



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, SEPTEMBER 2, 2025
(11:30 a.m. – 1:30 p.m.)

TALLAHASSEE CITY HALL
TALLAHASSEE ROOM, 2ND Floor
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, September 1 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 June 3, 2025 CMAC Meeting

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. Each member of the public is provided three (3) minutes to address the Committee.

A. Regional Mobility Plan (RMP)

The Year 2050 Regional Mobility Plan (RMP) Project Team will be presenting the Year 2050 RMP Draft Cost Feasible Plan.

RECOMMENDED ACTION: Recommend the CRTPA Board approve the Year 2050 RMP Draft Cost Feasible Plan Scenario 1 – Right of Way as the preferred funding alternative for Year 2050 RMP.

B. CRTPA Transportation Alternatives Program Subcommittee

This item seeks three CMAC (3) members to volunteer to serve on the CRTPA TA Subcommittee. The subcommittee will meet to develop criteria associated with the review of TA applications as well as review and recommend a ranking of received applications to the CRTPA Board.

RECOMMENDED ACTION: Approve three (3) members of the CMAC to serve on the CRTPA's TA Subcommittee.

6. **INFORMATION**

A. Future Meeting Date (October 7, 2025)

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

8. **ADJOURNMENT**



September 2, 2025

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the June 3, 2025, CMAC meeting is provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the June 3, 2025, CMAC meeting.

ATTACHMENT

Attachment 1: June 3, 2025, CMAC Minutes



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

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

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

Meeting Minutes

Members Present: Chad Hanson, Chair; John Dunn; Mary Kay Falconer; Christie Hale; Roger Holdener; Hans van Tol; Wanda Carter; Dan Beaty; Julie Christensen; George Reynolds; Amie Longstreet

Staff and Others: Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA; Tyrone Scorsone, Kittelson & Associates; Cassidy Haney, Florida Office of Greenways and Trails; Corey Adamyk (Attendee/future appointee)

1. **AGENDA MODIFICATIONS**
2. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**
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

Ms. Lex noted the Agenda Item 3B Unified Planning Work Program (UPWP) was sent to the committee. She explained the item was reviewed in April, but the information provided included final changes shown in Attachment 2, with full details.

Ms. Falconer asked if there were any updates to the Safe Streets and Roadways grant program provided by the federal government. Mr. Burke explained that in June there was a new solicitation for applications. He stated the CRTPA would be resubmitting the W. Tennessee Street-Planning Study application (from Monroe Street to Aenon Church Road) and that the N. Monroe Street SS4A application would also be resubmitted with Leon County taking the lead on the application.

Committee Action: Mr. van Tol made a motion to approve the consent agenda. Ms. Carter seconded the motion, and the motion was unanimously passed.

4. CONSENT ITEMS PULLED FOR DISCUSSION

5. PRESENTATION/DISCUSSION/ACTION

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.

Ms. Lex provided information on the Fiscal Year (FY) 2026– FY 2030 Transportation Improvement Program (TIP) and the Fiscal Year (FY) 2027 – FY 2031 Project Priority Lists (PPLs). She noted the TIP and the PPLs would be provided in one presentation.

Ms. Lex explained this was the annual process for adopting the five-year TIP and the PPLs were developed for the next year's five-year work program. The PPLs are provided to FDOT for consideration for funding. She noted this was a fiscally constrained document; recognizes state and local funds; includes any roadways of regional significance; and includes all modes of transportation.

Ms. Lex explained the PPLs were the identified priority projects, and the lists are developed in cooperation with the local governments and FDOT. Ms. Lex noted the interactive TIP includes all information for each project by type, provide comments and view street conditions prior to improvement and includes cost of maintenance, operating costs, and types of funding available. The TIP and PPLs would be reflecting all the 2050 RMP projects for consistency. She noted both documents require public engagement and noted the dates were on the website. In-person Thursday, June 5,

2025, at 10 AM and 4:30 PM and virtual, Wednesday, June 4, 2025, at 11:30 AM and 4:30 PM and Thursday, June 12, 2025, at 11:30 AM. Ms. Lex stated staff was seeking the recommendation to approve Resolution 2025-06-6A.

Ms. Falconer stated the TIP listing of Regional Trails list shows one trail and asked if that would be the only project on the list. Ms. Lex explained last year, there was a Legislative action to fund the SUN Trails program, which provided a large sum of funding. She noted there were three projects in the TIP (FY 25), and noted the current TIP (FY 26) was amended and would not include any projects that were funded and moving forward through the SUN Trails program. Ms. Falconer noted the large amount of funding spent on resurfacing and would like to see the distribution of funds by county and show use of fundings. Ms. Lex stated she would pull together a chart to show the distribution of funding between the different modes and noted the resurfacing was a FDOT priority to maintain the existing roadway network. Ms. Falconer requested more specific information be provided for the new roadways improvements to include the type of multimodal that will be a part the improvements. Ms. Lex explained when a project is at the point of seeking design funding, there would be general information simply stating, "includes multimodal improvements". She further explained, when the project design phase reaches about 60% completion, there would be specifics on what type of multimodal improvements would be included in the project. Mr. Hanson asked about the funding per County and wanted clarification of what that includes specifically funding for trails (SUN Trails and Feasibility studies). Ms. Lex explained those projects funded by the SUN Trails program are not shown in the total for Wakulla. She noted those funds shown are mostly for resurfacing in the surrounding counties in the region. Ms. Lex stated she would provide the committee information how the funding has fluctuated in the past few years.

