



UNIFIED PLANNING WORK PROGRAM

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and participating local governments.**

Public Participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans With Disabilities Act, or persons who require translation services (free of charge) should contact the CRTPA Title VI Coordinator, Suzanne Lex, four days in advance of the meeting at 850-891-8627 (Suzanne.Lex@crtpa.org) and for the hearing impaired, telephone 711 or 800-955-8771 (TDY)."

"La participación pública se solicita sin distinción de raza, color, nacionalidad, edad, sexo, religión, discapacidad o estado familiar. Las personas que requieran adaptaciones especiales en virtud de la Ley de Americanos con Discapacidades, o las personas que requieran servicios de traducción (sin cargo) deben comunicarse con Suzanne Lex, CRTPA Coordinadora del Título VI, al 850-891-8627 Suzanne.lex@crtpa.org) y para las personas con discapacidad auditiva, teléfono 711 o 800-955-8771 (TDY) cuatro días antes de la reunión.

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APPENDIX

APPENDIX I.

Forms

Debarment and Suspension Certification
Certification of Restrictions of Lobbying
Title VI Nondiscrimination Policy Statement
Disadvantaged Business Enterprise Utilization
MPO Joint Certification Statement

APPENDIX II.

FY 2024/25 Estimated Expense Operating Budget Detail
Salary, Fringe, Administrative, Facility and Office

FY 2025/26 Estimated Expense Operating Budget Detail
Salary, Fringe, Administrative, Facility and Office

CRTPA Resolution No. 2022-10-7D Adopted Travel Policy

APPENDIX III.

Agency Comments

Resolution 2024-05-4C

A RESOLUTION APPROVING THE FISCAL YEAR (FY) 2024/25 – FY 2025/26 UNIFIED PLANNING WORK PROGRAM FOR THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA); AUTHORIZING THE CHAIRMAN TO EXECUTE ALL REQUIRED FORMS AND ASSURANCES; AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ALL SUBSEQUENT GRANT APPLICATIONS, AND INVOICES.

Whereas, the CRTPA is the designated and constituted body responsible for the urban transportation planning and programming process; and

Whereas, the CRTPA is the authorized recipient of the United States Department of Transportation’s planning funds; and

Whereas, the CRTPA prepared and submitted a FY 2024/25 and FY 2025/26 Unified Planning Work Program; and

Whereas, comments from reviewing agencies have been received and addressed; and

Whereas, minor adjustments were made along with textual clarifications and project details in response to reviewing agencies’ comments; and,

Whereas, a final Unified Planning Work Program reflecting agency comments has been prepared.

NOW THEREFORE BE IT RESOLVED that the CRTPA:

1. Adopts the Final Unified Planning Work Program for FY 2024/25 and FY 2025/26; and
2. Authorizes the Chairman to execute all required forms and assurances; and
3. Authorizes the CRTPA Executive Director to file and execute all related grant applications and invoices for the Unified Planning Work Program.

DONE, ORDERED, AND ADOPTED THIS 21ST DAY OF MAY 2024

CAPITAL REGION TRANSPORTATION PLANNING AGENCY


Quincee Messersmith, Chair

ATTEST:


Greg Slay, Executive Director



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

Cost Analysis Certification

Capital Region TPA

Unified Planning Work Program Fiscal Year – FY 2024/25 - FY 2025/26

UPWP Status - Amended, 12/16/2025

UPWP Revision Number - Revision 8, 12/16/2025

I hereby certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary, as required by [Section 216.3475, F.S.](#) Documentation is on file evidencing the methodology used and the conclusions reached.

FDOT District Representative: Kaylor Collins

Title and District: Planning Specialist IV, District 3



Signature

Date: 1/6/2026

GLOSSARY OF ABBREVIATIONS

ADA	-	Americans with Disabilities Act of 1990
ARPC	-	Apalachee Regional Planning Council
ATMS	-	Automated Traffic Management System
BIL	-	Bipartisan Infrastructure Law
CMAC	-	Citizen's Multimodal Advisory Committee
COT	-	City of Tallahassee
CFR	-	Code of Federal Regulations
CMP	-	Congestion Management Process
CPGA	-	Consolidated Planning Grant Agreement
CTC	-	Community Transportation Coordinator
CTD	-	Commission for the Transportation Disadvantaged
CTST	-	Community Traffic Safety Team
COOP	-	Continuity of Operation Plan
DBE	-	Disadvantaged Business Enterprise
DOPA	-	Designated Official Planning Agency
DRI	-	Development of Regional Impact
ETDM	-	Efficient Transportation Decision Making
FAST Act	-	Fixing America's Surface Transportation Act
FDOT	-	Florida Department of Transportation
FHWA	-	Federal Highway Administration
FSUTMS	-	Florida Standard Urban Transportation Modeling Structure
FTA	-	Federal Transit Administration
GIS	-	Geographic Information System
GMIS	-	Grant Management Information System (FTA funds)
ITS	-	Intelligent Transportation System
JPA	-	Joint Participation Agreement

GLOSSARY OF ABBREVIATIONS

LOS	-	Level of Service
LEP	-	Limited English Proficiency
L RTP	-	Long Range Transportation Plan
MAP-21	-	Moving Ahead for Progress in the 21 st Century Act
MPA	-	Metropolitan Planning Area
MPO/TPO	-	Metropolitan/Transportation Planning Organization
MPOAC	-	Metropolitan Planning Organization Advisory Council
RMP	-	Regional Mobility Plan
ROW	-	Right of Way
PD&E	-	Project Development and Environmental Study
PEA	-	Planning Emphasis Area
PIP	-	Public Involvement Plan
RMP	-	Regional Mobility Plan
RPC	-	Regional Planning Council
SS4A	-	Safe Streets for All Grant Program
SIS	-	Strategic Intermodal System
STIP	-	State Transportation Improvement Program
TAC	-	Technical Advisory Committee
TATMS	-	Tallahassee Advanced Transportation Management System
TAZ	-	Traffic Analysis Zone
TDLCB	-	Transportation Disadvantaged Local Coordinating Board
TDP	-	Transit Development Plan
TIP	-	Transportation Improvement Program
TRIP	-	Transportation Regional Incentive Program
UPWP	-	Unified Planning Work Program
UA	-	Urbanized Area (as designated by the 2010 Census)
USC	-	United States Code of Federal Regulation

CRTPA METROPOLITAN PLANNING AREA

The Capital Region Metropolitan Planning Area (MPA) includes Gadsden, Jefferson, Leon, and Wakulla Counties, which is also consistent with Tallahassee Metropolitan Statistical Area (MSA). The CRTPA is responsible for transportation policy development, planning, and programming for the counties and municipalities in the Capital Region.

CRTPA Metropolitan Planning Area

Tallahassee Metropolitan Statistical Area (Census)



Figure 1

INTRODUCTION

The Code of Federal Regulations (CFR) defines a UPWP as “a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area.” The Unified Planning Work Program (UPWP) has been prepared to outline the tasks to be performed with funds under Title 23 Sections 134 (Metropolitan Transportation Planning), 135 (Statewide Transportation Planning) and Title 49 (Public Transportation) by the Capital Region Transportation Planning Agency (CRTPA) for the period July 1, 2024 through June 30, 2026. This document serves to define planning tasks and activities for the public as well as public officials and agencies that contribute manpower and allocate funds to the transportation planning process.

The UPWP contains seven primary tasks or elements that provide the framework for the work program. Within each element, the subtasks further define planning activities, including products, projects, and plans. Furthermore, any UPWP planning task funded in partnership with another agency or local government is identified as a “Joint Planning Task.” Joint Planning Tasks are established through an Agreement or Memorandum of Understanding between the parties. At this time the CRTPA is not proposing any tasks that will be funded by a Joint Planning Agreement.

DEVELOPMENT OF THIS UPWP

Development of this UPWP officially began on February 13, 2024, as a part of the CRTPA’s Joint Certification meeting. CRTPA staff and the Florida Department of Transportation met to discuss the Certification Report responses and to go over the overall process. Consistent with previous years, the UPWP was developed through reviewing and updating tasks contained within the preceding document in coordination with CRTPA staff and outside agencies responsible for the tasks within the document. Development of the UPWP also included a review of the CRTPA’s top critical priorities identified at past Annual Retreats and then outlining tasks to address these priorities. The UPWP is framed considering the Federal Planning Factors and the State Planning Emphasis Areas, which are further detailed in Section I. Lastly, staff reviewed the requirements related to development of UPWPs as contained within the [FDOT MPO Program Management Handbook](#).

NOTE: The Draft UPWP reflects PL, SU, and CM funds from FY 2024 that were unencumbered or de-obligated, which roll-forward and are available in the first year (FY 2025) budget. Remaining funds from FY 2023 are made available in the second year of the UPWP (FY 2026). The second year SU budget is an estimate. An amendment will be processed to update the SU budget for FY 2026 once the SU close-out amounts are confirmed.

CRTPA PLANNING DOCUMENTS

Transportation planning in the CRTPA Planning Area is guided by the Connections 2045 Regional Mobility Plan (RMP), also referred to as a Long-Range Transportation Plan. The Connections 2045 RMP, constructed with input from government officials, citizen's advisory boards, technical experts, and the public, was adopted at the November 2020 CRTPA meeting. Selected projects from the RMP 2045 Cost Feasible Plan are identified in the Project Priority Lists (PPLs) and implemented in the Transportation Improvement Program (TIP), both adopted annually. The Congestion Management Plan, Public Involvement Plan and Limited English Proficiency Plan are reviewed, at a minimum, every four years. Updates to the CMP and PIP are completed in advance of developing the Long-Range Transportation Plan. Short and long-range planning tasks in the UPWP detail the activities, as well as local and regional coordination associated with the development of the CRTPA planning documents. Although the CRTPA Metropolitan Planning Area is in air quality attainment status, staff in conjunction with the Florida Department of Transportation continues to monitor the CRTPA's air quality status as well as air quality issues.

PUBLIC INVOLVEMENT

Public involvement during the development of the UPWP is accomplished through online platforms and in-person activities. A draft and final version is presented at the regularly scheduled meetings of the Technical Advisory Committee (TAC) and Citizens Multimodal Advisory Committee (CMAC), and to the CRTPA Board. Public comment and input from transportation providers and stakeholders on the Draft UPWP is considered when finalizing the document for Board approval. At the same time the draft is posted, is sent to the E-Blast contact list notifying of a minimum 7-day public comment period.

During the development of the UPWP the CRTPA coordinates with FDOT and FHWA to ensure all planning activities are eligible consistent with 2CFR200 and State law. In addition to presenting the draft UPWP to the Committees and Board, a notice is posted on the CRTPA website (www.crtpa.org) 7-days prior to the scheduled adoption of the final document, consistent with the Public Involvement Plan (PIP). The draft UPWP was distributed to the CRTPA Board and Committees and the public for comment (March and April 2024) and approved by the CRTPA at its May 21, 2024 meeting.. The UPWP reflects compliance with the comprehensive Title VI of the Civil Rights Act of 1964 and Environmental Justice (Executive Order 12898) procedures.

CONSOLIDATED PLANNING GRANT

FHWA and FTA provide funding support through the FDOT in the form of PL, SU, SA and CMAQ funds. Funding provided by the member governments of the CRTPA is budgeted for any ineligible expenses as identified in Federal Code, 2CFR200, and state law and guidelines. Allowable costs are outlined in Federal Code, Florida Statutes and the Department of Financial Services' **Reference Guide for State Expenditures (PDF)**. The FDOT and the Capital Region Transportation Planning Agency participate in the Consolidated Planning Grant (CPG).

The CPG enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida's FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division. These funds are annually apportioned to FDOT as the direct recipient and allocated to the CRTPA by FDOT utilizing formulas approved by the MPO, FDOT, FHWA and FTA in accordance with 23 CFR 420.109 and 49, U.S.C. Chapter 53. The FDOT is fulfilling the CPG's required 18.07% non-federal share (match) using Transportation Development Credits (Credits) as permitted by 23 CFR 120(i) and FTA C 8100.1D. The Credits are in essence a "soft match" provision allowing the Federal share to be increased up to 100%.

PL SET-ASIDE: CONTEXT BASED PLANNING (COMPLETE STREETS)

The Bipartisan Infrastructure Law (BIL) requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The CRTPA's total PL funding allocation for Fiscal Year 2024/25 -2025/26 is \$1,582,966. For FY 2025 the CRTPA's required allocation for the Safe and Accessible Transportation Options Metropolitan Planning Set-Aside for ~~complete streets~~ **context based** planning work is \$19,690. and for FY 26 is \$19,890, for a total of \$39,580.

A Complete Street is safe, and feels safe, for all users. FHWA is focused on supporting transportation agencies to plan, develop and operate equitable streets and networks that prioritize safety, comfort, and connectivity to destinations for all people who use the street network. The CRTPA's major programs and projects support the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. The CRTPA's multi-use trail projects, sidewalk enhancements and proposed corridor and safety studies all support the **Complete Streets context based planning** initiative.

PL SET-ASIDE: CONTEXT BASED PLANNING COMPLETE STREETS (CONT.)

In FY 25 \$40,000, of PL funding is budgeted for **Subtask 7.2: Take the Safe Route – Safe Access to School Study**. A notation is added that the project budget that a minimum of \$20,000 must be billed to PL funding to satisfy the 2.5% set-aside. In Fiscal Year 26 \$20,000 in PL funding is budgeted to the Thomasville Road to Welaunee Greenway Multi-use Path connectivity project. A notation is added that assigns the funding to the set-aside.

SUMMARY

The tasks outlined in the UPWP are required by either Federal or State law and are ongoing. At the Federal level, these tasks include the development of a fiscally constrained LRTP and Transportation Improvement Program (TIP), implementation of the Congestion Management Process (CMP), setting performance targets in coordination with state and local partners for national performance measures, and engaging the public and stakeholders to establish a shared vision and goals for the community.

Planning activities programmed within the UPWP satisfy the level of effort requirements anticipated by the CRTPA to meet local priorities, as well as the requirements of Federal Highway Administration, Federal Transit Administration and the FDOT. After adoption, the UPWP is reviewed throughout the year to ensure consistency between staff work efforts and tasks identified within the document, as well as monitoring work progress and assessing the need for possible amendment.

UPWP includes a description of the planning work and resulting products; who will perform the work; time frames for completing the work; cost of the work; and sources of funding and associated set-aside requirements.

FEDERAL PLANNING FACTORS

In December 2015, the [Fixing America's Surface Transportation Act](#) (FAST Act) was signed into law. The FAST Act serves as the primary surface transportation legislation as amended. As part of the review of projects and plans the FAST Act requires consideration of the following ten Planning Factors.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and,
10. Enhance travel and tourism.

Integral to a continuous, cooperative, and comprehensive metropolitan transportation planning process is the consideration and implementation of projects, strategies, and services that will address the federal planning factors. Additionally, these factors are considered in the development of required documents, as well as the studies and plans initiated by the CRTPA.

[Table I, on page 48](#) illustrates the CRTPA's consideration of the ten planning factors in the transportation planning process.

FLORIDA PLANNING EMPHASIS AREAS

In coordination with the development of the UPWP, the FDOT Office of Policy Planning develops Planning Emphasis Areas (PEAs) for consideration in the transportation planning process. Safety, Equity, Resilience and emerging Mobility are the PEAs to be considered in developing and implementing the CRTPA's planning programs.

SAFETY

Safety has been a federal and state planning priority over numerous iterations of transportation legislation and policy. The FAST ACT required MPOs to adopt Safety Performance Measures, and to annually report on and monitor progress against their adopted safety targets. Planning activities included in the UPWP support the identification of safety needs and improvements. The CRTPA planning documents, stand-alone [area or corridor] safety studies and safety considerations within modal planning elements support the goal of a safer transportation system for all users. In addition, the CRTPA consults the [Florida Strategic Highway Safety Plan](#) (SHSP), which provides a framework for eliminating fatalities and serious injuries on all public roads. Additionally, data analyses and community involvement better inform the identification and prioritization of safety projects in the planning process.

EQUITY

Equity is defined as the consistent and systematic fair, just, and impartial treatment of all individuals. This includes people who belong to underserved communities that have been denied such treatment, as well as persons with disabilities, rural communities, and persons otherwise adversely affected by persistent poverty or inequity. Transportation equity supports and enhances access to jobs, health care, education, and other important resources. Providing equal access to opportunity addresses the systemic barriers that may exist because of a person's race, ethnicity, creed, gender, age, physical ability, income, or other factors.

