4. **Redevelopment of C.K. Steele Plaza Planning and Design Study** – Located at the intersection of W. Tennessee and Adams Street, the C.K. Steele Plaza was built in the late 1980s and serves as StarMetro’s main bus terminal. This project proposes conducting an environmental assessment, feasibility study, and preliminary re-design of the C.K. Steele Plaza. The study would include identifying the needs, challenges, opportunities, and funding options to transform the Plaza from a single-use transit facility into a mixed-use, multistory intermodal facility with opportunities for housing StarMetro administrative staff, leasable space for office, and retail activities as well as connections to intercity transportation such as the Gadsden Express, Monticello Express, and Greyhound. **\$700,000**



**FY 2027- FY 2031**

## Capital Region Transportation Planning Agency

## Intelligent Transportation System (ITS)

### Project Priority List: Committee Meetings 6/03/25

PRIORITY NO.	<sup>2</sup> WPN	PROJECT NAME & ROADWAY	<sup>1</sup> PHASE & FUNDING PROGRAMMED						NEXT PROJECT PHASE	COST ESTIMATE TO FUND THE PHASE	NOTES
			PHASE	FY 26	FY 27	FY 28	FY 29	FY 30			
1	219785-2	Annual Funding	OPS	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$500,000	OPS	500,000	Funding in the new 5th year for operations and maintenance of the current ITS system.
		Various Locations <sup>2</sup> WPN 219785-2									
2		ATC Cabinet Upgrades							CAP	\$1.5M	Request funding annually beginning in FY27 for 5 years. ITS Master Plan Project #5
		Various Locations									
3		Adaptive Traffic Signal Control (US90)	-		-	-	-	-	CAP	\$1.43M	Request funding in FY27. ITS Master Plan Project #14
		Capital Circle NW to Monroe St									
4		Adaptive Traffic Signal Control (US 27)	-	-	-	-	-	-	CAP	\$1.12M	Request Funding in FY27. ITS Master Plan Project #16
		Monroe St to Conner Blvd									
<div><div><div><sup>1</sup>PROJECT PHASES</div><div>(OPS) Operations</div><div>(CAP) Capital</div></div><div><div><sup>2</sup>ACRONYM</div><div>WPN - FL Department of Transportation Work Program Number</div></div></div>											



## COMMITTEE AGENDA ITEM 5 C

### YEAR 2050 REGIONAL MOBILITY PLAN UPDATE

TYPE OF ITEM: Presentation/Discussion/Action

#### **STATEMENT OF ISSUE**

The Year 2050 Regional Mobility Plan (RMP) Project Team will be providing an update to the Board.

#### **HISTORY AND ANALYSIS**

At the January 2025 CRTPA Board Retreat, members were provided a status of the RMP and a timeline for the completion of the project. This included background information, Public Engagement activities, Guiding Principles, Strategies and Measures, and an update on the RMP transportation model. Since that time the project has moved closer towards the provision of a Draft Cost Feasible Plan in September. The following outlines the activities since the January Board Retreat.

#### **Guiding Principles, Goals and Evaluation Criteria**

The “Draft” Guiding Principles were finalized with a set of Recommended Weighting (based on Public Engagement) and CRTPA Board Weighting (from the January CRTPA Retreat) for evaluation. The weighting of these Guiding Principles is reflected below.

Guiding Principle	Recommended Weighting	CRTPA Board Weighting
Safety	15%	14%
Multimodal Accessibility	15%	14%
Natural Resources	15%	14%
Economic Development	10%	14%
Land Use	8%	14%
Connectivity	13%	11%
Security, Resilience and Reliability	11%	9%
System Preservation	10%	8%
Travel and Tourism	3%	2%

The Guiding Principles are measured with a Goal(s) using unique data and sources, then assigned points to provide a final value for each goal for an individual project. Each Goal measurement, source and point scale are detailed using the [Guiding Principles, Goals and Evaluation Criteria](#) link.

#### **Transportation Model**

One of the tasks associated with the RMP is the development of a transportation model. There are several steps in developing the model including a base-year model that reflects current conditions. An “Existing Plus Committee” model uses the base-year model plus any project that built or committed to

be built which results in an E+C model. Concurrently, year 2050 data is projected for population and employment and future land use. This data is input into the E+C model to produce a Year 2050 model.

The last of the modeling efforts was the inclusion of the Welaunee Interchange. The two maps for this effort include a [northeast map before the interchange was included](#) and a map with [only the differences between the two maps](#). Please note that Welaunee Boulevard is not of the GIS basemap because it is not complete. However, all of the Welaunee Improvements were included in the model and there are no capacity issues.