Committee Action: Ms. Carter made a motion to recommend approval of the Fiscal Year (FY) 2026–FY 2030 Transportation Improvement Program (TIP). Ms. Hale seconded the motion, and the motion was unanimously passed.

Committee Action: Ms. Carter made a motion to recommend approval of the Fiscal Year (FY) 2027 – FY 2031 Project Priority Lists (PPLs). Ms. Hale seconded the motion, and the motion was unanimously passed.

C. Regional Mobility Plan (RMP) Update

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

RECOMMENDED ACTION: Information Only.

Mr. Kostrzewa introduced the Regional Mobility Plan (RMP) Update and Tyrone Scorsone from Kittleson and Associates. He stated the last update regarding the RMP was in February at which time the discussion centered around the Goals and Objectives for the project.

Mr. Scorsone provided information on the schedule and tasks that were being worked on or completed including the establishment of goals and objectives; modeling components; analysis of mobility and safety; public engagement and coordination; needs assessment and beginning of the priority

prioritization task and revenues to determine cost feasibility. He noted that many of the tasks run concurrently during the RMP update process. Additionally, he noted that the online survey was available for comments until June 13, 2025.

Ms. Falconer expressed concerns with the survey not working properly. She noted the maps would not allow for comments to be submitted at a specific location and others have had same results. Mr. van Tol stated he had issues with survey as well. Mr. Kostrzewa stated there have been discussions regarding technological issues with iPad and iPhone and there would be language added to the site regarding completing the survey on a computer instead of a phone. Mr. Kostrzewa also noted there would be some upgrades to include additional information in the description on the projects and the survey could be extended by a week.

Mr. Scorsone briefly discussed the findings from the community events noting, for example, the citizens of Panacea expressed concerns US 319, ongoing construction and the need to complete all the phases to complete the corridor. Mr. Kostrzewa noted there were many comments about the trails and citizens like the Coastal Trail.

Mr. Kostrzewa discussed the transportation model, and the steps involved with developing a base-year model that reflects current conditions. He explained the next step was an “Existing Plus Committed” model, which uses the base-year model plus any project that built or committed to be built in the next five years with the result being an E+C model. He continued, concurrently year 2050 data is completed and includes projected population, employment and future land use to use as inputs for the E+C model that will produce a Year 2050 model. He stated the product of the Year 2050 is a “needs” model to determine where current and future issues may occur. He continued by stating, after CRTPA Board adoption of the Cost Feasible Plan a final cost feasible plan model would be produced. This cost feasible plan model would add in the projects in the plan and determine the impacts to the system.

Mr. Kostrzewa discussed “constraints” that inhibit or prohibit the ability to provide additional capacity that are related to physical, fiscal, or policies. He explained physical constraints are those that will make it extremely difficult to widen a road. Mr. Kostrzewa stated fiscal constraints relate to the ability to fund a project due to the estimated cost of the improvements. Lastly, he explained, policy constraints are those based on the protection of the environment, businesses or residences along a corridor.

Mr. Kostrzewa stated after the models are completed, the results create the needs assessment. Mr. Kostrzewa briefly explained the “volume to capacity” ratio, or V/C ratio. He noted this was utilized to determine how well a road is being used compared to its maximum capacity. He further explained a V/C ratio of 1.0 or greater indicates congestion, while values below 1.0 suggest the facility has more capacity than demand. He discussed the projects, and updated the CMAC on project costs, which are currently at \$412 million dollars. Additionally, he stated that efforts also focused on coordinating the RMP with the PPLs for consistency. Mr. Kostrzewa also discussed the revenue decrease from the 2045 RMP and impact that is having on the Year 2050 RMP. Ms. Falconer asked how decisions will be made due to lack of funding to address multimodal improvements. Mr. Kostrzewa stated the safety program would be used to address the needs of constrained facilities by applying for SS4A funding to potentially expand sidewalks and include multimodal improvements on the (constrained) corridors.

Mr. Kostrzewa detailed the potential draft cost feasible plan process. He stated the revenues are used to determine where projects can be funded during the 2030 to 2050 time period. Mr. Dunn asked if the lack of revenues was a localized issue. Mr. Kostrzewa stated this was a state and national issue and the benefit that Leon County has, is that Blueprint can address some issues but noted costs are rising for everyone.

Committee Action: This item was information only; therefore, no action was taken.

6. INFORMATION

A. Future Meeting Dates (Next Meeting: September 2, 2025)

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

8. ADJOURNMENT

The meeting was adjourned at 1:03 pm.



September 2, 2025

COMMITTEE AGENDA ITEM 3B

FISCAL YEAR (FY) 2026 – FY 2030

TRANSPORTATION IMPROVEMENT PROGRAM

AMENDMENT

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The purpose of this item is to amend the CRTPA Fiscal Year (FY) 2026 – FY 2030 Transportation Improvement Program (TIP) to include the following project:

- **CR 59 (Veterans Memorial Drive) over Still Creek Bridge Replacement - No. 550012:**
(Leon County) ***Project No. 443330-1 (Attachment 1)***
Three-hundred thousand is programmed to acquire right-of-way for the replacement of the Veterans Memorial Drive bridge over Still Creek. Bridge No. 550012

RECOMMENDED ACTION

Option 1: Recommend the Board Adopt Resolution No. 2025-09-6A (***Attachment 2***) amending the FY 2026 – FY 2030 Transportation Improvement Program to the include the following project:

- **CR 59 (Veterans Memorial Drive) over Still Creek Bridge Replacement - No. 550012:**
(Leon County) ***Project No. 443330-1***
Three-hundred thousand is programmed to acquire right-of-way for the replacement of the Veterans Memorial Drive bridge over Still Creek. Bridge No. 550012

HISTORY AND ANALYSIS

Adopted annually, the CRTPA's Transportation Improvement Program reflects those projects in the region that have received state and federal funding in the Florida Department of Transportation (FDOT) Five-year Work Program. Subsequent to adoption, the TIP is occasionally amended to reflect project changes such as the addition or deletion of a project. The FDOT District Three requested Project No. 443330-1, and the associated federal funding, be amended into the CRTPA's TIP.