Identifying and selecting projects that promote equity and access to opportunity is essential for addressing the mobility and accessibility needs of historically disadvantaged populations. Executive Order 14008, Tackling the Climate Crisis at Home and Abroad, created the "Justice40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities through the Federal Government, it outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. data-driven project prioritization considers the impacts of transportation projects on a community, as well as the benefit to enhance opportunities for a community.

FLORIDA PLANNING EMPHASIS AREAS (Cont.)

RESILIENCE

The FAST Act introduced the requirement that states and metropolitan planning organizations consider and implement improving the resiliency and reliability of the transportation system. Resilience is defined as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruptions. Disruptions are events and conditions that are often characterized as shocks (unexpected disruptions) and stressors (causes a state of strain or tension). These changing conditions can encompass a wide variety of environmental, technological, economic, or social impacts, whether the impact is immediate, such as a natural disaster, or prolonged such as the COVID-19 Pandemic. These events and trends can result in unanticipated transportation system disruptions and increasing constraints on infrastructure, impeding access to reliable mobility.

Resilience within the planning processes is a consideration within every planning document prepared by the CRTPA. Additionally, the CRTPA coordinates with agency partners responsible for natural disaster risk reduction and supports local resilience and planning initiatives. In development of the TIP and projects the CRTPA consults **FDOT 23 CFR Part 667**, reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. Increased costs associated with reducing vulnerability of the existing transportation infrastructure is another factor that is evaluated. Proactive resiliency planning will help the CRTPA develop planning documents that are ultimately more realistic and cost-effective.

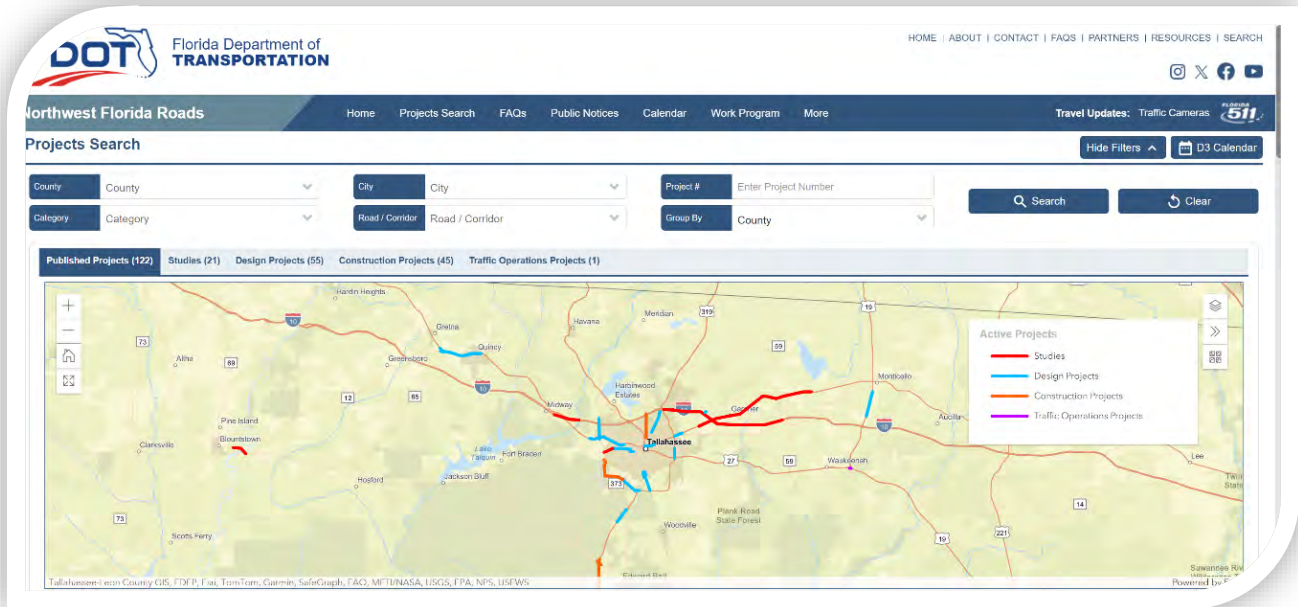
EMERGING MOBILITY

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility. These changes may be disruptive and transformational, with impacts to safety, vehicle ownership, travel capacity, vehicle miles traveled, land-use, transportation design, future investment demands, supply chain logistics, economy, and the workforce.

The UPWP recognizes the important influence of emerging mobility on the multi-modal transportation system and includes related planning studies, collaboration efforts, research, or other activities. Adopting and supporting innovative technologies and business practices supports all seven goals of the Florida Transportation Plan and the federal planning factors found in the FAST Act.

FDOT DISTRICT THREE PLANNING ACTIVITIES

State assistance is provided primarily through the District Three Office and the FDOT District Three Liaison. The District supports the CRTPA planning activities with data collection, modeling, feasibility and corridor studies, and project development. Systems Planning and Reviews



<https://www.nwflroads.com/search>

The following lists the FDOT District Three Planning Activities:

- GIS application Development and System Maintenance
- Interchange Reviews
- Travel Demand Model Development (FSUTMS)
- Efficient Transportation Decision Making (ETDM)
- Community Impact Assessment
- Statistics
- Federal Functional Classification
- Traffic Counts Program
- Modal Development Technical Support
- State Highway System Corridor Studies
- State Highway System ~~Complete Streets~~ Context Classification
- Growth Management Development Impact Reviews
- Safety and Access Management Studies

ORGANIZATION AND MANAGEMENT OF THE CRTPA

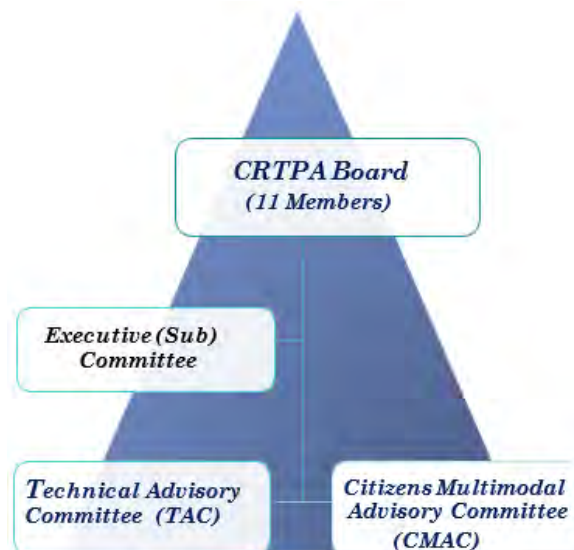
The CRTPA is the public agency responsible for developing policies and procedures to guide the transportation planning process for the MPA. The CRTPA strives to ensure that the recommendations are in keeping with the goals and standards of the federal and state government, as well as its member governments.

CRTPA RESPONSIBILITIES

The CRTPA's annual responsibilities are to perform the tasks of preparing transportation plans and programs as delegated by the federal and state laws. These duties include insuring adequate representation in the transportation process and assessing the compatibility of state, county, and municipal projects in the transportation multi-modal network. Consideration is given to all modes of transportation with respect to the needs of the elderly and handicapped as outlined in the Americans with Disabilities Act. The plans and programs developed by the CRTPA implement the requirements of the MPO transportation planning process.

CRTPA BOARD

The CRTPA Board is the transportation policy-making body comprised of representatives from local government and transportation agencies with authority and responsibility in urbanized areas. Local government representatives are appointed by the Gadsden, Leon, Jefferson and Wakulla County Commissions, the City of Tallahassee



Commission, and the Leon County School Board. In addition, the six municipalities of Gadsden County (the Cities of Chattahoochee, Gretna, Midway and Quincy and the Towns of Havana and Greensboro) are represented by one elected official selected by the municipalities, and then appointed by the respective Board or Council.

In September 2021 the CRTPA Board approved updates to the Bylaws, Policies and Procedures. The adopted **Bylaws, Policies and Procedures** serve to guide the proper functioning of the urban transportation planning process and contain information related to the structure, duties and funding of the CRTPA.

ORGANIZATION AND MANAGEMENT OF THE CRTPA (Cont.)

CRTPA EXECUTIVE COMMITTEE

Established in the CRTPA's Bylaws, the Executive Committee is comprised of the Chair, Vice-Chair, and immediate Past-Chair. The Executive Committee meets at a minimum annually to review the CRTPA's operating budget and to complete an annual evaluation of the Executive Director. Additional duties set forth in the Bylaws includes the establishment of CRTPA personnel policies and procedures; review of contracts and emergency approval of time-sensitive items.

CRTPA COMMITTEES

Two advisory committees, the Citizens Multimodal Advisory Committee (CMAC) and the Technical Advisory Committee (TAC), provide input as part of the public involvement process. The CMAC is composed of members of the public who represent the general welfare of the community. The TAC, composed of engineers, planners, and other related transportation professionals, reviews plans, programs, and projects and provides recommendations to the CRTPA based on technical expertise.

The CMAC and TAC meet approximately two weeks prior to regularly scheduled CRTPA meetings to ensure that their recommendations are incorporated into the CRTPA agenda items and provided to CRTPA members in a timely manner. Available for review on the CRTPA website, the adopted [Bylaws](#) govern the activities of the advisory committees. In addition, the Transportation Disadvantaged Local Coordinating Board (TDLCB) identifies the local needs of the transportation disadvantaged population and investigates alternatives to meet those needs. The TDLCB is staffed through the Apalachee Regional Planning Council (ARPC).

CRTPA STAFF

The CRTPA staff is responsible for collecting and disseminating all information from the transportation planning process to the public. The work effort required to support the 3-C planning process is administered by the CRTPA staff in cooperation with local governments, the FDOT, FTA and FHWA. Other agencies are consulted in various phases of the planning process including the Department of Environmental Protection, the Federal Aviation Administration, Federal Rail Administration, and the Water Management District Offices. Public input is provided through public meetings; public hearings; online surveys and interactive documents; and community meetings, consistent with the adopted Public Involvement Plan (Slated for adoption June 17, 2024). Staff maintains the and implements CRTPA Policies and Procedures, which are reviewed and updated annually, and the Continuity of Operations Plan.

ORGANIZATION AND MANAGEMENT OF THE CRTPA (Cont.)

CRTPA AGREEMENTS

Agreements with state and local governments, and local and regional agencies promote the continuing, cooperative, and comprehensive (“3-C”) planning process.

Amended Interlocal Agreement for the Formation & Operation of the CRTPA

The agreement between the CRTPA, the FDOT; Leon, Wakulla, Gadsden and Jefferson Counties; the Cities of Chattahoochee, Gretna, Midway, Quincy and Tallahassee; the Towns of Havana and Greensboro; and the Leon County School Board was adopted and executed on March 13, 2014. This Agreement reaffirms the membership of the CRTPA Board and its responsibilities.

Intergovernmental Coordination and Review and Public Transportation Coordination Joint Project Agreement (ICAR)

Updated in 2020, the ICAR establishes that the parties will cooperatively coordinate their efforts related to the transportation planning process and assure that highway facilities, mass transit, air transportation and other facilities will be properly located and developed in relation to the overall plan of community development. Parties to the ICAR are the FDOT, the CRTPA, the ARPC, the City of Tallahassee StarMetro, and the City of Tallahassee Regional Airport,

The Consolidated Planning Grant (CPG) Agreement

The purpose of this agreement is to pass financial assistance to the CRTPA through the Florida Department of Transportation (FDOT) in the form of Federal Highway Administration (FHWA) funds for the completion of transportation related planning activities set forth in the CRTPA’s Unified Planning Work Program (UPWP).

Staff Services Agreement

Approved by the CRTPA Board and the City of Tallahassee Commission in 2021, the day-to-day operations of the CRTPA are accomplished through the Staff Services Agreement with the City of Tallahassee. The agreement outlines the administrative/professional support services and financial responsibilities of each party. All costs for the COT services and staff fringe benefits are established as a direct rate in the budget and is evaluated annually in budget development.

PLANNING ACTIVITIES - DOCUMENTS/PERFORMANCE MEASURES

Tasks outlined in the UPWP include the development of required planning documents in accordance with Federal and State law. The CRTPA is responsible for conducting an inclusive public participation process, and maintaining transportation models and data resources, as well as ongoing programs, such as a congestion management process, monitoring air quality and long-and short-range planning work and initiatives.

At the Federal law requires the development of a fiscally constrained LRTP, an annual update to the TIP adding a new fifth year and the implementation of the Congestion Management Process. Additionally, the UPWP includes the work associated with setting performance targets, in coordination with state and local partners, for national performance measures. An integral part of all planning activities is engaging the public and stakeholders in the 3C (continuing, cooperative, and comprehensive), metropolitan transportation planning process to establish a shared vision and goals for the community.

PUBLIC INVOLVEMENT PLAN (PIP)

Slated for adoption in June of 2024, the PIP provides for early and continuing public engagement in the development of various CRTPA plans and programs. The CRTPA is responsible for actively involving all affected and interested parties in an open, cooperative and collaborative process that provides meaningful participation opportunities to influence transportation decisions. It illustrates strategies and techniques to inform and engage the public, and further integrate virtual and interactive opportunities in transportation planning issues.. The update will examine ways of maximizing participation, social equity and effectiveness, all key components to successful public engagement.

TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) - PERFORMANCE MEASURES

The FAST Act requires the CRTPA to adopt Performance Measures and Targets. Performance measures are adopted for highway safety, bridge and pavement, system performance and freight management, transit asset management, and transit safety. Targets, developed cooperatively with our transportation planning partners, are based on the best available data and objective information. Performance Measures are important to the CRTPA's planning program because they allow us to set goals and measure the progress towards those goals over time. Annually the CRTPA reports on the progress towards achieving the Performance Measures and may adjust the goal in response to the updated data. At the February 19, 2024 the Board adopted the 2024 Performance Measures and Targets, including support for the FDOT Vision Zero goal.

CONNECTIONS 2045 REGIONAL MOBILITY (RMP) [LONG RANGE PLAN]

The **Connections 2045 RMP** is a long-range vision, strategy, and capital improvement program that guides the investment of public funds in transportation facilities. The plan is updated every five years and may be amended because of changes in available funding and/or findings from planning studies. Adopted in November 2020, the Connections 2045 RMP identifies roadway, transit, bicycle, and pedestrian projects within the CRTPA Planning Area. Multi-modal projects in the plan are identified in coordination with the CRTPA's transportation planning partners and other member jurisdictions. The adopted Connections 2045 RMP meets the Federal Highway Administration (FHWA) guidelines and requirements. Additional information on the development of the 2050 Long-Range Transportation Plan, slated for adoption in 2025, is found in the following UPWP Sections, Upcoming Priorities of Planning Activities and Task Three, Long Range Planning.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The development of the **TIP** is coordinated with the FDOT, FHWA, FTA and member governments. Adopted annually, with a new fifth year, the TIP is a comprehensive list of federal and state projects and local projects of regional significance. The Florida Department of Transportation's Work Program is used to produce the CRTPA's five-year TIP, which is then reflected in the State Transportation Improvement Plan (STIP). Funded transportation projects in the TIP include transit, roadways, bridges, aviation, seaport, rail and commuter rail, bicycle facilities, multi-modal improvements, and enhancement projects like landscaping and greenways. In addition, grant funding for transportation studies and projects is approved by the Board and reflected in the TIP for informational purposes and to facilitate tracking these grant awards project by FDOT. Another example of the 3-C process.

CONGESTION MANAGEMENT PLAN PROCESS AND PLAN (CMP)

Adopted at the March 18, 2024 Meeting, the CMP identifies tools and strategies aimed at reducing peak hour vehicle miles of travel and congestion, while improving connectivity between employment centers and areas with concentrations of transportation disadvantaged populations. A Technical Task Force of stakeholders, transportation providers, and agency and organization representatives from the four-counties provided input. The updated **CRTPA CMP** was developed through a coordinated and collaborative process focused on achieving regional transportation goals and objectives. Additionally, the update refines the evaluation criteria for assessing projects to ensure that investment decisions are made with a clear focus on desired outcomes. The CMP builds upon the identified strategies to reduce congestion/delay levels, as well as consider related safety improvements. Selected projects in the adopted CMP will advance the goals developed as part of the 2050 LRTP.