### **Constraints**

Additionally, there may be “constraints” that inhibit or prohibit the ability to provide additional capacity that are related to physical, fiscal, or policies in place to limit capacity improvements. A road may fall into one or all these categories.

Physical constraints or those that will make it extremely difficult to widen a road. For example, Thomasville Road between Betton Road and Metropolitan Boulevard is lined with residential uses which makes this segment a physical constraint. There are plenty examples of these types of roads including Tennessee Street, Monroe Street, Apalachee Parkway, Magnolia Drive, Lake Bradford Road, and portions of South Adams Street.

Fiscal constraints relate to the ability to fund a project due to the estimated cost of the project. An example of this is Capital Circle, NE. The addition of lanes would require revenue that the CRTPA is not projected (currently) to have in a 25 year horizon, or more, due to the right-of-way and construction funding needed to widen the road.






Policy constraints are those based on the protection of the environment, businesses or residences along a corridor. A perfect example are the canopy roads in Leon County. The widening of these roads is prohibited to protect the trees and provide a scenic corridor for travelers. A second example was a policy the CRTPA had that prohibited six-lane roads inside of Capital Circle.

On the example map, page 3, the roads with Physical and Fiscal constraints are indicated by the wider blue transparent lines, while the policy constrained roads are indicated with the transparent pink lines.