Subsequent to Board approval, the executed Resolution and amended TIP will be forwarded to the Department of Transportation, and the FY 2026– FY 2030 TIP online will be updated to reflect the addition of the project.

ATTACHMENT

Attachment 1: Resolution No. 2025-09-6A

Attachment 2: CRTPA FY 2026 – FY 2030 TIP Project Page



CR 59 (VETERANS MEMORIAL DR) OVER STILL CREEK - BRIDGE #550012
4433301 Non-SIS



Project Description: Bridge Replacement

Extra Description:

Notes: This project was amended into the FY 26 - FY 30 TIP at the September 16, 2025 meeting.

Lead Agency: MANAGED BY FDOT

From:

County: LEON

To:

Length: .006

Phase Group: RIGHT OF WAY

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| ROW | CD23 | 300,000 | 0 | 0 | 0 | 0 | 300,000 |
| | | 300,000 | | | | | 300,000 |

Prior Year Cost: 800,000

Future Year Cost: 0

Total Project Cost: 1,100,000

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

CRTPA RESOLUTION 2025-09-6A

A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) BOARD ENDORSING THE
AMENDMENT TO THE FY 2026 – 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;

Whereas, the TIP is periodically amended to maintain consistency with the Florida Department of Transportation Work Program and;

Whereas, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the CRTPA's TIP.

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

The CRTPA amends the FY 2026 – FY 2030 Transportation Improvement Programs to reflect:

- **CR 59 (Veterans Memorial Drive) over Still Creek Bridge Replacement No. 550012:** (Leon County) **Project No. 443330-1**
Three-hundred thousand is programmed to acquire right-of-way for the replacement of the Veterans Memorial Drive bridge over Still Creek. Bridge No. 550012

Passed and duly adopted by the Capital Region Transportation Planning Agency Board on this 16th day of September 2025.

Capital Region Transportation Planning Agency

By: _____
Dianne Williams-Cox, Chair

Attest:

Greg Slay, Executive Director

September 2, 2025



COMMITTEE AGENDA ITEM 5A

YEAR 2050 REGIONAL MOBILITY PLAN – DRAFT COST FEASIBLE PLAN

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

The Year 2050 Regional Mobility Plan (RMP) Project Team will be presenting the Year 2050 RMP Draft Cost Feasible Plan (CFP).

HISTORY AND ANALYSIS

At the June CRTPA Board meeting, the Year 2050 RMP Project Team presented the following information as it relates to developing the Year 2050 RMP Draft Cost Feasible Plan including projects, project costs, and revenues. For Board information, this material is provided below.

CRTPA Projects

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

| Project | From | To |
|-----------------------------|-----------------------------|------------------------------|
| Woodville Highway (SR 363) | Capital Circle, SE (US 319) | Paul Russell Road |
| Crawfordville Road (US 319) | East Ivan Road | Wakulla Arran Road |
| Orange Avenue (SR 371) | Cypress Lake Street | Monroe Street (SR 61) |
| Crawfordville Road (US 319) | Wakulla County Line | LL Wallace Road |
| Crawfordville Road (US 319) | LL Wallace Road | Wakulla Springs Road (SR 61) |
| Pensacola Street (SR 366) | Capital Circle, SW (SR 263) | Appleyard Drive |
| Crawfordville Road (US 319) | Wakulla Arran Road | Lost Creek Bridge |
| Crawfordville Road (US 319) | Lost Creek Bridge | Alaska Way |
| Capital Circle, NW | Interstate 10 | North Monroe Street |

In addition to these projects, and based on the year 2050 model, the following are “needed” projects to address future congestion issues:

| Project | From | To |
|-----------------------------|-----------------------------|-----------------------------|
| Adams Street (SR 363) | Orange Avenue (SR 371) | Bronough/Duval |
| Blountstown Highway (SR 20) | Geddie Road | Capital Circle, SW (SR 263) |
| Woodville Highway (SR 363) | Capital Circle, SE (US 319) | Natural Bridge Road |