STATUS OF LOCAL AND REGIONAL PLANNING ACTIVITIES

Tasks discussed in the Local and Regional Planning Activities were identified through various approved plans and studies. In the development and implementation of these priorities public engagement and stakeholders input is essential to establishing a shared vision and goals for the community.

[TALLAHASSEE-HAVANA PATH MULTI USE PATH FEASIBILITY STUDY](#)

Approved by the CRTPA at its November 21, 2022 meeting, the [Tallahassee to Havana Path Feasibility Study](#) evaluated the potential to construct a 10 to 12-foot multi-use path between the Orchard Pond Parkway in Leon County and Salem Road at SR 12 in Gadsden County. The study evaluated current conditions including existing traffic conditions, available right of way, environmental features, historical resources, connectivity to regional and state trail systems and special locations of note along the corridor, along with public engagement. Subsequently, two SUN Trails applications were submitted to FDOT in December 2024. One requesting funding for design and construction of the Gadsden County segment; the other seeks Project Development & Environment (PD&E) and design funding for the Leon County section.

[SR 267 \(BLOXHAM CUTOFF ROAD\) PATH FEASIBILITY STUDY](#)

Approved at the September 19, 2023 Board meeting, the [SR 267 \(Bloxham Cutoff Road\) Path Feasibility Study](#) assessed the ability to construct a shared-use path along SR 267, also known as Bloxham Cutoff, between the Edward Ball Wakulla Springs State Park and the St. Marks Trail. The study evaluated current conditions including existing traffic conditions, available right of way, environmental features, historical resources, connectivity to regional and state trail systems and special locations of note along the corridor, along with public engagement. In FY 2024 the FDOT has programed the design phase. A SUN Trail applications was submitted to FDOT in December 2024 which requested funding for construction, the design is programmed in FY 2024.

[US 90 MULTI USE PATH FEASIBILITY STUDY](#)

The [US 90 Feasibility Study](#) was finalized and approved by the Board May 19, 2022. The study analyzed the viability of a trail from Pedrick Road in Tallahassee (Leon County) east to the Monticello Bike Path in Jefferson County, connecting Tallahassee to Monticello on US 90. In FY 2024 the FDOT has programed and the PD&E phase in FY 24 and the design phase of the Leon County segment.

STATUS OF LOCAL AND REGIONAL PLANNING ACTIVITIES (Cont.)

REGIONAL FREIGHT STUDY

At the March 18, 2024 meeting the Board approved the Regional Freight study. Developed with input from a stakeholder committee, the study assessed existing and future conditions, the types of goods coming to and through the region, where they come from, and how freight moves. All modes of the freight transportation systems were evaluated, with an emphasis on trucks, rail, and air cargo. The study identified freight deficiencies and opportunities in the transportation system. Recommendations in the final report present a framework to proactively address freight and goods movement mobility needs and challenges in our region.

REGIONAL TELECOMMUTING STUDY, A LOOK BACK AND A LOOK FORWARD

The Regional Telecommuting Study was finalized and approved by the Board February 19, 2024. There are two main components of the Study, the Technical Report and the supporting material contained in four appendices. The Technical Report presents relevant traffic and teleworker data, key takeaways from stakeholder interviews and the literature review, and recommendations, including best practices. Four appendices present the comprehensive body of information in support of the Technical Report. Appendix A contains a Review of the Literature. Appendix B presents the data and analysis. In addition, providing insight into the impact digital commuting has on roadway congestion, future roadway conditions are modeled assuming various rates of telecommuting. Appendix C presents a synopsis of the interviews with local transportation and economic agencies and employers. Lastly, Appendix D offers resources on developing and implementing a telework program.

SAFE STREETS AND ROADS FOR ALL SAFETY ACTION PLAN

Development of the Safe Streets for All Safety (SS4A) Action Plan included data collection, a safety analysis, and engagement and collaboration with stakeholders and the public. Current policies, plans, guidelines, and/or standards were reviewed. The analysis considered equity and inclusiveness to ensure a representative process. In addition, the SS4A Safety Action Plan identified a comprehensive set of projects and strategies, shaped by data, and noteworthy practices, as well as stakeholder input and equity considerations, that best address the safety problems described. Developed to meet the federal standards for the Safe Streets for All grant program, the adopted SS4S Plan allows the local governments of the Capital Region to apply grant funds for implementation projects. This SS4A Plan was approved by the Board at the June 2023 Board meeting.

STATUS OF LOCAL AND REGIONAL PLANNING ACTIVITIES (Cont.)

SAFE STREETS FOR ALL SAFETY IMPLEMENTATION PLAN N. MONROE STREET

This task supports the development of supplemental planning activities in support of SS4A Action Plan. The study examined crash clusters locations identified on the High Injury Network. Additional data collection and analysis was conducted to document existing conditions and the contributing factors to the high rate of serious injury and fatalities. The study will identify challenges and opportunities for improvement, including recommendations for construction, operational and educational responses. This item will be presented for approval at the June 17, 2024 meeting. ***(After Board action in June, work may continue into the first quarter of the FY25.)***

TRANSPORTATION DATA MANAGEMENT (PERFORMANCE MEASURES & SAFETY)

Data analytics is an important tool in transportation planning. The CRTPA has employed the Urban SDK software using a GIS platform to collect, verify, analyze, safety and speeding data. The CRTPA's dashboard and mapping information is being refined for the public. Analytics support safety and performance measure reporting as well as corridor planning and Title VI effectiveness among other CRTPA efforts.

TAKE THE SAFE ROUTE TO SCHOOL STUDY

This update, which will continue into FY 2025, assesses the progress in implementing the Safe Routes to School (SRTS) program. The study will identify primary factors contributing to the program's effectiveness and, address opportunities for the communities and school boards to further implement the Safe Routes to School programs and projects. Following the comprehensive review, including an evaluation of existing conditions and a desktop analysis and review of planned improvements, the study will identify schools in the Capital Region with the greatest need for improvements. The next component of the will focus on identifying needed improvements and educational resources that support targeted schools to ensure students have safe routes to walk and bike to school. ***(Completion of the final report will continue into the first half of FY25. It is scheduled to be completed in the Spring of 2025)***

PRIORITIES FOR FY 2024/25 & FY 2025/26

Projects and studies identified in the upcoming priorities build upon work initiated in the previous work program. These include technical studies to implement the Congestion Management Plan Process; safety and implementation studies as part of the Safe Streets for All program; and studies that continue the development of the regional trail system. FHWA/FTA Quadrennial Certification - Metropolitan Planning Process.

The CRTPA's Metropolitan Planning Program Quadrennial Certification by FHWA and FTA will begin in late 2024 and continue into the following year. Work includes preparation of the certification information and a public meeting allowing for input on the CRTPA's certification. Notice of the certification will be announced at regularly scheduled meetings and noticed on the CRTPA website.

CONGESTION MANAGEMENT PLAN IMPLEMENTATION: TECHNICAL STUDIES

Following the comprehensive development of the CMP, the technical reports will focus on identifying needed improvements that support targeted corridors and intersections. The technical studies will identify short-term improvements/strategies and long-term improvements to reduce or mitigate recurring and non-recurring congestion. This effort supports the continued implementation of the Congestion Management Process Plan to provide effective management of existing and future transportation facilities and to evaluate potential strategies for managing congestion.

US 90 WEST FEASIBILITY STUDY

This project proposes development of a feasibility study along US 90 in the western half of Gadsden County and is a segment of the US 90 Path Corridor. Components of the FS will evaluate the opportunity to construct a paved multi use trail through a review of existing conditions including roadway characteristics, available right of way, crash data, land use, environmental conditions, grade and elevation, historical resources, and connectivity to regional and state trail systems. The US 90 West corridor is included on the CRTPA's FY 2025 - FY 2029 Regional Trails Project Priority List and is identified on the Florida Greenways and Trails Regional Map. SUN Trail funding was awarded to the CRTPA to complete this study. The project and funding was amended into the CRTPA's TIP.

BRADFORDVILLE RD PATH CONNECTION FEASIBILITY STUDY MULTIUSE PATH (LEON COUNTY) THOMASVILLE RD TO WELAUNEE GREENWAY

This study evaluates the feasibility of connecting the Bradfordville Path from Thomasville Rd to the Welaunee Greenway. The Feasibility Study will review right-of-way availability, identifying potential trail alignments, document natural conditions and physical constraints, and assess any potential fatal flaws.

PRIORITIES FOR FY 2024/25 & FY 2025/26 (Cont.)

2050 Long Range Transportation Plan

The development of the 2050 Long Range Transportation Plan (LRTP) is initiated. The intent and purpose of the LRTP is to encourage and foster the safe and efficient management, operation, and development of a cost-feasible multimodal transportation system which serves the mobility needs of people and freight while minimizing transportation-related fuel demand, greenhouse gases and air pollution. Congestion Management and Air Quality (CMAQ) funding is programmed for the development of the long range plan.

Reducing congestion and emissions while maintaining economically viable and mobile communities is an important goal of the plan and supports the intent of the CMAQ program. The LRTP identifies long range transportation needs, considers infrastructure investments, and establishes priorities to implement projects based on anticipated funding. It provides a framework of goals and objectives to guide multi modal transportation investments and address congestion, as well as the maintenance and operations of systems and structures. This framework aligns plans and actions to clarify federal, state, regional, and local responsibilities to support an overall vision for transportation, economic development, and livability.

SR267/SPRINGHILL ROAD MULTI USE PATH FEASIBILITY STUDY WAKULLA SPRINGS STATE PARK TO CCSW (LEON AND WAKULLA COUNTIES)

This study evaluates the feasibility of connecting Wakulla Springs State Park to Capital Circle SW along SR 267 Bloxham Cutoff and Springhill Road. The Feasibility Study will review right-of-way availability, identifying potential trail alignments, document natural conditions and physical constraints, and assess any potential fatal flaws.

TALLAHASSEE-HAVANA PATH MULTI USE PATH PROJECT IMPACT STUDY (LEON COUNTY)

In coordination with the FDOT, the study will consider the requirements of the National Environmental Policy Act in evaluating this project. Work will include data collection and analysis including social, economic, and environmental conditions. Analysis of the effects of the proposed improvement on environmental, engineering and socioeconomic conditions, safety needs as well as public input will be considered. Ongoing public engagement will be conducted and documented. The final report will include the development and analysis of alternatives, considering the need for additional right-of-way for stormwater and environmental mitigation. It is anticipated that this project will be completed in the Fall of 2026. SUN Trails funding was awarded to the CRTPA to complete the PD&E. The project and funding was amended into the CRTPA's TIP at the February 18, 2025 meeting.

PRIORITIES FOR FY 2024/25 & FY 2025/26 (Cont.)

SCHOOL ACCESS SAFETY STUDY (UPDATE TO 2014 SAFE ROUTES TO SCHOOL REPORT)

This project, initiated in FY24, is continued in the new UPWP. The update investigates the safety and effectiveness of the Safe Routes to School (SRTS) program and the primary factors contributing to a program's effectiveness. In addition, the report will address opportunities for the communities and school boards in the Capital Region to further implement Safe Routes to School programs and projects. A separate portion of the study involves a focused effort identifying needed improvements that support targeted schools in order to implement projects and strategies to increase the number of children walking and biking. *(Completion of the final report will continue into the first half of the FY25-FY26 UPWP. The project is scheduled to be finalized in FY 2025)*

SAFE STREETS FOR ALL (SS4A) SAFETY ACTION PLAN: SUPPLEMENTAL STUDIES

Complete supplemental planning activities in support of SS4A Action Plan. The study will examine crash clusters locations identified on the High Injury Network. Additional data collection and analysis will be conducted to document existing conditions and the contributing factors to the high rate of serious injury and fatalities. The study will identify challenges and opportunities for improvement, including recommendations for construction, operational and educational responses. Safety Action Plans support the previous and future application for funding through the SS4A Discretionary Grant Program.

SS4A SAFETY ACTION PLAN: SUPPLEMENTAL STUDIES

HIN

An implementation study, initiated in the Winter of 2025, will update the crash analysis at 10 identified HIN sites and develop site-specific safety countermeasures in support of a potential SS4A Implementation Grant application by partner agencies. The study is slated for completion in September of 2025.

PRIORITIES FOR FY 2024/25 & FY 2025/26 (Cont.)

SS4A SAFETY ACTION PLAN: SUPPLEMENTAL STUDIES (CONT.)

NORTH MONROE STREET IMPLEMENTATION PLAN AND SUPPLEMENTAL ANALYSIS

At the September 2024 meeting the CRTPA Board approved the Safety Implementation Plan. An application for an SS4A grant award to fund this implementation of this plan was submitted to the US DOT in 2024, but was not awarded full funding for the project. The application will be resubmitted in the summer of 2025. As revised, the application considers FHWA recommendations in response to the first submittal as well as updated project costs and analysis. This resubmission will carry forward the potential projects identified through the previously completed North Monroe Street Safety Implementation Plan.

In addition, an additional subtask for the N Monroe St Implementation Plan is added which will refine intersection safety improvements along the corridor and identify potential access changes to enhance safety.

US 90/Tennessee S.- Corridor Study (SS4A Safety Action Plan)

This project proposes development of a feasibility study on the Tennessee corridor from North Monroe St to Aenon Church Road. This corridor is identified in the Safe Streets for All (SS4A) as part of the High Injury Network (HIN). On the HIN corridors the focus is ultimately to eliminate traffic-related fatalities and severe injuries. Work will be completed by a consultant and supported by staff and a technical committee. Activities include review of existing conditions, including general roadway characteristics, existing land use and transportation systems, planned and programmed projects, and existing plans and studies. Additional work includes community engagement and an analysis to identify issues along the corridor that will provide potential short term solutions, recommend community-based enforcement strategies, and highlight potential long-term solutions. . An application for an SS4A grant award to fund this study was submitted to the US DOT. However the grant was not awarded. The application will be resubmitted in the summer of 2025.

WORK PROGRAM

The specific elements of the Unified Planning Work Program are organized into the following tasks:

- 1.0 Administration: identifies the necessary functions for proper management of the transportation planning process on a continuing basis.
- 2.0 Data Collection: includes the collection and analysis of socioeconomic, land use, and other transportation related data on a continuing basis in order to document changes within the transportation study area.
- 3.0 Long Range Planning: includes work related to the development and maintenance of Connections 2045 Regional Mobility Plan (Long-Range Transportation Plan) as well as the Efficient Transportation Decision Making Process (ETDM) and items related to the Census 2020.
- 4.0 Short Range Planning: Includes development of the Annual Transportation Improvement Program and Priority Project process, reviews of impacts to the transportation system from new development and Annual Enhancement Project process.
- 5.0 Multimodal Planning: Includes planning activities to improve overall mobility through transit, ITS, bicycle/pedestrian and performance measures.
- 6.0 Public Involvement: Describes the activities used to encourage public participation in the transportation planning process.
- 7.0 Special Projects: Identifies any short-term projects or studies undertaken by the CRTPA.

Section 120 of Title 23, United States Code, permits FDOT to use toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23. This credit, referred to as a soft match, is listed as state funds in the Planning Funds in Tables V and VII, and includes the total soft match provided.

WORK PROGRAM (Cont.)

Each task provides an overview and schedule of the activities to be completed, who will complete the work, the funding sources and the costs associated with those activities. Costs are provided for the following categories.

- Personnel:** Salaries and fringe benefits for CRTPA staff. Fringe includes retirement, FICA, health insurance, worker's compensation and executive benefits.
- Travel:** Costs for travel to meetings, training and project events.
- Direct Expenses:** Office: Supplies to support routine operations including, but not limited to copier, postage, paper, pens, paper clips, ink Telecom and IT services/ including but not limited to technology and software and office/computer equipment including but not limited to printers; lap tops and ancillary supplies. Any single equipment purchase or atypical over \$5,000 requires approval by FHWA and FDOT.
- Administrative:** Professional Services per Staff Services Agreement: Facilities (office space), Accounting, Procurement and Human Resources.
- Professional:** Training, legal, audit, etc.
- Consultant:** Costs for consultant services.

Any activity that does not include a schedule or completion date (i.e., Fall 2025) is considered an "Ongoing Activity".

UPWP TASK 1.0 –ADMINISTRATION

The Program Administration task includes the administrative activities necessary to carry out the transportation planning process for the CRTPA planning area.