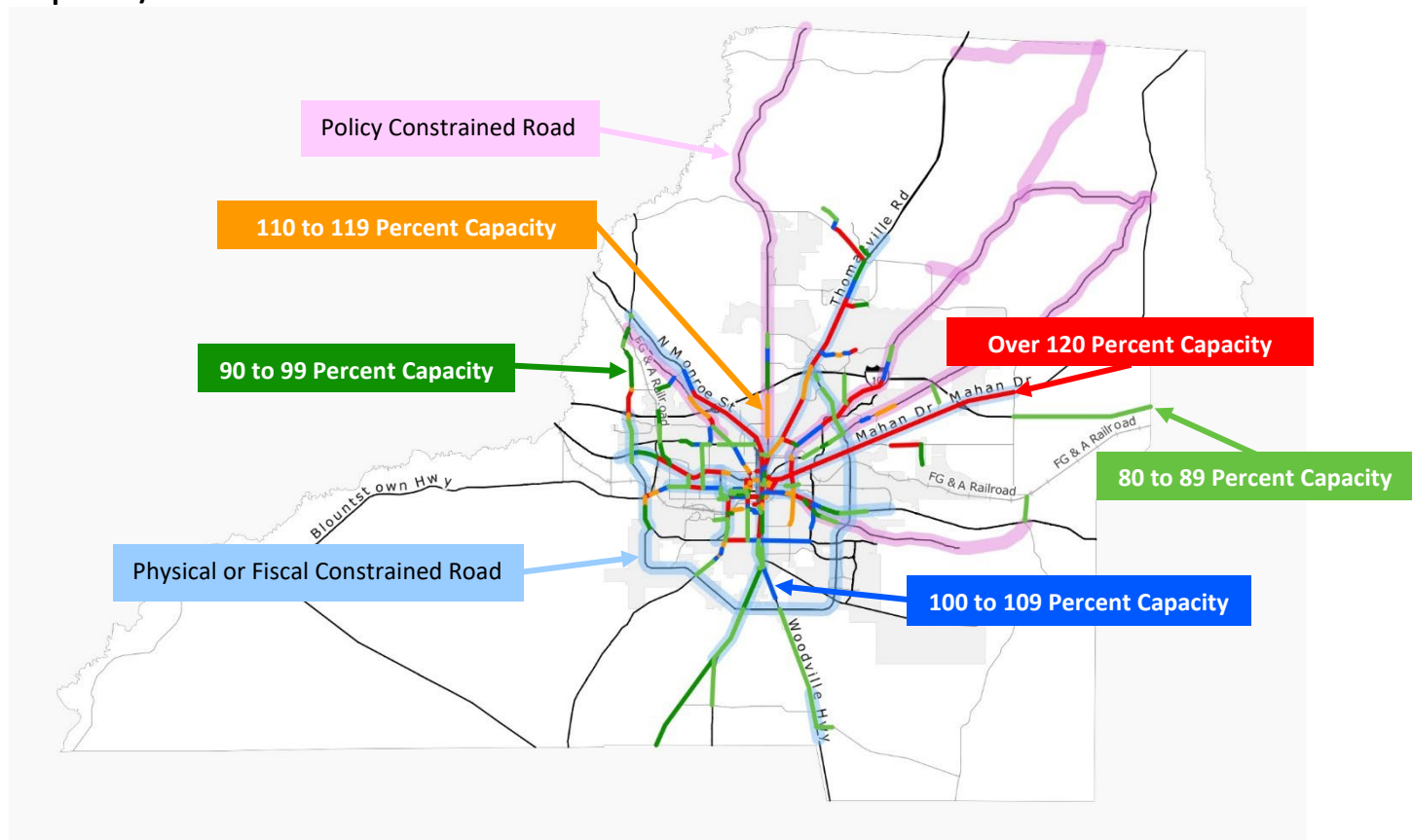
### **Needs Assessment**

The output from the Year 2050 model indicates where potential capacity issues, or “needs” may occur in the year 2050. A “volume to capacity” ratio, or V/C ratio, is utilized to determine how well a road is being used compared to its maximum capacity. It's calculated by dividing the traffic volume by the facility's capacity. A V/C ratio of 1.0 or greater indicates congestion, while values below 1.0 suggest the facility has more capacity than demand.

On the example map below, the V/C ratio data is aggregated into 10% levels (shown below) to visually display where future capacity issues may exist.

Segment Color	Volume Utilization	Description
	80 to 89 Percent	Still has capacity.
	90 to 99 Percent	Close to or almost at capacity.
	100 to 109 Percent	At or up to 10 percent over capacity.
	110 to 119 Percent	10 to 20 percent over capacity.
	Over 120 Percent	At least 20 percent over capacity.

**Map 1 – V/C Ratios and Constrained Facilities**



The capacity issues in Leon County and can be viewed using the following links:

Map Name	V/C Ratio Map Link	V/C Ratio and Constrained Map Link
Leon County NW Quadrant	<a href="#">NW V/C Map</a>	<a href="#">NW V/C and Constraint Map</a>
Leon County NE Quadrant	<a href="#">NE1 V/C or NE2 V/C</a>	<a href="#">NE1 V/C Constraint or NE2 V/C Constraint</a>
Leon County SW Quadrant	<a href="#">SW V/C Map</a>	<a href="#">SW V/C and Constraint Map</a>
Leon County SE Quadrant	<a href="#">SE V/C Map</a>	<a href="#">SE V/C and Constraint Map</a>
Urban Inset	<a href="#">Urban Inset V/C Map</a>	<a href="#">Urban Inset V/C and Constraint Map</a>
Overall County	<a href="#">Leon V/C Map</a>	<a href="#">Leon V/C and Constraint Map</a>

There were no capacity issues in Gadsden County or Jefferson County. Wakulla County had three capacity issues along US 319: between the [Leon County Line to New Light Church Road](#) (90 to 99 percent), [Whiddon Lake Road to Trice Lane](#) (80 to 89 percent), and [Holly Avenue to Arran Road](#) (80 to 89 percent).

### **Projects**

The first projects for the RMP came from the existing FDOT Work Program, CRTPA Transportation Improvement Program (TIP), and CRTPA Priority Project List. The capacity projects include the following:

<b>Project</b>	<b>From</b>	<b>To</b>
Crawfordville Road (US 319)	Wakulla County Line	LL Wallace Road
Crawfordville Road (US 319)	LL Wallace Road	Wakulla Springs Road (SR 61)
Crawfordville Road (US 319)	East Ivan Road	Wakulla Arran Road
Crawfordville Road (US 319)	Wakulla Arran Road	Lost Creek Bridge
Crawfordville Road (US 319)	Lost Creek Bridge	Alaska Way
Orange Avenue (SR 371)	Cypress Lake Street	Monroe Street (SR 61)
Pensacola Street (SR 366)	Capital Circle, SW (SR 263)	Appleyard Drive
Woodville Highway (SR 363)	Capital Circle, SE (US 319)	Paul Russell Road

In addition to these projects, and based on the year 2050 model, the following “needed” projects:

<b>Project</b>	<b>From</b>	<b>To</b>
Adams Street (SR 363)	Orange Avenue (SR 371)	Bronough/Duval
Blountstown Highway (SR 20)	Geddie Road	Capital Circle, SW (SR 263)
Capital Circle, NW (SR 263)	Interstate 10	Monroe Street (US 27)
Woodville Highway (SR 363)	Capital Circle, SE (US 319)	Natural Bridge Road

Collectively, the 12 projects above are being considered for funding in the Cost Feasible Plan (CFP).