Project Costs

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

| Project | ROW | Construction | Total |
|--|-----------------------|-----------------------|-----------------------|
| Woodville Highway (SR 363) | \$ 6,500,000 | \$ 41,300,000 | \$ 47,800,000 |
| <i>Capital Circle, SE (US 319) to Gaile Avenue</i> | | | |
| Woodville Highway (SR 363) | \$ 6,900,000 | \$ 20,200,000 | \$ 27,100,000 |
| <i>Gaile Avenue to Paul Russell Road</i> | | | |
| Crawfordville Road (US 319) | \$ 38,200,000 | \$ 57,100,000 | \$ 95,300,000 |
| <i>Wakulla Arran Road to East Ivan Road</i> | | | |
| Orange Avenue (SR 371) | \$ 44,600,000 | \$ 74,100,000 | \$ 118,700,000 |
| <i>Cypress Lake Street to Monroe Street (SR 61)</i> | | | |
| Crawfordville Road (US 319) | \$ 1,100,000 | \$ 24,700,000 | \$ 25,800,000 |
| <i>LL Wallace Road to Wakulla Springs Road (SR 61)</i> | | | |
| Crawfordville Road (US 319) | | \$ 48,900,000 | \$ 48,900,000 |
| <i>Wakulla County Line to LL Wallace Road</i> | | | |
| Pensacola Street (SR 366) | \$ 6,000,000 | \$ 43,500,000 | \$ 49,500,000 |
| <i>Capital Circle, SW (SR 263) to Appleyard Drive</i> | | | |
| | \$ 103,300,000 | \$ 309,800,000 | \$ 413,100,000 |

Revenues

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. Tier 1 (not shown in the table below) represents the [Transportation Improvement Program \(FY 26 to FY 30\)](#).

| Revenue Type | FY 31 - FY 35 | FY 36 - FY 40 | FY 41 - FY 50 | Total |
|------------------------------------|----------------------|----------------------|----------------------|-----------------|
| | Tier 1 | Tier 2 | Tier 3 | |
| Surface Transportation Block Grant | \$30.72 | \$30.72 | \$61.43 | \$122.87 |
| CRTPA Discretionary | \$16.09 | \$16.09 | \$32.17 | \$64.35 |
| CRTPA TMA Funds | \$10.15 | \$10.55 | \$21.48 | \$42.18 |
| Other Roads | \$7.45 | \$7.75 | \$15.78 | \$30.98 |
| Transportation Alternatives | \$6.72 | \$6.72 | \$13.44 | \$26.88 |
| | | | | |
| Total | \$71.13 | \$71.83 | \$144.30 | \$287.26 |

Draft Cost Feasible Plan Development

Utilizing the previous information, the Project Team developed three (3) scenarios for CRTPA Board consideration. For consistency with existing CRTPA documents, the projects are shown in the scenarios are in the same order as the FY 27 – FY 31 Priority Project List.

Scenarios

The reduction in revenues from the 2045 RMP to the 2050 RMP has a drastic impact on the Draft Cost Feasible Plan and the projects that can be funded. Every Metropolitan Planning Organization (MPO) in Florida is experiencing the same impacts. The Project Team approached this issue through the development of three (3) scenarios which are detailed on the following pages.

It should be noted that the projected revenues do not meet the demands of completing two projects within the year 2050 timeframe. However, some other factors to be considered include:

- The RMP will be updated in five years which will provide an opportunity to evaluate the progress of these projects against newer revenue projections.
- Hopefully, CRTPA region won't require as much funding for resurfacing projects, therefore, providing funds for roadway projects.

Additional projects that are incorporated into each scenario include:

Strategic Intermodal System (SIS) Projects

The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to the state's economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. The SIS is the state's highest priority for transportation capacity investments and a primary focus for implementing the Florida Transportation Plan (FTP), the state's long-range transportation vision and policy plan. Projects in the CRTPA region include the following.

| Project | From | To | Phase | Year(s) |
|---------------|---------------------|--------------------|---------------------|----------------------------|
| 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 |

SUN Trail Projects

The Florida Shared-Use Non-motorized (SUN) Trail Program, established in 2015, receives an annual allocation from the redistribution of new vehicle tag revenues. These revenues are deposited in the State Transportation Trust Fund. The funding is for the development of a statewide system of interconnected high-priority, paved, non-motorized multi-use trail / two-directional Shared Use Path (SUP) within the SUN Trail network for bicyclists and pedestrians, physically separated from vehicular traffic. The SUN Trail network aligns with the Florida Greenways and Trails System (FGTS) Plan's Land

Trail Priority Network overseen by the Department of Environmental Protection’s Office of Greenways and Trail (OGT) and includes connections to and through lands of the Florida Wildlife Corridor Act. Projects in the CRTPA region include the following.

| Project | Current Phase | Programmed | | Needed Phase(s) |
|--|---------------|------------|------|--------------------------------|
| | | Phase | Year | |
| Wakulla Springs Trail | | | | |
| St. Marks Trail to Wakulla Springs State Park | Design | None | | Construction |
| | | | | |
| Capital City Trail East (US 90) | | | | |
| Pedrick Road to Lake Miccosukee | PD&E | Design | 2029 | Construction |
| | | | | |
| Capital City Trail Central (Tallahassee to Havana) | | | | |
| Gadsden County Line to Orchard Pond Greenway Trailhead | PD&E | None | | Design and Construction |
| Leon County Line to Salem Road | Design | None | | Construction |
| | | | | |
| Capital City Trail West (US 90) | | | | |
| Jackson County Line to Quincy Bypass (SR 12) | Feasibility | None | | PD&E, Design, and Construction |

Moving Florida Forward

During the 2023 Legislative Session, Governor DeSantis proposed, and the Florida Legislature then passed the *Moving Florida Forward Infrastructure Initiative*. As part of the initiative, the Florida Department of Transportation (FDOT) identified a selection of critical needs on state-owned roadways. Additionally, FDOT identified previously approved projects with broad community support that only lacked funding to begin construction. Due to Florida’s sound fiscal health, \$4 billion from the General Revenue Surplus has been dedicated to the *Moving Florida Forward Infrastructure Initiative* to advance construction on these projects around the state that will address congestion, improve safety, ensure the resiliency of our transportation network, and enhance Florida’s supply chain and economic growth. There is one project in the CRTPA region utilizing Moving Florida Forward funding and that is Capital Circle, SW from Springhill Road to Crawfordville Road.