OBJECTIVE

To guide and effectively manage the tasks identified in the Unified Planning Work Program (UPWP) and maintain an effective and efficient continuing, cooperative, and comprehensive transportation planning process.

PREVIOUS WORK

- FY23 - FY24 UPWP (July 2020, July 2021)
- Provided staff support to CRTPA, Executive and TAC/CMAC Committees
- Completed Annual Single Audit (June 2023 and 2024)
- Attended MPOAC meetings (2023, 2024)
- Coordination with COT on budget, development (2023, 2024)
- Procured necessary equipment, supplies, software and support (2023, 2024)
- Refined invoice processes with COT Grants Department (2022, 2023)
- Updated CRTPA Fiscal Policies and Procedures. (Sep 2022)
- Completed FDOT Joint Certification (Feb 2023, 2024)
- Quarterly DBE Reporting (2023, 2024)
- Supported grant program requirements (2023, 2024)
- Maintained the Continuity of Operations Plan (COOP) (2023, 2024)
- Maintained an updated Title VI Program (2023, 2024)

Provided training and professional development to elected officials and staff in the following areas:

- *Florida APA Annual Conference (Sept 2022, Sep 2023)*
- *COT Diversity Awareness Training (Nov 2022)*
- *FL Metropolitan Partnership (Aug 22, /April, July, Nov, Jan 23)*
- *Safety Peer Exchange (Aug 2022)*
- *Gap Workflow Processing (Jan 2024)*
- *MPOAC Institute (2023, 2024)*
- *COT Anti-Harassment (Nov 2022)*
- *FDOT DBE Program and GAP System (July 2022)*
- *FHWA/FDOT Census Update Webinars (2022, 2023)*
- *1000 Friends of Florida Webinars (2023,2024)*

ANTICIPATED ACTIVITIES

STAFF SUPPORT

- 1.1 Provide staff support and administration to the CRTPA and its committees by developing meeting schedules, providing technical assistance, providing minutes and other tasks as directed. Support includes travel and associated facility and office expenses (i.e. office supplies, telecom/IT expenses, utilities, etc.). (Ongoing)
- 1.2 Administrative support for travel, purchasing, invoice development, payroll processing and overall office administration. (Ongoing)
- 1.3 Grant administration (PL, SU, CM and other funds that may be utilized) through the monitoring/maintenance of the FY 2024/25- FY 2025/26 UPWP:
 - Prepare and submit invoices on a quarterly basis
 - Complete quarterly desk audits
 - Ensure compliance with federal and state grant requirements (Ongoing)
- 1.4 Continue participation in the Metropolitan Planning Organization Advisory Council (MPOAC). (Ongoing)
- 1.5 Maintain and update, as necessary, all CRTPA agreements, Policies and Procedures. (Ongoing)
- 1.6 Purchase computers and other office equipment/furnishings as needed. *Note: See 1.12 regarding Atypical expenses.* (Ongoing)
- 1.7 Coordinate with WCOT to provide live-stream and post-meeting access for CRTPA meetings. (Monthly)
- 1.8 Other administrative activities consistent with the UPWP as directed by the CRTPA Board or its subcommittees. (Ongoing)
- 1.9 Maintaining and updating the CRTPA's Continuity of Operations Plan (COOP). (Ongoing)
- 1.10 Coordination with MPOAC on programmatic and/or legislative updates (Winter 2025, 2026)

UNIFIED PLANNING WORK PROGRAM

- 1.11 Modify/Amend the FY 2024/25- FY 2025/26 UPWP as necessary. (Ongoing)
- 1.12 Continue to improve linkage between UPWP and City of Tallahassee financial systems. (Ongoing)
- 1.13 Amend the UPWP to include any atypical expenditures of a single item purchase greater than \$5,000, an office supply over \$1,000 and travel outside the US in accordance with 2CFR200.
- 1.14 Develop FY 2026/27- FY 2027/28 UPWP (March-June 2025,2026)
 - Review status of current planning projects.
 - Coordinate with planning partners to determine new planning projects to be included in UPWP.
 - Review upcoming planning requirements to address in new UPWP.
 - Identify potential planning projects.
 - Develop operating budget.
 - Develop and execute required funding agreements for PL and as applicable for SU, CMAQ.
 - Update year 2 of budget to include FY2024 remaining funds.

CERTIFICATION

- 1.15 FDOT Annual Certification (Feb 2026)
 - Compile responses to FDOT certification questions.
 - Meet with FDOT staff to review responses and prepare final certification documentation.
 - Present for Board approval.
- 1.16 FHWA Quadrennial Certification (Winter 2024 - Fall 2025)
 - Coordinate with FHWA on certification questions and responses.
 - Coordinate with FHWA staff on responses and a certification review process.
 - Notice and hold a public meeting in coordination with FHWA, FTA and FDOT to provide the public with an opportunity to comment on the certification.
 - Meet with FHWA on the Final Report and follow-up on any action items.
 - Present for Board approval.

AUDIT/LEGAL PROFESSIONAL SERVICES

- 1.17 Employ a qualified auditor to perform the Annual CRTPA audit in accordance with federal requirements and state requirements of Chapter 215.97, Florida Statutes (Florida Single Audit Act). (March-June 2025, 2026) [Professional Services Contract]
- 1.18 The Auditor will perform an audit of federal funds expended that meets the audit and reporting requirements for Federal Awards.
- 1.19 Assist the City in development of the Comprehensive Annual Financial Report (CAFR) as it relates to CRTPA grants. (Annually)
- 1.20 Receive copy of all audit reports relating to revenues and expenditures. (Annually)
- 1.21 Submit Single Audit to FDOT.
- 1.22 Retain legal counsel for the CRTPA to provide routine legal consultation to the CRTPA Board and Executive Director, including the review of agreements.
- 1.23 Legal counsel attendance at all CRTPA Board meetings, including the Board's Annual Retreat.

TRAINING

- 1.24 Continue to provide training opportunities to CRTPA Board and staff members in various policy, technical and administrative areas. (Ongoing)
 - *Title VI*
 - *GIS, Payroll and Accounting*
 - *FDOT Workshops*
 - *FHWA Webinars and Training Modules*
 - *Grants.gov training on funding opportunities and programs*
 - *Public Engagement and Equity*
 - [Florida APA Annual Conference and Webinars](#)
 - *MPOAC Institute (2025, 2026)*
 - *Florida Metropolitan Planning Partnership*
 - *Safety and Performance Measures*

END PRODUCT

Effective and efficient management of the local 3-C planning process including active participation by public agencies and citizens. (Ongoing)

Amendments/Modifications FY 2024/25 - FY 2025/26 UPWP. (Ongoing)

Adopted FY 2026/27 - FY 2027/28 UPWP. (May 2026)

FDOT Joint Certification of the Metropolitan Planning Process. (May 2025, 2026)

Quadrennial FHWA - FTA Joint Certification. (Fall 2025)

Timely submittal of invoices to FDOT for PL SU, and CM funds. (Quarterly)

DBE tracking and reports submitted to FDOT. (Quarterly)

Additional training in mission critical areas. (Public Involvement, Data Collection, Social Equity). (Ongoing)

Annual audit. (June 2025, 2026)

RESPONSIBLE AGENCIES

CRTPA

FHWA and FDOT - Certification Report

DRAFT ESTIMATED TASK BUDGET & FUNDING SOURCES TASK 1.0 - FISCAL YEAR 2025

Task 1 Administration								
2025								
Funding Source	FHWA G2U25				Local G2U25		FY 2025 Total	
Contract Number								
Source Level	PL	SU	CMAQ	Total	Source 1	Total		
MPO Budget Reference								
Lookup Name	2025 FHWA G2U25 (PL)	2025 FHWA G2U25 (SU)	2025 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	2025 Local G2U25 (Source 1)	Local G2U25 (Total)		
Personnel (salary and benefits)								
Salary/Fringe	\$ 384,817	\$ -	\$ -	-	-	-	-	\$ 384,817
Personnel (salary and benefits) Subtotal	\$ 384,817	\$ -	\$ -	\$ 384,817	\$ -	\$ -	\$ -	\$ 384,817
Consultant								
1.7 Professional Services WCOT	\$ 8,000	\$ -	\$ -	-	-	-	-	\$ 8,000
1.12 Professional Services Audit	\$ 30,000	\$ -	\$ -	-	-	-	-	\$ 30,000
1.16 Professional Services Legal	\$ 55,000	\$ -	\$ -	-	-	-	-	\$ 55,000
				-	-	-	-	\$ -
Consultant Subtotal	\$ 93,000	\$ -	\$ -	\$ 93,000	\$ -	\$ -	\$ -	\$ 93,000
Travel								
Travel and Training	\$ 15,225	\$ -		-	\$ -	-	-	\$ 15,225
Travel Subtotal	\$ 15,225	\$ -	\$ -	\$ 15,225	\$ -	\$ -	\$ -	\$ 15,225
Direct Expenses								
Operational Expenses	\$ 35,247	\$ -	\$ -	-	\$ -	-	-	\$ 35,247
Computer Software	\$ 6,000	\$ -	\$ -	-	\$ -	-	-	\$ 6,000
Staff Services	\$ 85,674	\$ -	\$ -	-	\$ -	-	-	\$ 85,674
Food	\$ -	\$ -	\$ -	-	\$ 2,500	-	-	\$ 2,500
APA Professional Memberships	\$ -	\$ -	\$ -	-	\$ 2,750	-	-	\$ 2,750
Unclassified Expenses (Unallowable)	\$ -	\$ -	\$ -	-	\$ 1,500	-	-	\$ 1,500
Direct Expenses Subtotal	\$ 126,921	\$ -	\$ -	\$ 126,921	\$ 6,750	\$ 6,750	\$ -	\$ 133,671
Supplies								
Office Supplies	\$ 3,250	\$ -	\$ -	-	\$ -	-	-	\$ 3,250
	\$ -	\$ -	\$ -	-	\$ 0	-	-	\$ -
Supplies Subtotal	\$ 3,250	\$ -	\$ -	\$ 3,250	\$ -	\$ -	\$ -	\$ 3,250
Equipment								
Computer Equipment (< \$5,000)	\$ 5,000	\$ -	\$ -	-	\$ -	-	-	\$ 5,000
	\$ -	\$ -	\$ -	-	\$ -	-	-	\$ -
Equipment Subtotal	\$ 5,000	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
Total	\$ 628,213	\$ -	\$ -	\$ 628,213	\$ 6,750	\$ 6,750	\$ -	\$ 634,963

DRAFT ESTIMATED TASK BUDGET & FUNDING SOURCES TASK 1.0 - FISCAL YEAR 2026

Task 1 Administration							
2026							
Funding Source	FHWA				Local		FY 2026 Total
Contract Number	G2U25				G2U25		
Source	PL	SU	CMAQ	Total	Source 1	Total	
MPO Budget Reference							
Lookup Name	2026 FHWA G2U25 (PL)	2026 FHWA G2U25 (SU)	2026 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	2026 Local G2U25 (Source 1)	Local G2U25 (Total)	
Personnel (salary and benefits)							
Salary/Fringe	\$ 213,344	\$ 152,489		-	\$ -	-	\$ 365,833
Personnel (salary and benefits) Subtotal	\$ 213,344	\$ 152,489	\$ -	\$ 365,833	\$ -	\$ -	\$ 365,833
Consultant							
1.7 Professional Services WCOT	\$ 8,000	\$ -	\$ -	-	\$ -	-	\$ 8,000
1.12 Professional Services Audit	\$ 22,000	\$ -	\$ -	-	\$ -	-	\$ 22,000
1.16 Professional Services Legal	\$ 55,000	\$ -	\$ -	-	\$ -	-	\$ 55,000
				-		-	\$ -
Consultant Subtotal	\$ 85,000	\$ -	\$ -	\$ 85,000	\$ -	\$ -	\$ 85,000
Travel							
Travel and Training	\$ 15,225	\$ -	\$ -	-	\$ -	-	\$ 15,225
				-		-	\$ -
Travel Subtotal	\$ 15,225	\$ -	\$ -	\$ 15,225	\$ -	\$ -	\$ 15,225
Direct Expenses							
Operational Expenses	\$ 69,198	\$ -	\$ -	-	\$ -	-	\$ 69,198
Computer Software/IT Services	\$ 6,000	\$ -	\$ -	-	\$ -	-	\$ 6,000
Staff Services	\$ 83,000	\$ -	\$ -	-	\$ -	-	\$ 83,000
Food	\$ -	\$ -	\$ -	-	\$ 2,500	-	\$ 2,500
Professional Memberships	\$ -	\$ -	\$ -	-	\$ 2,750	-	\$ 2,750
Unclassified Expenses (Unallowable)	\$ -	\$ -	\$ -	-	\$ 1,500	-	\$ 1,500
Direct Expenses Subtotal	\$ 158,198	\$ -	\$ -	\$ 158,198	\$ 6,750	\$ 6,750	\$ 164,948
Indirect Expenses							
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -
Indirect Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies							
Office Supplies	\$ 3,250	\$ -	\$ -	-	\$ -	-	\$ 3,250
				-		-	\$ -
Supplies Subtotal	\$ 3,250	\$ -	\$ -	\$ 3,250	\$ -	\$ -	\$ 3,250
Equipment							
Computer Equipment	\$ 5,000	\$ -	\$ -	-	\$ -	-	\$ 5,000
				-		-	\$ -
Equipment Subtotal	\$ 5,000	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ 5,000
Total	\$ 480,017	\$ 152,489	\$ -	\$ 632,506	\$ 6,750	\$ 6,750	\$ 639,256

UWP TASK 2.0 – DATA COLLECTION/SAFETY/PERFORMANCE MEASURES

The Data Collection task outlines efforts to monitor the area’s transportation characteristics and factors affecting travel including socioeconomic data, community and land use data, transportation system data, and data related to natural, physical and human environmental concerns and issues.

OBJECTIVE

To monitor changes in traffic characteristics within the CRTPA planning boundary. To compare existing conditions with projections to anticipate planning needs and activities. Provide data to appropriate agencies to improve overall safety of the transportation system.

PREVIOUS WORK

- Coordination with the City of Tallahassee and FDOT District 3 Traffic Operations relative to Intelligent Transportation Systems (ITS) funding and deployments.
- Continuous review, collection, and analysis of crash data for the Capital Region.
- Coordination with TLC GIS on mapping data.
- Extensive analysis of safety data related to serious and fatal injuries including contributing factors, cluster locations, and trends.
- Adoption of Safe Streets for All Safety Action Plan including identification of High Injury Network. (June 2023)
- Development of SS4A Safety Implementation Plan for N. Monroe Street Corridor. (June 2024)
- Grant application developed and submitted to USDOT for funding N. Monroe Street Corridor Safety Improvements.
- Adopted updated Congestion Management Plan. (March 2024)
- Coordination with District 3 Design and Safety Office to identify potential safety improvements associated with candidate resurfacing projects. (2023, 2024)
- Adopted Highway Transportation Performance Measures (Feb 2022, 2023)
- Adopted Transportation Performance Measures for Bridge and Pavement; System Performance and Freight Movement (May 2023)
- Adopted FTA Transit Asset Management performance targets. (May 2023)
- Participation on Gadsden, Jefferson, Leon, and Wakulla Counties’ Community Traffic Safety Teams (CTST).
- Helmet Fitter Training Events, Leon and Wakulla Counties (March and Nov2023)
- Increased agency participation in the Leon County CTST meetings. (2023, 2024)
- Safety survey at Tallahassee Winter Festival and Havana Winter Fest. (Dec 2022)

ANTICIPATED ACTIVITIES

DATA COLLECTION

- 2.1 Coordinate collection and dissemination of GIS data with Tallahassee-Leon County GIS (TLCGIS). (Ongoing)
- 2.2 Monitor Congestion Management System for implementation.(CMS) (Ongoing)
- 2.3 Work with TATMS staff on travel-time and utilization reports. (Ongoing)
- 2.4 Monitor and review traffic operation needs through collection and analysis of peak hour traffic data. (Ongoing)
- 2.5 Employ software using a GIS platform to collect, verify, analyze, report and map information. Analytics will support safety and performance measure reporting. (Ongoing)
- 2.6 Integrate data into CRTPA Planning Programs and Plans. Utilize data to inform project evaluation and decision-making. (Ongoing)
- 2.7 Employ Urban SDK Transportation Management GIS based software to track and report on safety statistics, speed data, and crash locations.
- 2.8 Develop in consultation with Urban SDK a dashboard for reporting to the public with interactive features.