Additionally, the following Interstate 10 projects will be included in the CRTPA Year 2050 CFP via the Strategic Intermodal System (SIS) and are included in the [Year 2050 SIS CFP](#) as shown below:

<b>Project</b>	<b>From</b>	<b>To</b>	<b>Phase</b>	<b>Year(s)</b>
Interstate 10	US 90 (Midway)	Leon County Line	Design	FY 35-FY 40
Interstate 10	Gadsden County Line	Capital Circle, NW	Design	FY 35-FY 40
Interstate 10	Capital Circle, NE	Centerville Road	ROW Construction	FY 35-FY 40 FY 45-FY 50
Interstate 10	Centerville Road	Chaires Road	ROW	FY 35-FY 40
Interstate 10	Chaires Road	Gamble Road	Design ROW	FY 35-FY 40 FY 35-FY 40

The SIS projects will be noted as utilizing SIS revenues, not CRTPA revenues.

### **Project Costs**

The estimate costs for the projects were provided by the FDOT in April 2025.

<b>Project</b>	<b>ROW</b>	<b>Construction</b>	<b>Total</b>
<b>Crawfordville Road (US 319)</b>		\$ 24,717,996	\$ 24,717,996
<i>LL Wallace Road to Wakulla Springs Road (SR 61)</i>			
<b>Crawfordville Road (US 319)</b>		\$ 48,919,535	\$ 48,919,535
<i>Wakulla County Line to LL Wallace Road</i>			
<b>Crawfordville Road (US 319)</b>	\$ 36,948,000	\$ 57,150,014	\$ 94,098,014
<i>Wakulla Arran Road to East Ivan Road</i>			
<b>Orange Avenue (SR 371)</b>	\$ 43,623,600	\$ 74,122,372	\$ 117,745,972
<i>Cypress Lake Street to Monroe Street (SR 61)</i>			
<b>Pensacola Street (SR 366)</b>	\$ 2,450,000	\$ 43,602,048	\$ 46,052,048
<i>Capital Circle, SW (SR 263) to Appleyard Drive</i>			
<b>Woodville Highway (SR 363)</b>	\$ 4,513,338	\$ 41,318,995	\$ 45,832,333
<i>Capital Circle, SE (US 319) to Gaile Avenue</i>			
<b>Woodville Highway (SR 363)</b>	\$ 4,105,395	\$ 20,186,251	\$ 24,291,646
<i>Gaile Avenue to Paul Russell Road</i>			
	<b>\$ 91,640,333</b>	<b>\$ 310,017,211</b>	<b>\$ 401,657,544</b>

### **Revenues**

Revenues forecasts for the Year 2050 RMP are significantly lower than the Year 2045 RMP revenue estimates. However, the revenue estimates for the 2045 cycle of the Long Range Transportation Plans, statewide, were over-estimated therefore providing future revenue that was never going to come to fruition. For example, the C RTPA was estimated to have approximately \$600M for 2045 projects and the was reduced to approximately, \$260M for 2050 projects.

The revenues are divided into “Tiers” which represent two (2) five-year periods ( FY 31 - FY 35 and FY-36 – FY 40) and a ten-year period of time (FY 41 - FY 50) as required to meet Federal Highway Administration (FHWA) requirements for Long Range Transportation Plans. Additionally, the revenues are expressed in Year of Expenditure (YOE).

Revenue Type	FY 31 - FY 35	FY 36 - FY 40	FY 41 - FY 50	Total
	Tier 1	Tier 2	Tier 3	
C RTPA Discretionary	\$16.09	\$16.09	\$32.17	\$64.35
C RTPA TMA Funds	\$10.15	\$10.55	\$21.48	\$42.18
Other Roads	\$7.45	\$7.75	\$15.78	\$30.98
Surface Transportation Block Grant	\$30.72	\$30.72	\$61.43	\$122.87
Total	\$64.41	\$65.11	\$130.86	\$260.38

### **Applying Revenues to Projects**

The most difficult task of the RMP is determining which project(s) can be funded in the next 25 years. Making it more difficult is the fact that the cost of the priority projects exceeds the revenues projected to be available. This is not a C RTPA-unique situation, it is a major issue with all MPO’s in Florida. The Project Team will be working on this task over the summer to prepare a Draft Cost Feasible Plan (CFP) in September.