Blueprint Intergovernmental Agency (BPIA)

The Blueprint Intergovernmental Agency (BPIA) is a City-County agency established to implement a plan funded by a local government one-cent sales surtax. Endorsed by the Tallahassee-Leon County voters who approved the surtax in 2000 and again in 2014 to efficiently execute large, transformative, and generational projects that are aimed to enhance our community through coordinated planning and construction of transportation, utilities, stormwater management, parks, greenways, and economic development programs.

There are several projects that are underway and are incorporated into the three RMP scenarios, including:

- [Airport Gateway](#)
- [Greenways Master Plan](#)
- [Northeast Corridor Connector: Bannerman Road](#)
- [Northeast Gateway: Welaunee Boulevard](#)
- [Northwest Connector Corridor: Tharpe Street](#)

Scenario Maps

The Project Team has developed a [CRTPA Year 2050 RMP Draft Cost Feasible Plan](#) application to illustrate the three (3) scenarios. At this point each scenario has the same color (it is recommended to only have one scenario toggled on at a time) to illustrate the projects recommended for funding. Each line type has a blue highlight bar that can be toggled on or off by clicking on the respective scenario color bar. Additional projects include on the maps are:

Capital Circle, SW – Springhill Road to Crawfordville Road, which is being completed with funds from Moving Florida Forward.

Interstate 10 - Funding for these phases are being funded by the Strategic Intermodal System (SIS).

Shared-Use Non-Motorized (SUN Trail) – These projects are funded by the FDOT and are programmed outside of the CRTPA processes.

Blueprint Roads – Road projects funded via the Local Option Sales Tax via the Blueprint Intergovernmental Agency Board of Directors.

Blueprint Greenways – Greenway projects funded via the Local Option Sales Tax via the Blueprint Intergovernmental Agency Board of Directors.

All of these projects can be toggled on or off.

Additionally, there bicycle and location point symbols on the map. Clicking on these icons will provide additional information for each project and links to specific project pages, program information and for the scenario projects, a listing of each scenario the project is proposed to be funded along with the funding amount and “tier”.

Scenario 1 – Right of Way (ROW)

The first scenario provides funding for the top five (5) CRTPA roadway priority projects.

This approach allows all the projects to move forward through the ROW phase in preparation for any future construction phase.

Scenario 1 – Right of Way Funding

| Project | Phase | Tier 1 | Tier 2 | Tier 3 | Tier 4 | Total |
|--|-------|--------|---------|---------|---------|----------|
| | | 26-30 | 31-35 | 36-40 | 41-50 | |
| Woodville Highway | | | | | | |
| Capital Circle, SE to Belair Street | ROW | | \$ 3.8 | | | \$ 3.8 |
| Belair Street to Gaile Avenue | ROW | | \$ 4.5 | | | \$ 4.5 |
| Gaile Avenue to Paul Russell Road | ROW | | \$ 8.9 | | | \$ 8.9 |
| Crawfordville Road | | | | | | |
| East Ivan Road to Wakulla Arran Road | ROW | | | | \$ 64.8 | \$ 64.8 |
| Orange Avenue | | | | | | |
| Cypress Lake Street to Pasco Street | ROW | | | \$ 38.2 | | \$ 38.2 |
| Pasco Street to Monroe Street | ROW | | \$ 20.7 | \$ 6.3 | | \$ 26.9 |
| Crawfordville Road | | | | | | |
| Wakulla County Line to Wildflower Road | ROW | | | | | |
| Wildflower Road to LL Wallace Road | ROW | | | | | |
| LL Wallace Road to Wakulla Spring Road | ROW | \$ 1.4 | | | | |
| Pensacola Street | | | | | | |
| Capital Circle, SW to Appleyard Drive | PE | \$ 3.4 | | | | |
| | ROW | | | | \$ 11.6 | \$ 11.6 |
| Capital Circle, NW | | | | | | |
| Interstate 10 to Monroe Street | PDE | \$ 3.0 | | | | |
| Total | | \$ 7.8 | \$ 38.0 | \$ 44.5 | \$ 76.5 | \$ 158.9 |

Note: all funding is shown in Year of Expenditure

The Tier 1 projects are shown to illustrate the current phase funded in the FDOT Work Program and MPO's are required to show Tier 1. However, since these funds are already accounted for, they do not count against the revenue estimates (Tier 2, Tier 3 and Tier4) provided for the RMP. Therefore, please note, that the \$158.9M total does not include the \$7.8M already programmed in the Work Program.

Additionally, this scenario provides funding for pedestrian/bike, systems management and safety, or “Boxed Funds”, as shown below. Box funds are for smaller projects and efforts that the CRTPA works on that don’t require to be included in the RMP.

Scenario 1 – Boxed Funds

| Programs | Tier 2 | Tier 3 | Tier 4 | Total |
|--------------------|----------------|----------------|----------------|-----------------|
| | 31-35 | 36-40 | 41-50 | |
| Pedestrian/Bike | \$ 10.2 | \$ 10.0 | \$ 20.7 | \$ 40.9 |
| Systems Management | \$ 14.6 | \$ 10.8 | \$ 32.5 | \$ 57.9 |
| Safety | \$ 6.9 | \$ 6.6 | \$ 14.6 | \$ 28.1 |
| Total | \$ 31.7 | \$ 27.4 | \$ 67.8 | \$ 126.9 |

In total, the estimated cost of Scenario 1 is \$285.8M.