SAFETY/PERFORMANCE MEASURES

- 2.9 Analyze crash trends and statistics to identify high-hazard locations and prioritize potential improvements. (Ongoing)
- 2.10 Develop Annual monitoring and reporting for Safety Performance Measures. (Feb 2025, 2026)
- 2.11 Identify corridors or locations for further analysis in consultation and coordination with FDOT District 3 Safety Department.

COMMUNITY TRAFFIC SAFETY TEAMS (CTST) AND DISTRICT 3 COORDINATION

- 2.12 Continue participation on the Community Traffic Safety Teams (CTST) within the CRTPA planning area coordination with local governments, and community stakeholders. (Quarterly or as Scheduled)
- 2.13 Push-button project and safety coordination meetings with the FDOT Safety Office. (Ongoing)
- 2.14 Review the FDOT candidate resurfacing projects' list and provide comments on safety enhancements. (Annually)
- 2.15 Coordinate with local governments on Safe Routes to School applications. (Ongoing)
- 2.16 Coordinated Helmet Fitting Training with the FL Traffic & Bicycle Safety Education Program in Leon and Wakulla Counties. (March 2025, 2026)

END PRODUCT

Coordination of data needs with local partners. (Ongoing)
Development of travel time reports to monitor system performance. (Ongoing)
Continued coordination with CTST partners in the CRTPA planning area. (Ongoing)
Coordination with FDOT District Office on safety initiatives and projects. (Ongoing)
D3 Safety Improvements (E.g. Nims Middle School and SR20 W of Capital Circle SW).
Updated MAP-21/FAST ACT FHWA and FTA Performance Measures. (Feb 2025, 2026)
Annual reporting on FHWA and FTA Safety Performance Measures. (Feb 2026, 2026)
Transportation reports and visualizations of analytics. (Ongoing)

RESPONSIBLE AGENCY

CRTPA

CTSTs - CRTPA and Local Government

FDOT - Safety Implementation Projects

ESTIMATED TASK BUDGET & FUNDING SOURCES TASK 2.0 - FISCAL YEAR 2025

Task 2 Data and Performance Measures					
2025					
Funding Source	FHWA				FY 2025 Total
Contract Number	G2U25				
Source Level	PL	SU	CMAQ	Total	
MPO Budget Reference					
Lookup Name	2025 FHWA G2U25 (PL)	2025 FHWA G2U25 (SU)	2025 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	
Personnel (salary and benefits)					
Salary/Fringe	\$ 5,000	\$ 81,530	\$ -	-	\$ 86,530
	\$ -	\$ -	\$ -	-	\$ -
Personnel (salary and benefits) Subtotal	\$ 5,000	\$ 81,530	\$ -	\$ 86,530	\$ 86,530
Consultant					
	\$ -	\$ -	\$ -	-	\$ -
	\$ -	\$ -	\$ -	-	\$ -
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses					
2.7 Trans. Management Software (SDK)	\$ 75,500	\$ -	\$ -	-	\$ 75,500
	\$ -	\$ -	\$ -	-	\$ -
Direct Expenses Subtotal	\$ 75,500	\$ -	\$ -	\$ 75,500	\$ 75,500
Total	\$ 80,500	\$ 81,530	\$ -	\$ 162,030	\$ 162,030

ESTIMATED TASK BUDGET & FUNDING SOURCES TASK 2.0 - FISCAL YEAR 2026

2026					
Funding Source	FHWA				FY 2026 Total
Contract Number	G2U25				
Source	PL	SU	CMAQ	Total	
MPO Budget Reference					
Lookup Name	2026 FHWA G2U25 (PL)	2026 FHWA G2U25 (SU)	2026 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	
Personnel (salary and benefits)					
Salary/Fringe	\$ 54,193	\$ 13,549		-	\$ 67,742
	\$ -			-	\$ -
				-	\$ -
				-	\$ -
				-	\$ -
Personnel (salary and benefits) Subtotal	\$ 54,193	\$ 13,549	\$ -	\$ 67,742	\$ 67,742
Consultant					
	\$ -			-	\$ -
	\$ -			-	\$ -
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses					
2.7 Trans. Management Software (SDK)	\$ 75,500	\$ -	\$ -	-	\$ 75,500
	\$ -	\$ -	\$ -	-	\$ -
Direct Expenses Subtotal	\$ 75,500	\$ -	\$ -	\$ 75,500	\$ 75,500
Supplies					
	\$ -	\$ -	\$ -	-	\$ -
Supplies Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment					
	\$ -	\$ -	\$ -	-	\$ -
Equipment Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 129,693	\$ 13,549	\$ -	\$ 143,242	\$ 143,242

UPWP TASK 3.0 - LONG-RANGE PLANNING

The LRTP is the foundation document in transportation planning. It must address at least a 20-year planning horizon and include long-range and short-range strategies consistent with state, regional and local goals, and objectives. The LRTP is reviewed and updated at least every five years in attainment areas that meet the national ambient air quality standards.

Strategies and actions in the LRTP provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The Long-Range Planning task includes the activities related to the development of a Long-Range Transportation Plan (LRTP) along with the long-term implementation of various transportation projects. Currently, the CRTPA's adopted LRTP is Connections 2045 Regional Mobility Plan (RMP). The Task also includes coordination efforts with our regional partners to address transportation on a regional level.

OBJECTIVES

- Maintain and update the Connections 2045 Regional Mobility Plan.
- Develop and adopt 20250 Long Range Transportation Plan.
- Update the Travel Demand Model.
- Evaluate alternative transportation modes and systems.
- Improve traffic operations using ITS technologies.
- Coordinate planning efforts with regional partners.
- Expand Regional Trails network.

PREVIOUS WORK

2045 REGIONAL MOBILITY PLAN

Maintain Connections 2045 RMP, Cost Feasible Plan (CFP). (Ongoing)

REGIONAL TRAILS

Continue coordination with Wakulla County on the development of the Coastal Trail.

Coordinated with Blueprint Intergovernmental Agency (IA), Jefferson, Leon, Wakulla and Gadsden Counties on potential trail projects.

Continued working with various agency partners (FDEP, FDOT) on the development of various trail projects.

ON-GOING ACTIVITIES

Continued participation in the development of various transportation projects.

REGIONAL COORDINATION

- Coordination with ARPC and Regional Transportation Planning organizations.
- Participate in MPOAC Advisory Committees.

PLANNING SUPPORT WORK

Data collection and planning activities consistent with listed tasks. (Consultant)

2020 CENSUS

Reviewed and analyzed the 2020 Census and Urban Area boundaries, after its release by the US Census Bureau.

Conducted Post-Census Planning Activity and incorporate 2020 Census data into the MPO's essential planning documents. (Summer 2024)

- Reviewed and evaluated the 2020 Census of Population Urban Area boundaries;
- Coordinated with federal, state, and local government representatives regarding status of CRTPA's apportionment plan;
- Reviewed, evaluated, and refined (smooth) the MPO's Urban Area boundary.
- Reviewed the MPO's Planning Area boundary map.
- Updated the federal functional classification of roadways in the MPO's planning area.

ANTICIPATED ACTIVITIES

PLANNING SUPPORT WORK

- 1.0 Data collection and planning activities consistent with listed tasks. (Consultant)

2020 CENSUS

- 1.1 Incorporate Census data into planning documents and studies.

REGIONAL MOBILITY PLAN (RMP)

- 3.2 Maintain and update Connections 2045 Regional Mobility Plan.
- 3.3 Develop and adopt updated Long Range Transportation Plan. (Consultant)
Update travel demand model to forecast future trip generation, trip distribution, modal split and traffic assignments.

Subtask 3.3: Regional Mobility Plan Update (Long-Range Transportation Plan) - Budget \$525,000

Responsible Agency: CRTPA (Consultant support) and FDOT (Model and Revenue Projections)

Purpose: Complete an update to the Regional Mobility Plan (RMP) in cooperation with the State and public transportation operators, using a performance-driven, outcome-based approach.

Required Activity	End Products	Date
Develop: Schedule; Overview of plan and planning processes and requirements; Public Involvement	Chapter 1 - Introduction Project schedule; Plan requirements and framework; Public workshop/outreach/adoption schedule.	Summer 2024
Compile: Regional demographic, economic and transportation elements. Review plans, policies, regulations related growth.	Chapter 2 - State of the Region Report Data and Maps Depicting the Region/Network Characteristics	Fall, Winter 2025
Evaluate: Future growth; coordinate with FDOT on updates to the Travel Demand Model; Complete assessment of multi-modal needs.	Chapter 3 - Multi-modal Needs Report Updated and calibrated Regional Travel Demand Model. An updated assessment of Growth Scenarios	Winter 2026
Identify: screening and evaluation criteria. Evaluate and prioritize roadway projects.	Chapter 4 - Project Evaluation & Prioritization Report Relevant screening and evaluation criteria to align with MAP-21 performance-based planning and programming requirements; Completed assessment of roadway projects	Spring 2025
Evaluate: revenue projections by agency and fund groups by mode. Draft Cost Feasible Plan	Chapter 5 - Cost Feasible Plan Development Cost feasible plan that demonstrates financial constraint, by a series of five-year funding tiers	Summer 2025
Identify: ongoing coordination and plan implementation; Identify future trends; Develop conclusion	Chapter 6 Continued Coordination Overview of agency coordination and collaboration; Discussion of emerging trends; Conclusion statement	Fall 2025
Conduct Public Hearing and Adopt LRTP	Adopted LRTP Cost Feasible Plan	Nov. 2025
Compile Final Report and Appendices for transmittal	Appendices to include Adoption documentation; Cost feasible plan; System performance report; Project prioritization; Technology; Public involvement material Distribute to FHWA, FTA, and FDOT	Feb. 2026

REGIONAL AND LOCAL COORDINATION

- 3.4 Continue participation in Florida Metropolitan Partnership coordination meetings.
- 3.5 Participation at ARPC meetings and coordination on various land use and transportation issues.
- 3.6 Improve overall coordination on transportation and land use issues with local governments, state agencies, local universities, and other groups.

AIR CONFORMITY

- 3.7 Monitor Environmental Protection Agency (EPA) Air Conformity standards. Monitor attainment status and [local ozone tracking stations located at Tallahassee Community College](#) and Leon County Air Quality Data available at http://www.dep.state.fl.us/air/air_quality/county/Leon.html

TRAILS

- 3.8 Continue work with local partners and state agencies to implement regional trails identified in the Regional Trails Project Priority List.
- 3.9 Continue development of the Capital City to the Sea Trails and other regional trails.
 - Bloxham Cutoff Path Feasibility Study
 - Tallahassee-Havana Path Feasibility Study
 - US 90 East and West Regional Connections
- 3.10 Continue work with local partners to implement trails identified in the Bicycle/Pedestrian Project Priority List and develop projects to expand localized trail networks.

END PRODUCT

Amended Connections 2045 RMP (As Needed)
Updated and adopted Long Range Transportation Plan (November 2025)
Analysis of FHWA and FTA Performance Measures Data (January 2025, 2026)
Regionally Coordinated Transportation Planning Process (Ongoing)
Multi-Use Path Feasibility Studies (See Task 5 for Trail Project Information)

RESPONSIBLE AGENCY

CRTPA and FDOT Model for the LRTP

ESTIMATED TASK BUDGET & FUNDING SOURCES TASK 3.0 - FISCAL YEAR 2025

Task 3 Long-Range Transportation Planning						
2025						
Funding Source	FHWA					FY 2025 Total
Contract Number	G2U25					
Source Level	PL	SU	CMAQ	Total		
MPO Budget Reference						
Lookup Name	2025 FHWA G2U25 (PL)	2025 FHWA G2U25 (SU)	2025 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)		
Personnel (salary and benefits)						
Salary/Fringe	\$ 155,000	\$ -	\$ -	-	\$ 155,000	
	\$ -	\$ -	\$ -	-	\$ -	
Personnel (salary and benefits) Subtotal	\$ 155,000	\$ -	\$ -	\$ 155,000	\$ 155,000	
Consultant						
3.0 Consultant Support Activities	\$ -	\$ -	\$ -	-	\$ -	
3.5 Long Range Plan Update	\$ -	\$ -	\$ 450,000	-	\$ 450,000	
				-	\$ -	
Consultant Subtotal	\$ -	\$ -	\$ 450,000	\$ 450,000	\$ 450,000	
Direct Expenses						
	\$ -	\$ -	\$ -	-	\$ -	
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	
Supplies						
	\$ -	\$ -	\$ -	-	\$ -	
Supplies Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	
Equipment						
	\$ -	\$ -	\$ -	-	\$ -	
Equipment Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	
Total	\$ 155,000	\$ -	\$ 450,000	\$ 605,000	\$ 605,000	

2026					
Funding Source	FHWA				FY 2026 Total
Contract Number	G2U25				
Source	PL	SU	CMAQ	Total	
MPO Budget Reference					
Lookup Name	2026 FHWA G2U25 (PL)	2026 FHWA G2U25 (SU)	2026 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	
Personnel (salary and benefits)					
Salary/Fringe	\$ 10,727	\$ 84,057	\$ -	-	\$ 94,784
	\$ -	\$ -	\$ -	-	\$ -
Personnel (salary and benefits) Subtotal	\$ 10,727	\$ 84,057	\$ -	\$ 94,784	\$ 94,784
Consultant					
3.3. Regional Mobility Plan & Model Update	\$ -	\$ 75,000	\$ -	-	\$ 75,000
	\$ -	\$ -	\$ -	-	\$ -
Consultant Subtotal	\$ -	\$ 75,000	\$ -	\$ 75,000	\$ 75,000
Direct Expenses					
	\$ -	\$ -	\$ -	-	\$ -
	\$ -	\$ -	\$ -	-	\$ -
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies					
	\$ -	\$ -	\$ -	-	\$ -
Supplies Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment					
	\$ -	\$ -	\$ -	-	\$ -
Equipment Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 10,727	\$ 159,057	\$ -	\$ 169,784	\$ 169,784

UPWP TASK 4.0 – SHORT- RANGE PLANNING

The Short-Range Planning task includes the activities related to the actual implementation of various transportation projects identified as part of the 2045 RMP and other CRTPA plans. Primary activities of the task include the Annual Project Priority process that serves as the basis for developing the Transportation Improvement Program (TIP), as well as the development and maintenance of the TIP. Other activities include the development of legislative priorities and working with local governments to determine the impact of significant new development on the transportation system.

OBJECTIVES

To identify and address short term transportation needs.
Review development activity to monitor its effect on the local transportation system.

PREVIOUS WORK

Completion of Annual Priority Project process.
Published Annual listing of Obligated Federal Projects.
Continued work on **Interactive TIP System**.
Developed Annual TIP and amend as necessary for Planning Consistency.
Worked with local governments on various planning issues.
Adopted Annual legislative priorities.
Assisted local governments in developing applications for submittal to FDOT.

ANTICIPATED ACTIVITIES

PLANNING SUPPORT WORK

- 4.0 Data collection and planning activities consistent with listed tasks.
(Consultant)
- 4.1 Administrative support for planning activities and public engagement associated with listed tasks.

ANTICIPATED ACTIVITIES (CONT.)

PROJECT PRIORITY LISTS

- 4.2 Develop Annual Project Priority Lists (PPLs). (June 2025, 2026)
PPLs are developed for:
- 2045 RMP Projects
 - Major Capacity Projects
 - Transportation System and Safety Management Operations-level projects
 - Intersections
 - Pedestrian Improvements
 - Transportation Alternatives
 - Regional Trails
 - Bicycle and Pedestrian
 - Transportation Regional Incentive Program (TRIP)
 - Intelligent Transportation Systems
 - StarMetro
 - Tallahassee International Airport
- 4.3 Conduct public outreach for the PPLs consistent with the requirements of the latest Public Involvement Plan. (Spring 2025, 2026) [Current PPLs](#) can be viewed here.
- 4.4 Board adoption of PPLs.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- 4.5 Develop and adopt the Annual TIP. (June 2025, 2026)
- 4.6 Coordinate the development of the TIP with FDOT D3 as well as local governments and agencies. (Spring 2025, 2026)
- 4.7 Conduct public involvement for the adoption of the TIP consistent with the requirements of the latest Public Involvement Plan. (Spring 2025, 2026)
- 4.8 Review local government comprehensive plans for consistency with CRTPA TIP and LRTP as necessary. (Spring 2025, 2026)
- 4.9 Publish Annual listing of federally funded obligated projects. (December 2024, 2025)
- 4.10 Continue refinement of Interactive TIP system. (Ongoing)
- 4.11 Modify/Amend TIP as necessary. (Ongoing)
- 4.12 Continue coordination with FDOT in the development and adoption of the Five-Year Work Program.