Scenario 2 – Completion of Woodville Highway (Leon County)

This scenario focuses on funding the number 1 C RTPA priority Project and then focuses on funding Crawfordville Road from LL Wallace Road to Wakulla Springs Road. This approach completes the top priority project and then moves towards completing the next project that has been completed through the design phase.

Scenario 2 – Completing Woodville Highway (Capital Circle, SE to Paul Russell Road)

| Project | Phase | Tier 1 | Tier 2 | Tier 3 | Tier 4 | Total |
|---|-------|--------|---------|---------|---------|----------|
| | | 26-30 | 31-35 | 36-40 | 41-50 | |
| Woodville Highway | | | | | | |
| Capital Circle, SE to Belair Street | ROW | | | \$ 4.6 | | \$ 4.6 |
| | CST | | | | \$ 36.7 | \$ 36.7 |
| Belair Street to Gaile Avenue | ROW | | \$ 4.5 | | | \$ 4.5 |
| | CST | | | \$ 34.9 | | \$ 34.9 |
| Gaile Avenue to Paul Russell Road | ROW | | \$ 8.9 | | | \$ 8.9 |
| | CST | | \$ 26.1 | | | \$ 26.1 |
| Crawfordville Road | | | | | | |
| East Ivan Road to Wakulla Arran Road | | | | | | |
| Orange Avenue | | | | | | |
| Cypress Lake Street to Pasco Street | | | | | | |
| Pasco Street to Monroe Street | | | | | | |
| Crawfordville Road | | | | | | |
| Wakulla County Line to Wildflower Road | | | | | | |
| Wildflower Road to LL Wallace Road | | | | | | |
| LL Wallace Road to Wakulla Springs Road | ROW | \$ 1.4 | | | | |
| | CST | | | | \$ 47.9 | \$ 47.9 |
| Pensacola Street | | | | | | |
| Capital Circle, SW to Appleyard Drive | PE | \$ 3.4 | | | | |
| Capital Circle, NW | | | | | | |
| Interstate 10 to Monroe Street | PDE | \$ 3.0 | | | | |
| Total | | \$ 7.8 | \$ 39.5 | \$ 39.6 | \$ 84.6 | \$ 163.7 |

Note: all funding is shown in Year of Expenditure (millions).

The Tier 1 projects are shown to illustrate the current phase funded in the FDOT Work Program and MPO's are required to show Tier 1. However, since these funds are already accounted for, they do not count against the revenue estimates (Tier 2, Tier 3 and Tier4) provided for the RMP. Therefore, please note, that the \$163.7M total does not include the \$7.8M already programmed in the Work Program.

Additionally, this scenario provides funding for pedestrian/bike, systems management and safety, or “Boxed Funds”, as shown below.

Scenario 2 – Boxed Funds

| Programs | Tier 2 | Tier 3 | Tier 4 | Total |
|--------------------|----------------|----------------|----------------|-----------------|
| | 31-35 | 36-40 | 41-50 | |
| Pedestrian/Bike | \$ 10.3 | \$ 10.3 | \$ 20.3 | \$ 40.9 |
| Systems Management | \$ 14.1 | \$ 13.1 | \$ 25.7 | \$ 52.9 |
| Safety | \$ 7.2 | \$ 7.2 | \$ 13.7 | \$ 28.1 |
| Total | \$ 31.6 | \$ 30.6 | \$ 59.7 | \$ 121.9 |

In total, the estimated cost of Scenario 2 is \$285.6M.

Scenario 3 – Completion of Crawfordville Road

Scenario 3 is focused on completing Crawfordville Road followed by funding ROW for Woodville Highway along with partial funding of Orange Avenue (Pasco Street to Monroe Street). This approach completes the project that is further along than other projects and funds some ROW for other projects.

Scenario 3 – Completing Crawfordville Road (Wakulla County Line to Wakulla Springs Road)

| Project | Phase | Tier 1 | Tier 2 | Tier 3 | Tier 4 | Total |
|--|-------|--------|--------|--------|--------|---------|
| | | 26-30 | 31-35 | 36-40 | 41-50 | |
| Woodville Highway | | | | | | |
| Capital Circle, SE to Belair Street | | | | | | |
| Belair Street to Gaile Avenue | ROW | | \$4.5 | | | \$4.5 |
| Gaile Avenue to Paul Russell Road | ROW | | | | \$13.4 | \$13.4 |
| Crawfordville Road | | | | | | |
| East Ivan Road to Wakulla Arran Road | | | | | | |
| Orange Avenue | | | | | | |
| Cypress Lake Street to Pasco Street | | | | | | |
| Pasco Street to Monroe Street | ROW | | | | \$19.4 | \$19.4 |
| Crawfordville Road | | | | | | |
| Wakulla County Line to Wildflower Road | CST | | | | \$53.7 | \$53.7 |
| Wildflower Road to LL Wallace Road | CST | | | \$33.1 | | \$33.1 |
| LL Wallace Road to Wakulla Spring Road | ROW | \$1.4 | | | | |
| | CST | | \$31.9 | | | \$31.9 |
| Pensacola Street | | | | | | |
| Capital Circle, SW to Appleyard Drive | PE | \$3.4 | | | | |
| Capital Circle, NW | | | | | | |
| Interstate 10 to Monroe Street | PDE | \$ 3.0 | | | | |
| Total | | \$7.8 | \$36.4 | \$33.1 | \$86.6 | \$156.0 |

Note: all funding is shown in Year of Expenditure (millions).