ANTICIPATED ACTIVITIES (CONT.)

MONITOR TRANSPORTATION SYSTEM IMPACTS

- 4.13 Monitor and review project, major developments and other site-specific impacts as necessary. (Ongoing)
- 4.14 Conduct site impact analysis for new development projects as requested by local governments. (Ongoing)
- 4.15 Advise local governments and boards on decisions which may impact corridors identified for improvement or identified as physically or policy constrained. (Ongoing)
- 4.16 Coordinate CRTPA actions with local government comprehensive plan development efforts to encourage alternative modes of transportation. (Ongoing)
- 4.17 Assist local governments as necessary in the development of transportation projects and potential funding mechanisms. (Ongoing)

FAST ACT TRANSPORTATION ALTERNATIVES (TA) PROGRAM

- 4.18 Assist local governments in the CRTPA's 2025 - 2026 FAST Act TA application process. (Jan 2024)
- 4.19 Conduct an evaluation meeting with TAC/CMAC representatives and local government representative. (Jan 2026)
- 4.20 Monitor progress of programmed TA projects and assist in their implementation when necessary. (Ongoing)

LEGISLATIVE ACTIVITIES

- 4.21 Monitor legislative activities on both the federal and state level to determine impact on transportation issues. (Annually 2025, 2026)

END PRODUCT

Annual Priority Project Lists. (June 2025, 2026)
Annual Transportation Improvement Plan. (June 2025, 2026)
Amendments to the Transportation Improvement Plan (TIP). (Ongoing)

RESPONSIBLE AGENCY

CRTPA

ESTIMATED TASK BUDGET & FUNDING SOURCES TASK 4.0 - FISCAL YEAR 2025

Task 4 Short-Term Transportation Planning						
2025						
Funding Source	FHWA					FY 2025 Total
Contract Number	G2U25					
Source Level	PL	SU	CMAQ	Total		
MPO Budget Reference						
Lookup Name	2025 FHWA G2U25 (PL)	2025 FHWA G2U25 (SU)	2025 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)		
Personnel (salary and benefits)						
Salary/Fringe	\$ 32,538	\$ -	\$ -	-	\$ 32,538	
	\$ -	\$ -	\$ -	-	\$ -	
Personnel (salary and benefits) Subtotal	\$ 32,538	\$ -	\$ -	\$ 32,538	\$ 32,538	
Consultant						
4.0 Consultant Support Task 4 Activities	\$ -	\$ 21,530	\$ -	-	\$ 21,530	
	\$ -	\$ -	\$ -	-	\$ -	
Consultant Subtotal	\$ -	\$ 21,530	\$ -	\$ 21,530	\$ 21,530	
Direct Expenses						
4.4 TIP Software	\$ 13,516	\$ -	\$ -	-	\$ 13,516	
	\$ -	\$ -	\$ -	-	\$ -	
Direct Expenses Subtotal	\$ 13,516	\$ -	\$ -	\$ 13,516	\$ 13,516	
Supplies						
	\$ -	\$ -	\$ -	-	\$ -	
Supplies Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	
Equipment						
	\$ -	\$ -	\$ -	-	\$ -	
Equipment Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	
Total	\$ 46,054	\$ 21,530	\$ -	\$ 67,584	\$ 67,584	

ESTIMATED TASK BUDGET & FUNDING SOURCES TASK 4.0 - FISCAL YEARS 2025 & 2026

2026						
Funding Source	FHWA					FY 2026 Total
Contract Number	G2U25					
Source	PL	SU	CMAQ	Total		
MPO Budget Reference						
Lookup Name	2026 FHWA G2U25 (PL)	2026 FHWA G2U25 (SU)	2026 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)		
Personnel (salary and benefits)						
Salary/Fringe	\$ 37,828	\$ 9,456	\$ -	-	\$ 47,284	
	\$ -	\$ -	\$ -	-	\$ -	
Personnel (salary and benefits) Subtotal	\$ 37,828	\$ 9,456	\$ -	\$ 47,284	\$ 47,284	
Consultant						
	\$ -	\$ -	\$ -	-	\$ -	
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	
Direct Expenses						
4.4. TIP Software	\$ -	\$ 16,000	\$ -	-	\$ 16,000	
	\$ -	\$ -	\$ -	-	\$ -	
Direct Expenses Subtotal	\$ -	\$ 16,000	\$ -	\$ 16,000	\$ 16,000	
Supplies						
	\$ -	\$ -	\$ -	-	\$ -	
Supplies Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	
Equipment						
	\$ -	\$ -	\$ -	-	\$ -	
Equipment Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	
Total	\$ 37,828	\$ 25,456	\$ -	\$ 63,284	\$ 63,284	

UPWP TASK 5.0 – MOBILITY PLANNING

The Multimodal Planning task reflects the planning activities related to the various transportation modes including highways, transit, bicycle/pedestrian, and aviation.

OBJECTIVE

To guide and to ensure the efficient and effective provision of multimodal transportation system.

PREVIOUS WORK

BICYCLE/PEDESTRIAN PLANNING

Coordination with Bicycle Work Group in Leon County, Leon County Schools, Community Traffic Safety Teams and FDOT District 3 on outreach opportunities to promote safety and mobility options.

Coordination with Blueprint IA, the local governments on pedestrian and bicycle safety improvements and implementation of transportation plans.

Coordination with Florida DEP and FDOT regarding Regional Trails programmed and proposed through the CRTPA and/or SUNTrail.

Coordination with Florida DEP Office of Greenways and Trails on updates to the opportunities map.

Coordinated Helmet Fitting Training with the FL Traffic and Bicycle Safety Education Program. Helmet Fitters Training (3) in Leon and Wakulla Counties.

Tallahassee to Havana Multi-Use Trail Public Involvement and Feasibility Study Orchard Pond Rd. to SR12 at Salem Road in Havana. (Leon/Gadsden Counties)

SR267 Multi-Use Path Public Involvement and Feasibility Study. (Wakulla County)

Continued coordination on US 90 East Multi-Use Path. (Leon/Jefferson Counties)

SUN Trails Applications for SR267, Tallahassee to Havana (2) and US90 West.

Coordination with Bicycle Work Group in Leon County, Leon County Schools, Community Traffic Safety Teams.

Developed FY 2023 & 2024 Priority Project Lists for Bicycle and Pedestrian and Transportation Alternatives projects

Disseminate bicycle and pedestrian safety materials Winter Fest Events..

Supported safety initiatives at events as scheduled; First Ride Day, Knights Creative Community Institute; Mobility Week Kick-off; Safety Fair Special Needs.

PREVIOUS WORK (CONT.)

TRANSIT - STARMETRO

Coordinate update to the Annual Transit PPL with StarMetro.
Partnered with StarMetro in implementation of the Transit Development Plan.
Work with StarMetro in the development of Transit performance measures.
Adopted StarMetro's Transit Asset Management Plan. (June 2021)

AVIATION

Worked with TIA to update the Aviation PPL.
Ongoing coordination on roadway improvements.

CONGESTION MANAGEMENT PLAN

Updated Congestion Management Plan, Adopted March 2024.

INTELLIGENT TRANSPORTATION SYSTEMS

Worked with local TATMS and FDOT on ITS-related improvements and priorities.
Coordinated with FDOT and TATMS for test Bike-Ped Counter Camera Counters.

ANTICIPATED ACTIVITIES

PLANNING SUPPORT WORK

- 5.0 Data collection and planning activities consistent with listed tasks.
(Consultant)

TRANSIT (STARMETRO)

- 5.1 Assist StarMetro as necessary to improve transit service. (Ongoing)
- 5.2 Coordinate with StarMetro on the development of the annual Project Priority List for transit. (Spring 2025, 2026)
- 5.3 Continue coordination on implementation of Transit Development Plan. (Ongoing)
- 5.4 Adopt FAST Act FTA Performance Measures/Targets. Transit Asset Target and Transit Asset Management Performance Measures. (Nov 2025)

ANTICIPATED ACTIVITIES (CONT.)

AVIATION

- 5.5 Assist Tallahassee International Airport (TIA), as necessary, in the update of their Airport Master Plan. (Ongoing)
- 5.6 Coordinate with TIA on transportation projects that have a direct impact on airport operations. (Ongoing)
- 5.7 Assist TIA, as necessary, with the development of the Joint Aviation Capital Improvement Program (JAICP). (Ongoing)
- 5.8 Coordinate with TIA on the development of the Annual Project Priority List for aviation. (Spring 2025, 2026)

CONGESTION MANAGEMENT PLAN/PERFORMANCE MEASURES

- 5.9 Monitor Congestion Management Plan Implementation
- 5.10 Establish, collect, and review data for the various performance measures to determine progress on adopted targets. (Ongoing)
- 5.11 Congestion Management Plan Implementation: Technical Studies
(See following page for project details.)

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

- 5.12 Continue work with Tallahassee Advanced Traffic Management System (TATMS) to identify ITS deployments. (Ongoing)
- 5.13 Review potential ITS applications/deployments for StarMetro. (Ongoing)

BICYCLE/PEDESTRIAN

- 5.14 Develop/adopt FY 2025 & 2026 Priority Project Lists (June 25, 26)
- 5.15 Continue participation in the Bicycle Work Group. (Ongoing)
- 5.16 Coordination with the CMAC to identify and program key bicycle and pedestrian projects and programs for the region. (Ongoing)

ANTICIPATED ACTIVITIES (CONT.)

- 5.17 Disseminate bicycle and pedestrian safety materials throughout the year at key events, such as the Leon County Safety Fair, that target a wide range of the population of the CRTPA area. (As Scheduled)
- 5.18 Coordinate with the CTST's to promote responsible transportation behavior for all users of the network. (Quarterly 2025, 2026)
- 5.19 Continued coordination with technical/citizen's groups to identify roadway improvements as opportunities arise to improve the system.
- 5.20 Implement Tallahassee/Leon County Bicycle/Pedestrian Master Plan. (Ongoing)
- 5.21 SR267/Springhill Road Multi-Use Path [Consultant] -Wakulla/Leon Counties *Project Table Follows*
- 5.22 Bradfordville Path from Thomasville Road to Welaunee Greenway Path Connection [Consultant]
(Summer 2027) *Project Table Follows*
- 5.23 US90 West Multi-Use Path Feasibility Study [Consultant]
Quincy to Chattahoochee Fall 2026 *Project Table Follows*
- 5.24 24.1 Tallahassee to Havana Multi-Use Path.1 Public Involvement
Project Table Follows
24.2 Environmental Impact Study [Consultant] Old Bainbridge Road/CR 153 from the Gadsden/Leon County Line to Orchard Pond Greenway Trail Head (Fall 2026)
Project Table Follows

ADDITIONAL PLANNING TASKS

- 5.25 Continue to monitor Telecommute trends and coordination with Commuter Services.
- 5.25 Additional planning work or Context Based studies may be identified and programmed in the UPWP as an amendment.
- 5.26 Context Based Multi-Modal Planning - Future projects to be determined. (Existing budgeted item but not listed in Task 5 description).

5.27 Develop Wayfinding Signage for the Capital City to the Seas Trail network.

END PRODUCT

Effective and efficient coordinated multi-modal transportation system. (Ongoing)
Tallahassee to Havana Public Involvement and Documentation (Summer 2025)
Congestion Management Plan Implementation: Technical Studies (Ongoing)
SR267/Springhill Road Multi-Use Path FS (Summer 2026)
Thomasville Road to Welaunee Greenway Multi-Use Trail FS (Summer 2026)
US 90 West Multi-Use Path FS (Fall 2026)
Tallahassee to Havana Multi-Use Path Environmental Impact Study (Fall 2026)
Wayfinding Signage for the Capital City to the Seas Trail network (Summer 2025)
Trail Feasibility Studies and Mobility Studies as updated in the UPWP

RESPONSIBLE AGENCY

CRTPA

Subtask 5.11: Congestion Management Plan Implementation Technical Studies (Updated as projects are identified.)
Responsible Agency: CRTPA (Consultant support will be used to complete this task.)
Purpose: Implement project recommendations identified in the Congestion Management Process (CMP). Conduct further data collection and technical analysis of congested facilities identified in the CMP to include traffic volumes, travel times, transit and park and ride usage, truck volumes, demographic information, environmental justice/transportation justice concerns, activity center locations, historic and projected trends, employment, and crash data (as applicable). Identify short-term improvements/strategies and long-term improvements to reduce or mitigate recurring and non-recurring congestion.

Required Activity	End Products	Schedule/ Completion Date
Collect traffic data on congested corridors and intersections to include existing/future conditions; crash data and multi-modal facilities. As applicable additional demographic, zoning, land use and Complete Street Classification will be considered.	Data Collection	
Complete analysis of corridor and/or intersection conditions and develop profiles reports based on roadway characteristics and functional type.	Data Analysis and Corridor/ Intersection Profile Reports	
Evaluate identified congestion management strategies and short-term and long-term improvements. Identify system management (ITS) and operational/capacity improvements to reduce or mitigate conditions.	Corridor and Intersection Technical Project Reports	
Implement short-term strategies. Incorporate short and long-term projects/improvements into applicable planning documents [Priority Project Lists, Transportation Improvement Plan and Regional Mobility Plan (RMP)].	Implementation of Strategies/Priority Project(s) RMP Short & Long-Term Projects	

5.21 SR267/Springhill Road Multi-Use Path Feasibility Study (FS)**Cost:** Budget \$200,000**Responsible Agency:** CRTPA (Consultant support will be used to complete this task.)**Purpose:** Complete Feasibility Study for connection from Wakulla Springs State Park in Wakulla County to Capital Circle SW in Leon County.

Required Activity	End Products	Completion Date
Conducted Multi-Use Path FS	Completed Feasibility Study	Summer 2026
Data collection and analysis including social, economic and environmental	Analysis of effects of the proposed improvement on environmental, engineering and socioeconomic conditions, safety needs and public input.	Fall 2025
Identification of safety and conflict points.	Development and analysis of alternatives, considers need for additional right-of-way for stormwater and environmental mitigation.	Winter 2026
Ongoing Public Engagement	Documentation of public comments and responses as appropriate.	Ongoing
Finalize Draft Project Documents	Development and analysis of alternatives, considers need for additional right-of-way for stormwater and environmental mitigation	Spring 2026
Feasibility Study for Board Action	Document presented for action	Summer 2026

5.23 US 90 West Shared Use Path Feasibility Study (FS)

Budget \$221,180 GRTR

Responsible Agency: CRTPA (Consultant support will be used to complete this task.)

Purpose: Complete Feasibility Study for connection from Quincy to Chattahoochee in Gadsden County.

Required Activity	End Products	Completion Date
Conduct Multi-Use Path Feasibility Study	Completed Feasibility Study	Fall 2026
Data collection and analysis including social, economic and environmental	Analysis of effects of the proposed improvement on environmental, engineering and socioeconomic conditions, safety needs and public input.	Spring/Summer 2025
Identification of safety and conflict points.	Development and analysis of alternatives, considers need for additional right-of-way for stormwater and environmental mitigation.	Fall 2025 /Winter 2026
Ongoing Public Engagement	Documentation of public comments and responses as appropriate.	Ongoing
Finalize Draft Project Documents	Development and analysis of alternatives, considers need for additional right-of-way for stormwater and environmental mitigation	Spring/Summer 2026
Feasibility Study for Board Action	Document presented for action	Fall 2026

5.24.2 Tallahassee to Havana Project Impact Study

Budget \$ 976,480 GRTR/SU\$25,000

Responsible Agency: CRTPA (Consultant support will be used to complete this task.)

Purpose: Complete Project Impact Study considering the requirements of a Project, Development and Environment study for the segment in Leon County from Orchard Pond Greenway Trailhead to the Ochlockonee River at the Gadsden/Leon County line..

Required Activity	End Products	Completion Date
Conduct Project Impact Study	Completed Feasibility Study	Fall 2026
Data collection and analysis including social, economic and environmental	Analysis of effects of the proposed improvement on environmental, engineering and socioeconomic conditions, safety needs and public input.	Summer 2025
Identification of safety and conflict points.	Development and analysis of alternatives, considers need for additional right-of-way for stormwater and environmental mitigation.	Fall 2025 /Winter 2026
Ongoing Public Engagement	Documentation of public comments and responses as appropriate.	Ongoing
Finalize Draft Project Documents	Development and analysis of alternatives, considers need for additional right-of-way for stormwater and environmental mitigation	Spring/Summer 2026
Feasibility Study for Board Action	Document presented for action	Fall 2026

5.24.1 Public Involvement Tallahassee to Havana Multi-Use Path Feasibility Study (FS) Budget: \$10,500

Responsible Agency: CRTPA (Consultant support will be used to complete this task.)

Purpose: Complete supplemental public engagement activity for Tallahassee to Havana Multi-Use Path FS.		
Required Activity	End Products	Completion Date
Conduct Public Involvement for the Multi-Use Path Feasibility Study	Public Engagement	Spring/Summer 2025
Coordination meetings with staff. Prepare meeting materials.	Power Point Presentation, Information Boards (location map, environmental, typical section, property owners), Project handouts, and web site support information.	Spring 2025
Identify property owners and homeowners in subdivisions adjacent to the project corridor. Design and Distribute Notice of Meeting(s)	Postcards mailed to identified property owners, meeting(s) notice advertised on CRTPA website and social media. Gadsden County Public Information Officer notice to the Gadsden County community.	Spring 2025
Public Meeting	Conduct meeting(s); Document public comments and responses as appropriate.	Spring 2025
Finalize Meeting(s) Summaries and Reporting	Summary report of public involvement activities and comments. Draft and final project report with updated project limits and results from public involvement.	Spring/Summer 2025
Public Engagement FS for Committee and Board Action	Document presented for action.	Spring/Summer 2025

5.27 Wayfinding Signage Capital City to the Sea Trail (CC2ST)

Budget: \$60,000

Responsible Agency: CRTPA (Consultant support will be used to complete this task.)

Purpose: Complete Wayfinding Signage for use by local governments, cycling, and recreational groups to promote the trail and provide users with informational and directional signage.

Required Activity	End Products	Completion Date
Collect data and map the trail system, including amenities such as rest areas, trailheads, restrooms, parking, and signage. Review other FL trail systems and activities employed to engage users.	Mapping, GIS data, trail system promotion review document.	Fall 2025
Conduct engagement to support the development of a strategy for enhancing regional trail usage and promotion. Stakeholders from local governments, recreational users, and tourist representatives.	Meeting materials, meeting summary notes.	Winter 2025
Develop branding for each of the trail systems associated with the CC2ST network in coordination with FDEP	Brand Style Guide, final logo and branding files.	Spring 2026
Develop a signage and wayfinding plan to enhance user experience and connectivity across the trail network. This task will include the identification and design of signage types (directional, informational, regulatory, interpretive signs) tailored to the established character and branding.	Signage and wayfinding plan,	Summer 2025

ESTIMATED TASK BUDGET & FUNDING SOURCES TASK 5.0 - FISCAL YEAR 2025

Task 5 Mobility Planning							
2025							
Funding Source	FHWA				GRTR		FY 2025 Total
Contract Number	G2U25				GRTR		
Source Level	PL	SU	CMAQ	Total	State	Total	
MPO Budget Reference							
Lookup Name	2025 FHWA G2U25 (PL)	2025 FHWA G2U25 (SU)	2025 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	2025 GRTR (State)	GRTR (Total)	
Personnel (salary and benefits)							
Salary/Fringe	\$ 30,819	\$ -	\$ -	-	\$ -	-	\$ 30,819
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -
Personnel (salary and benefits) Subtotal	\$ 30,819	\$ -	\$ -	\$ 30,819	\$ -	\$ -	\$ 30,819
Consultant							
5.0 Consultant Support Task 5.12 ITS Activities	\$ -	\$ 27,490	\$ -	-	\$ -	-	\$ 27,490
5.7 Tallahassee to Havana Shared Use Path							
5.11 Congestion Management Plan Studies	\$ -	\$ 150,000	\$ -	-	\$ -	-	\$ 150,000
5.21 SR267 Bloxham Cutoff SUP FS	\$ -	\$ -	\$ -				
5.22 (Bradford Connect) Tville Rd to Wel FS		\$ -					
5.23 US 90 West SUP FS	\$ -	\$ -			\$ 221,180		
5.24.1 T2H Feasibility Study Public Involve.	\$ -	\$ 10,140	\$ -		\$ -		\$ 10,140
5.24.2 T2H Project Impact Assessment	\$ -	\$ 25,000	\$ -	-	\$ 976,480	-	\$ 1,001,480
*5.26 Complete Streets Planning TBD	\$ -		\$ -		\$ -		\$ -
* Requires a UPWP Amendment				-		-	
Consultant Subtotal	\$ -	\$ 212,630	\$ -	\$ 212,630	\$ 1,197,660	\$ 1,197,660	\$ 1,410,290
Direct Expenses							
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies							
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -
Supplies Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 30,819	\$ 212,630	\$ -	\$ 243,449	\$ 1,197,660	\$ 1,197,660	\$ 1,441,109

ESTIMATED TASK BUDGET & FUNDING SOURCES TASK 5.0 - FISCAL YEAR 2026

2026								FY 2026 Total
Funding Source	FHWA							
Contract Number	G2U25							
Source	PL	SU	CMAQ	Total		Total		
MPO Budget Reference								
Lookup Name	2026 FHWA G2U25 (PL)	2026 FHWA G2U25 (SU)	2026 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)		(Total)		
Personnel (salary and benefits)								
Salary/Fringe	\$ 47,451	\$ 39,363	\$ -	-	\$ -	-	\$ 86,814	
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
Personnel (salary and benefits) Subtotal	\$ 47,451	\$ 39,363	\$ -	\$ 86,814	\$ -	\$ -	\$ 86,814	
Consultant								
5.0 Consultant Support Task 5 Activities	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
5.11 Cong. Management Plan Studies (Cont.)	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
5.21 SR267 Bloxham Cutoff SUP FS	\$ -	\$ 200,000	\$ -	-	\$ -	-	\$ -	
5.23 US 90 West SUP FS (Cont.)	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
5.24.2 T2H Project Impact Assessment (Cont.)	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
5.27 Wayfinding Signage Cap City to the Sea SUP		\$ 60,000						
*5.26 Context Based Planning TBD	\$ 22,000	\$ 149,954						
*Context Based Planning Requires Amendment			\$ -	-	\$ -	-	\$ -	
Consultant Subtotal	\$ 22,000	\$ 409,954	\$ -	\$ 431,954	\$ -	\$ -	\$ 431,954	
Direct Expenses								
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Supplies								
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
Supplies Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Equipment								
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
Equipment Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total	\$ 69,451	\$ 449,317	\$ -	\$ 518,768	\$ -	\$ -	\$ 518,768	

UPWP TASK 6.0 – PUBLIC INVOLVEMENT

The Public Involvement task identifies the activities that encourage and facilitate public participation in the transportation planning process. Public engagement activities are carried out in accordance with the adopted Public Involvement Plan and Limited English Proficiency Plan. Activities to engage and inform include, virtual and in-person public meetings; interactive project and program material; written notice via postcard, web and social media platforms. Presentations to engage various civic groups, project stakeholders and local agencies is ongoing.

OBJECTIVE

To ensure adequate opportunity for public input on the transportation planning process as well as specific projects.

PREVIOUS WORK

[CRTPA](#)

Updated CRTPA website and evaluated for ADA compliance. – www.crtpa.org.

Conducted public outreach seeking comments on the CRTPA's plans and programs including the TIP, UPWP, Project Priorities, and SS4A Safety Plan.

Email notices to contacts list and Facebook updates on projects and events.

Updated Public Involvement Plan

Strategic public engagement for the SR267, Tallahassee to Havana, US90 studies.

SS4A Survey and safety information booths at Tallahassee Winter Festival and Havana Winter Fest.

Improvements to CRTPA website project pages to improve access to information related to CRTPA activities and projects.

Increased efforts to seek input from the region's traditionally underserved population through targeted locations in public events.

ONGOING ACTIVITIES

CRTPA PLANNING SUPPORT WORK

- 6.0 Support work on public involvement and planning activities consistent with listed tasks. (Consultant)
- 6.1 Develop and disseminate public information, as necessary, to inform the public of transportation planning activities. Conduct presentations on transportation related topics to civic and governmental agencies as requested. (Ongoing)
- 6.2 Continue to conduct public outreach related to the CRTPA's plans and programs (including TIP, RMP, UPWP and Project Priority Lists) within the CRTPA region. (Ongoing)
- 6.3 Provide a clearinghouse for transportation related activities for all levels of government and public involved in improving the local transportation system. (Ongoing)
- 6.4 Provide CRTPA information and public involvement items at public events including community festivals and institutions of education. (Ongoing)
- 6.5 Complete regular updates to the CRTPA webpage - www.ctpa.org. (Ongoing)
- 6.6 Continue to monitor and track all public information requests. (Ongoing)
- 6.7 Continue efforts related to increasing input from the region's traditionally underserved population. (Ongoing)
- 6.8 Continue televising CRTPA meetings live on WCOT and provide post-meeting access to the video via the CRTPA website and YouTube Channel. (Monthly)
- 6.9 Periodically review and update Public Involvement Plan (PIP) to comply with the FAST Act, Title VI and other applicable requirements. (Ongoing)

ONGOING ACTIVITIES (CONT.)

- 6.10 Monitor Public Involvement Process Plan for measures of effectiveness. (Ongoing)
- 6.11 Update the Limited English Proficiency Plan for the CRTPA planning area to include a Community Characteristics Inventory using 2020 Census data. (Summer 2025) (Consultant)
- 6.12 Conduct safety programs at public schools, as requested, in Gadsden, Leon, Jefferson, and Wakulla counties. (Ongoing)
- 6.13 Continue to coordinate with FDOT on the Annual Work Program Hearing. (Fall 2024, 2025) Initiate public education campaign in coordination with the local colleges. (Ongoing)

END PRODUCT

Effective program to provide the public information regarding the transportation planning process and specific projects. (Ongoing)
Minor updates to Public Involvement Process Plan. (Ongoing)
Community Characteristics Inventory (Summer 2025)
Updated Limited English Proficiency Plan. (-Summer 2025)
Updates of CRTPA website. (Ongoing)

RESPONSIBLE AGENCY

CRTPA

ESTIMATED TASK BUDGET & FUNDING SOURCES TASK 6.0 - FISCAL YEAR 2025

Task 6 Public Involvement						
2025						
Funding Source	FHWA					FY 2025 Total
Contract Number	G2U25					
Source Level	PL	SU	CMAQ	Total		
MPO Budget Reference						
Lookup Name	2025 FHWA G2U25 (PL)	2025 FHWA G2U25 (SU)	2025 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)		
Personnel (salary and benefits)						
Salary/Fringe	\$ 25,500			-	\$ 25,500	
				-	\$ -	
Personnel (salary and benefits) Subtotal	\$ 25,500	\$ -	\$ -	\$ 25,500	\$ 25,500	
Consultant						
6.0 Consultant Support Task 6 Activities		\$ 21,530		-	\$ 21,530	
6.0.1 LEPP & Comm.Characteristics						
6.9 Public Involvement Software	\$ 1,000	\$ 15,500		-	\$ 16,500	
6.9 Public Involvement Outreach	\$ 5,000	-		-	\$ 5,000	
				-	\$ -	
				-	\$ -	
				-	\$ -	
Consultant Subtotal	\$ 6,000	\$ 37,030	\$ -	\$ 43,030	\$ 43,030	
Direct Expenses						
				-	\$ -	
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	
Supplies						
				-	\$ -	
Supplies Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	
				-	\$ -	
Total	\$ 31,500	\$ 37,030	\$ -	\$ 68,530	\$ 68,530	

ESTIMATED TASK BUDGET & FUNDING SOURCES TASK 6.0 - FISCAL YEAR 2026

Task 6 Public Involvement						
2026						
Funding Source	FHWA					FY 2026 Total
Contract Number	G2U25					
Source	PL	SU	CMAQ	Total		
MPO Budget Reference						
Lookup Name	2026 FHWA G2U25 (PL)	2026 FHWA G2U25 (SU)	2026 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)		
Personnel (salary and benefits)						
Salary/Fringe	\$ 20,842	\$ 5,211		-		\$ 26,053
				-		\$ -
Personnel (salary and benefits) Subtotal	\$ 20,842	\$ 5,211	\$ -	\$ 26,053		\$ 26,053
Consultant						
6.0 Consultant Support Task 6 Activities				-		\$ -
6.9 Public Involvement Software				-		\$ -
6.9 Public Involvement Outreach				-		\$ -
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses						
				-		\$ -
				-		\$ -
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies						
				-		\$ -
Supplies Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment						
				-		\$ -
Equipment Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 20,842	\$ 5,211	\$ -	\$ 26,053		\$ 26,053

UPWP TASK 7.0 – SPECIAL PROJECTS

The Special Projects task identifies the activities that are non-recurring studies or implementation studies dealing with various transportation and safety issues.

OBJECTIVE

Conduct identified studies and surveys to improve the overall transportation system.

PREVIOUS WORK

CRTPA

Telecommuting Study

Freight Study

Safe Streets and Roads for All Safety Action Plan

SS4A High Injury Network Safety Analysis: North Monroe Street (Spring 2025)

Safe Access to School Report Update (Ongoing to Spring 2025)

Corridor and Operational Studies as Identified (Ongoing)

ANTICIPATED ACTIVITIES

7.1 SUPPLEMENTAL STUDY TO SAFE STREETS FOR ALL SAFETY ACTION PLAN

Tables with Task Detail and Budget Follows [Consultant]

7.1.1: North Monroe Street Implementation Plan and Supplemental Analysis [Consultant]

7.1.2: US90 West Tennessee Street [Consultant]

7.1.3: High Injury Network (HIN) Supplemental Corridor Implementation Plan [Consultant]

7.2 TAKE THE SAFE ROUTE – SAFE ACCESS TO SCHOOL STUDY

Tables with Task Detail and Budget Follows [Consultant]

Subtask 7.1: Supplemental Study to Safe Streets for All Safety Action Plan

Responsible Agency: CRTPA (Consultant support will be used to complete this task.)

Purpose: Complete supplemental planning activities in support of SS4A Action Plan through additional data collection and analysis of corridors and intersection identified on the High Injury Network. The study will drill down to understand the existing conditions and the contributing factors, evaluate crash cluster locations, and identify challenges and opportunities for improvement, including recommendations for construction, operational and educational responses.

Required Activity	End Products	Completion Date
Engage SS4A Task Force and stakeholders. Compile additional/supplemental data (crash and speed data, field review, environmental justice, community surveys and site geometry).	SS4A Task Force and of stakeholders list. Meeting schedules, materials, and summaries. Data collected by location.	Identified with project scope.
Analyze and summarize data collected. Identify any supplemental information to be collected.	Analysis of data collected by location and supplemental data if identified.	
Solicit input from the public and stakeholders to create transportation compatibility with community context.	Documentation and summary of public involvement and stakeholder meetings.	
Draft and Final Report to include short, medium, and long-term recommendations for project implementation.	Draft and Final Report that connects to, and enhances, an Action Plan Study	

As a supplemental study and/or implementation plan is initiated the UPWP will be updated to include the schedule and specific area on the High Injury Network.

Subtask 7.1.1.a: Safe Streets for All Safety Action Plan - North Monroe Street Implementation Plan

Responsible Agency: CRTPA (Consultant support will be used to complete this task.)