The Tier 1 projects are shown to illustrate the current phase funded in the FDOT Work Program and MPO's are required to show Tier 1. However, since these funds are already accounted for, they do not count against the revenue estimates (Tier 2, Tier 3 and Tier4) provided for the RMP. Therefore, please note, that the \$156.0M total does not include the \$7.8M already programmed in the Work Program.

Additionally, this scenario provides funding for pedestrian/bike, systems management and safety, or “Boxed Funds”, as shown below.

Scenario 3 – Boxed Funds

| Programs | Tier 2 | Tier 3 | Tier 4 | Total |
|--------------------|----------------|----------------|----------------|-----------------|
| | 31-35 | 36-40 | 41-50 | |
| Pedestrian/Bike | \$ 10.4 | \$ 11.3 | \$ 20.3 | \$ 42.0 |
| Systems Management | \$ 15.6 | \$ 18.4 | \$ 23.7 | \$ 57.7 |
| Safety | \$ 7.4 | \$ 9.1 | \$ 13.7 | \$ 30.2 |
| Total | \$ 33.3 | \$ 38.8 | \$ 57.7 | \$ 129.8 |

In total, the estimated cost of Scenario 3 is \$285.9M.

Scenario Comparison

For comparative purposes, the three (3) scenarios are shown below with the respective allocations to each project and phase.

| Project | Phase | Scenario | | |
|--|-------|----------|----------|----------|
| | | 1 | 2 | 3 |
| Woodville Highway | | | | |
| Capital Circle, SE to Belair Street | ROW | \$ 3.8 | \$ 4.6 | |
| | CST | | \$ 36.7 | |
| Belair Street to Gaile Avenue | ROW | \$ 4.5 | \$ 4.5 | \$ 4.5 |
| | CST | | \$ 34.9 | |
| Gaile Avenue to Paul Russell Road | ROW | \$ 8.9 | \$ 8.9 | \$ 13.4 |
| | CST | | \$ 26.1 | |
| | | | | |
| Crawfordville Road | | | | |
| East Ivan Road to Wakulla Arran Road | ROW | \$ 64.8 | | |
| | | | | |
| Orange Avenue | | | | |
| Cypress Lake Street to Pasco Street | ROW | \$ 38.2 | | |
| Pasco Street to Monroe Street | ROW | \$ 26.9 | | \$ 19.4 |
| | | | | |
| Crawfordville Road | | | | |
| Wakulla County Line to Wildflower Road | CST | | | \$ 53.7 |
| Wildflower Road to LL Wallace Road | CST | | | \$ 33.1 |
| LL Wallace Road to Wakulla Spring Road | ROW | | | |
| | CST | | \$ 47.9 | \$ 31.9 |
| | | | | |
| Pensacola Street | | | | |
| Capital Circle, SW to Appleyard Drive | PE | | | |
| | ROW | \$ 11.6 | | |
| | | | | |
| Capital Circle, NW | | | | |
| Interstate 10 to Monroe Street | PDE | | | |
| Sub-Totals by Phase Type (Minus Tier 1 Projects) | ROW | \$ 158.9 | \$ 18.1 | \$ 37.4 |
| | CST | \$ - | \$ 145.6 | \$ 118.7 |
| | Total | \$ 158.9 | \$ 163.7 | \$ 156.0 |

Note: All funding is shown in Year of Expenditure (millions).

Additionally, the scenario comparison includes funding for pedestrian/bike, systems management and safety, or “Boxed Funds” as shown below.

All Scenarios – Boxed Funds

| Programs | Scenarios | | |
|--------------------|-----------------|-----------------|-----------------|
| | 1 | 2 | 3 |
| Pedestrian/Bike | \$ 40.9 | \$ 40.9 | \$ 42.0 |
| Systems Management | \$ 57.9 | \$ 52.9 | \$ 57.7 |
| Safety | \$ 28.1 | \$ 28.1 | \$ 30.2 |
| Total | \$ 126.9 | \$ 121.9 | \$ 129.9 |

Total Scenario Costs

Collectively, each scenario has the exact same cost (shown below).

Total Scenario Cost Comparison

| Scenario | Funding Type | | |
|---|--------------|-------------|----------|
| | Roadway | Boxed Funds | Total |
| Scenario 1 - Funding Right of Way Phases | \$ 158.9 | \$ 126.9 | \$ 285.8 |
| Scenario 2 - Completion of Woodville Highway | \$ 163.7 | \$ 121.9 | \$ 285.6 |
| Scenario 3 - Completion of Crawfordville Road | \$ 156.0 | \$ 129.9 | \$ 285.9 |

Note: All funding is shown in Year of Expenditure (millions).

RECOMMENDED ACTION

Option 1: Recommend the CRTPA Board approve the Year 2050 RMP Draft Cost Feasible Plan Scenario 1 – Right of Way as the preferred funding alternative for Year 2050 RMP.
(Recommended)

Option 2: CRTPA Board Discretion.

NEXT STEPS

Upon scenario approval by the CRTPA Board, the Project Team will initiate public engagement for feedback on the scenario. The Final CFP will be presented to the CRTPA Board, with any associated comments, at the November Board meeting. The November CRTPA Board meeting will begin with a Public Hearing that will provide the final opportunity for public comments before Board adoption of the CFP. Upon approval of the CFP, the Project Team will finalize the development of the overall RMP document and present it to the CRTPA Board in February.



September 2, 2025

COMMITTEE AGENDA ITEM 5 B

CRTPA TRANSPORTATION ALTERNATIVES SUBCOMMITTEE

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

This item seeks the appointment of three (3) members of the Citizens Multimodal Advisory Committee (CMAC) to serve on the CRTPA's Transportation Alternatives (TA) Subcommittee associated with the upcoming solicitation of TA applications for the Fiscal Year (FY) 2028 – FY 2032 funding cycle.

RECOMMENDED ACTION

Option 1: Approve three (3) members of the Citizens Multimodal Advisory Committee to serve on the CRTPA's TA Subcommittee.

BACKGROUND

The CRTPA Transportation Alternatives Program (TAP) was established in 2013 following the creation of the federal Transportation Alternatives Program under P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law on July 6, 2012, by President Obama. For Metropolitan Planning Organizations (MPOs) with populations greater than 200,000—including the CRTPA—the legislation requires management of the competitive grant process, which necessitated the establishment of the CRTPA TAP.

Through the CRTPA Transportation Alternatives (TA) Program, the agency coordinates the solicitation and ranking of TA projects within the four-county capital region before submitting them to FDOT for funding consideration. As outlined below, the process includes a biennial (every two years) solicitation of new applications, consistent with Board direction. The most recent solicitation occurred in late 2023; accordingly, the CRTPA is scheduled to formally initiate the next round of applications in December 2025.

The CRTPA TA Program is guided by the CRTPA TA Subcommittee, which is composed of members from both CRTPA committees. The subcommittee reviews the submitted TA applications and recommends a ranking to the CRTPA Board. These projects are then placed in priority order on the agency's TA Project Priority List for the Board's consideration and adoption.

PROGRAM INFORMATION

The biennial solicitation of Transportation Alternatives (TA) applications is scheduled for late 2025, necessitating the reconstitution of the CRTPA TA Subcommittee. As in years past, the subcommittee reviews and recommends the scoring criteria to be used in the application review process, evaluates received applications using adopted criteria, and, ultimately, recommends a ranking of projects to the CRTPA Board.

The most recent changes to the TA programs came with the 2021 passage of the [Bipartisan Infrastructure Law \(BIL\)](#). Such changes included increased TA funding as the [BIL](#) nearly doubled funding for the Transportation Alternatives (TA) Set-Aside.

Within the CRTPA region this increase amounted to an approximate annual average of \$660,000 of TA funds over the next five years pursuant to funding estimates provided by FDOT District 3.

Funds associated with the TA Program may be used for a variety of projects including pedestrian and bicycle facilities, recreational trails, Safe Routes to School projects, road safety assessments, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

CRTPA TAP Process

The CRTPA TA Program is guided by the CRTPA TA Subcommittee. The subcommittee is comprised of 6 members (3 members each from both the Citizen's Multimodal Advisory Committee (CMAC) and the Technical Advisory Committee (TAC)). The subcommittee's purpose is to review and recommend a ranking of the TA applications to the CRTPA Board. Ultimately, the projects are placed in recommended priority order on the agency's TA Project Priority List for CRTPA consideration and adoption prior to being provided to the FDOT.

The review and ranking of eligible applications by the subcommittee is based upon the adopted CRTPA's TAP Evaluation Criteria (most recently approved at the [November 2023 CRTPA meeting](#)), as provided on the following page:

ADOPTED CRITERIA

| CRTPA TRANSPORTATION ALTERNATIVES EVALUATION CRITERIA | | MAXIMUM POINTS |
|---|--|----------------|
| 1 | SAFETY (Describe how the project will improve public safety for all transportation users including addressing documented safety concerns) | 20 |
| 2 | CONNECTIVITY (Describe how the project facilitates or improves multimodal linkages) | 20 |
| 3 | EQUITY (Describe how the project addresses equity by improving access to traditionally underserved communities as determined by the U.S. Census. Such communities could include low-income residents, minorities, those with limited English proficiency, persons with disabilities, children, or older adults) | 20 |
| 4 | PUBLIC BENEFIT (Describe how the project improves the public travel experience and travel options, including benefits to the environment) | 20 |
| 5 | REGIONAL PLANS (Describe how the project relates to the adopted plans of the region) | 10 |
| 6 | COMMUNITY SUPPORT | 10 |
| Maximum Total Points | | 100 |

Adopted at the November 21, 2023 CRTPA Meeting

NEXT STEPS

The following provides the anticipated general timeline associated with the CRTPA's 2025/2026 TA Solicitation Cycle:

| | |
|----------------------|---|
| October 2025 | TA Subcommittee meets to discuss program and review criteria |
| November 2025 | Potential TA Criteria changes provided to CRTPA Board & Committees for approval (if required) |
| December 2025 | CRTPA initiates call for new TA applications for FY 2028 – FY 2032 |
| December 2025 | TA Informational Public Meeting |
| Feb/Mar 2026* | TA applications DUE |
| Feb/Mar 2026 | TA applicant interviews with TA Subcommittee |
| March 2026 | TA Subcommittee application ranking meeting |
| April 2026 | CRTPA adopts FY 2028 – FY 2032 TA Priority Project List |

*NOTE: Awaiting FDOT TA schedule. Also **highlighted** dates reflect anticipated TA Subcommittee meetings