Budget: \$40,000

Required Activities	End Products	Completion Date
<p>Purpose: Task initiated in prior year UPWP. Complete final documentation of planning activities in support of SS4A Implementation Plan on the High Injury Network.</p>	<p>Implementation Plan SS4A Grant Application</p>	<p>Summer 2024</p>
<p>Site Analysis and Recommendations</p>		
<p>Complete final documentation of existing conditions and the contributing factors to serious injury and fatalities: evaluate crash cluster locations; identify challenges and opportunities for improvements; recommendations to include construction, operational and educational responses.</p>	<p>Documentation and Site Recommendations</p>	<p>Summer 2024</p>
<p>Public Involvement</p>		
<p>Compile input from the public and stakeholders to create transportation compatibility with community context.</p>	<p>Public Input Documentation</p>	<p>Summer 2024</p>
<p>Final Report</p>		
<p>Draft and Final Report to include short, medium, and long-term recommendations for project implementation.</p>	<p>Final Report</p>	<p>Fall 2024</p>

Safety Improvements are identified in the [SS4A North Monroe Street Safety Action Plan](#) approved by the Board on September 16, 2024 meeting.



Subtask 7.1.1.b: Safe Streets for All Safety Action Plan - North Monroe Street Implementation Plan Application Update**Responsible Agency:** CRTPA (Consultant support will be used to complete this task.)**Budget:** \$65,000 (Original Budget \$40,000 on separate line)

Required Activities	End Products	Completion Date
Purpose: Task initiated in prior year UPWP. Complete final documentation of planning activities in support of SS4A Implementation Plan on the High Injury Network.	Implementation Plan SS4A Grant Application	Summer 2024/2025
Site Analysis and Recommendations		
Complete final documentation of existing conditions and the contributing factors to serious injury and fatalities: evaluate crash cluster locations; identify challenges and opportunities for improvements; recommendations to include construction, operational and educational responses.	Documentation and Site Recommendations	Summer 2024
Public Involvement		
Compile input from the public and stakeholders to create transportation compatibility with community context.	Public Input Documentation	Summer 2024
Final Report		
Draft and Final Report to include short, medium, and long-term recommendations for project implementation. Grant application submitted May of 2024	Final Report	Fall 2024
Application Update and Resubmittal	SS4A Grant Application	Spring 2025
Update grant application to consider and/or include the recommendations of the FHWA review of first submittal. Updated project costs and analysis as necessary. This resubmission will carry forward the potential projects identified through previous materials and development.	Updated Application and Cost Analysis	Summer 2025



Subtask 7.1.1.c: Safe Streets for All Safety Action Plan - North Monroe Street Implementation Plan Supplemental Analysis
Budget: \$200,000

Responsible Agency: CRTPA (Consultant support will be used to complete this task.)


<u>Required Activities</u>	<u>End Products</u>	<u>Completion Date</u>
<u>Purpose: N Monroe Street Study</u> completed in prior year UPWP. <u>Additional analysis technical analysis in support of SS4A Implementation Plan on the High Injury Network.</u>	<u>Technical Analysis Report</u>	<u>Spring 2026</u>
<u>Site Analysis and Recommendations</u>		
<u>Complete analysis to evaluate specific intersection and corridor improvements further refining implementation plan activities.</u>	<u>Data and Analysis</u>	<u>Winter 2025/26</u>
<u>Final Report</u>		
<u>Draft and Final Report identifying short, medium, and long-term recommendations for intersections in project limits.</u>	<u>Draft Final Report</u>	<u>Spring 2026</u>

Safety Improvements were identified in the SS4A North Monroe Street Safety Action Plan approved by the Board on September 16, 2024 meeting. This report provides detailed recommendations for intersection safety improvements.



Subtask 7.1.2: Safe Streets for All Safety Action Plan US90 West Tennessee Street **Budget:** \$14,000 (Original \$10,000)

Responsible Agency: CRTPA (Consultant support will be used to complete this task.)

Required Activity	End Products	Completion Date
Purpose: Complete application for SS4A funding for a Safety Action Plan for the US90 Corridor. (Task initiated in prior year UPWP.)	SS4A Application	Summer 2024/2025
Compile additional/supplemental data (crash and speed data) for specific corridor in support of the SS4A grant application.	Documentation and summary of public involvement and stakeholder meetings.	Summer 2024
Complete application to include recommendations for project implementation.	Draft and Final SS4A Application	Summer 2024
Application Update and Resubmittal	SS4A Grant Application	Summer 2025
Update grant application to consider and/or include the recommendations of the FHWA review of first submittal. Updated project costs and analysis as necessary. This resubmission will carry forward the potential projects identified through previous materials and development.	Updated Application for Safety Plan	Summer 2025
<div style="display: flex; justify-content: space-between; align-items: center;"> <div data-bbox="184 1141 945 1240"> <p><i>Project corridors are on the SS4A High Injury Network identified in the CRTPA's Safety Action Plan approved by the Board on June 19, 2023 meeting.</i></p> </div> <div data-bbox="1104 1122 1808 1235">  </div> </div>		

Note: A SS4A grant application was submitted to the U.S. DOT. However, the project was not awarded funding. If awarded, the UPWP will be updated to reflect any future funding for activities associated with this HIN Corridor.

7.1.3: Safe Streets for Safety (SS4A) - High Injury Network (HIN) Supplemental Implementation Plan
Responsible Agency: CRTPA (Consultant support will be used to complete this task.)
Budget: \$208,320

Purpose and Required Activities	End Products	Completion Date
<p>Purpose: The project will update the historical crash analysis at 10 sites from the previously identified high-injury network and develop site-specific safety countermeasures in support of a potential SS4A Implementation Grant application by partner agencies.</p>	<p>Implementation Plan</p>	<p>Summer 2026</p>

Site Specific Crash Analysis		
<p>The Consultant will analyze the five-year crash history on the priority segments and/or priority intersections for crash patterns, including crash types, crash directions, and contributing factors. Data will be presented tabular and graphical formats updating the historical crash analysis.</p>	<p>Data and Analysis</p>	<p>Spring 2026</p>

Countermeasure Development and Memoranda		
<p>Using industry resources the Consultant will: 1) identify site-specific safety countermeasures; 2) develop planning-level cost estimates; 3) prepare individual site memoranda for each location. Memoranda shall include a crash summary, field review photos and notes, and recommended safety improvements. As applicable may include site improvement rendering and benefit-cost analysis. Distribute draft memoranda for comment to TAC and CMAC, and Leon CTST. Final report presented to Committees and Board for approval.</p>	<p>Memoranda Countermeasure Rendering(s) Benefit-Cost Analyses Review Comments Board Approval</p>	<p>Fall 2025</p>

Project corridors are on the [SS4A High Injury Network identified in the CRTPA's Safety Action Plan](#) approved by the Board on June 19, 2023 meeting.



Subtask 7.2: Take the Safe Route – Safe Access to School Study (Ongoing from prior UPWP)

Responsible Agency: CRTPA (Consultant support will be used to complete this task.)

Purpose: Task began in prior year UPWP This project will continue to focus on the identified schools to identify needed improvements that support targeted schools in order to implement projects and strategies to increase the number of children walking and biking.

Required Activity	End Products	Schedule/ Completion Date
Identify schools with the greatest need for facility and/or operational improvements.	List of schools and assessment of modal facilities and safety issues.	Summer 2024
Identify facility, complete analysis and identify countermeasure(s) applicable to each school. Identified facility demonstrate the greatest need.	Updated list of recommended improvements and strategies to increase multi-modal safety and access to targeted schools.	Fall 2024
Identify program activities that provide opportunities to increase the number of children walking and biking to school.	List of programs and events to promote safety and provide opportunities for bike-ped travel.	Winter/Spring 2025
Draft report for comments and final summary report for Board Adoption.	Refined list of focused project recommendations including potential programs/events to promote safety and provide opportunities for bike-ped travel.	Winter/Spring2025
Present to TAC and CMAC Board Adoption	Final comment period and report for approval	April 2025 CRTPA Meetings

END PRODUCT

SS4A High Injury Network Safety Analysis (As identified will be updated.)

North Monroe Street Implementation Plan and Application for Funding (Fall 2024)

Update to North Monroe Street Implementation Plan and Application (Spring 2025)

US90 Tennessee St Application for SS4A Safety Action Plan (Summer 2024)

High Injury Network Corridor Implementation Plan Summer 2025

Safe Access to School Report (Spring 2025)

Corridor and Operational Studies as Identified (Ongoing)

RESPONSIBLE AGENCY

CRTPA

ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 7.0 - FISCAL YEAR 2025

A minimum of \$20,000 of FY24 PL funding must be expended on Safe School Access Study.

Task 7 Special Projects						
2025						
Funding Source	FHWA				FY 2025 Total	
Contract Number	G2U25					
Source Level	PL	SU	CMAQ	Total		
MPO Budget Reference						
Lookup Name	2025 FHWA G2U25 (PL)	2025 FHWA G2U25 (SU)	2025 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)		
Personnel (salary and benefits)						
Salary/Fringe	\$ 70,451	\$ 40,730	\$ -	-	\$ 111,181	
		\$ -	\$ -	-	\$ -	
Personnel (salary and benefits) Subtotal	\$ 70,451	\$ 40,730	\$ -	\$ 111,181	\$ 111,181	
Consultant						
7.0 Consultant Support	\$ -	\$ 21,530	\$ -	-	\$ 21,530	
7.1 *SS4A Implementation TBD	\$ -	\$ 303,680			\$ 303,680	
7.1.1.a SS4A Implement. Plan N. Monroe St.	\$ 20,730	\$ 19,270	\$ -	-	\$ 40,000	
7.1.1.b SS4A Update App N Monroe	\$ -	\$ 21,000				
7.1.1.c SS4A Supplement Analysis N Monroe	\$ -	\$ 200,000				
7.1.2 SS4 US 90 Tennessee St. SS4A Corridor	\$ -	\$ 14,000	\$ -	-	\$ 14,000	
7.1.3 SS4A Implementation HIN Corridors	\$ -	\$ 208,320	\$ -	-	\$ 208,320	
7.2 Safe School Access	\$ 24,220	\$ 93,000	\$ -		\$ 117,220	
*Requires UPWP Modification						
Consultant Subtotal	\$ 44,950	\$ 880,800	\$ -	\$ 925,750	\$ 925,750	
Total	\$ 115,401	\$ 921,530	\$ -	\$ 1,036,931	\$ 1,036,931	

ESTIMATED TASK BUDGET AND FUNDING SOURCES TASK 7.0 - FISCAL YEAR 2026

2026					
Funding Source	FHWA				FY 2026 Total
Contract Number	G2U25				
Source	PL	SU	CMAQ	Total	
MPO Budget Reference					
Lookup Name	2026 FHWA G2U25 (PL)	2026 FHWA G2U25 (SU)	2026 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	
Personnel (salary and benefits)					
Salary/Fringe	\$ 46,921	\$ 51,730		-	\$ 98,651
				-	\$ -
Personnel (salary and benefits) Subtotal	\$ 46,921	\$ 51,730	\$ -	\$ 98,651	\$ 98,651
Consultant					
7.0 Consultant Support Task 7 Activities				-	\$ -
7.1 SS4A Implementation TBD	\$			-	\$ 24,781
7.1.1 SS4A Implement. Plan N. Monroe St.					
7.1.1 SS4A Application Update N Monroe					
7.1.1 SS4A Supplemental Analysis N Monroe	24,781				
7.1.2 SS4 US 90 Tennessee St. SS4A Corridor					
7.3 Intelligent Tran. Syst. Master PL Update		\$ 150,000		-	\$ 150,000
Consultant Subtotal	\$ 24,781	\$ 150,000	\$ -	\$ 174,781	\$ 174,781
Direct Expenses					
				-	\$ -
				-	\$ -
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies					
				-	\$ -
Supplies Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment					
				-	\$ -
Equipment Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 71,702	\$ 201,730	\$ -	\$ 273,432	\$ 273,432

* The UPWP will be updated to reflect SS4A task work and activities funded by PL that increase safe and accessible transportation options for all users. (Minimum 2.5% of PL is \$20,506.)

Table III: Schedule of Selected Projects FY 2025/FY2026

UPWP TASK	2024						2025						2026											
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TASK 1.0 PROGRAM ADMINISTRATION																								
1.10 FDOT Annual Certification																								
1.11 Update Budget for COT Financial System																								
1.12 Audit																								
1.13 Develop 2027/28-28/29 UPWP																								
1.16 FHWA/FTA Quadrennial Certification																								
TASK 2.0 DATA COLLECTION																								
2.6 Adppt Annual Performance Measures																								
TASK 3.0 LONG RANGE PLANNING																								
3.1 LRTP Update to 2050																								
TASK 4.0 SHORT RANGE PLANNING																								
4.2 Develop & Adopt 2025 & 2026 Project Priorities																								
4.4 TIP Annual Adoption & Roll-Forward																								
4.11 FDOT Work Program Coordination																								
TASK 5.0 Modal Planning																								
5.1 Coordinate PPLs with Modal Partners																								
5.7.1 Tallahassee-Havana Trail FS Public Involvement																								
5.8 (SR267) Bloxham Cutoff Trail Feasibility Study																								
5.11 CMP Implementation: Technical Studies;																								
5.21 SR267/Springhill Rd Trail FS																								
5.22 Bradfordville Rd Connector Trail FS																								
5.23 US90 West Trail FS : Final Schedule Upon Award of SUN Trail funding																								
TASK 6.0 PUBLIC INVOLVEMENT																								
6.11 Update DBE/PIP/LEP																								
TASK 7.0 SPECIAL PROJECTS																								
7.1 Supplemental SS4A Studies and Plans																								
7.1.1 North Monroe Street SS4A Implementation																								
7.1.2 West Tennessee St. SS4A Plan																								
7.1.3 SS4A [HIN] Corridor Studies																								
7.2 Safe Routes to School Study Update																								
UPWP TASK	2024						2025						2026											
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE

**TABLE IV
FY 2024/25 and FY 25/26 Funding Sources by Agency**

Funding Source	Source Level			FY 2025 Funding Source			FY 2026 Funding Source		
		2025	2026	Soft Match	Federal	Local	Soft Match	Federal	Local
FHWA	CMAQ	\$ 450,000	\$ -	\$ 99,249.36	\$ 450,000.00	\$ -	\$ -	\$ -	\$ -
	PL	\$ 1,087,487	\$ 820,260	\$ 239,849.81	\$ 1,087,487.25	\$ -	\$ 180,911.75	\$ 820,260.06	\$ -
	SU	\$ 1,274,250	\$ 1,006,808	\$ 281,041.10	\$ 1,274,250.00	\$ -	\$ 222,055.72	\$ 1,006,808.26	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	FHWA G2U25 TOTAL	\$ 2,811,737	\$ 1,827,068	\$ 620,140	\$ 2,811,737	\$ -	\$ 402,967	\$ 1,827,068	\$ -
Local	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Source 1	\$ 6,750	\$ 6,750	\$ -	\$ -	\$ 6,750.00	\$ -	\$ -	\$ 6,750.00
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local G2U25 TOTAL	\$ 6,750	\$ 6,750	\$ -	\$ -	\$ 6,750	\$ -	\$ -	\$ 6,750
TOTAL		\$ 2,818,487	\$ 1,833,818	\$ 620,140	\$ 2,811,737	\$ 6,750	\$ 402,967	\$ 1,827,068	\$ 6,750

TABLE V
Funding by Agency FY 2024/25 & FY 2025/26

Funding Source Contract	FHWA G2U25		Local G2U25	
	2025	2026	2025	2026
Total Budget	\$ 2,811,737	\$ 1,827,067	\$ 6,750	\$ 6,750
ik 1 Administration				
Personnel (salary and benefits)	\$ 384,817	\$ 365,833	\$ -	\$ -
Consultant	\$ 93,000	\$ 85,000	\$ -	\$ -
Travel	\$ 15,225	\$ 15,225	\$ -	\$ -
Direct Expenses	\$ 126,921	\$ 158,198	\$ 6,750	\$ 6,750
Indirect Expenses	\$ -	\$ -	\$ -	\$ -
Supplies	\$ 3,250	\$ 3,250	\$ -	\$ -
Equipment	\$ 5,000	\$ 5,000	\$ -	\$ -
Sub Total	\$ 628,213	\$ 632,506	\$ 6,750	\$ 6,750
ik 2 Data and Performance Measures				
Personnel (salary and benefits)	\$ 86,530	\$ 67,741	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -
Direct Expenses	\$ 75,500	\$ 75,500	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ 162,030	\$ 143,241	\$ -	\$ -
ik 3 Long-Range Transportation Planning				
Personnel (salary and benefits)	\$ 155,000	\$ 94,784	\$ -	\$ -
Consultant	\$ 450,000	\$ 75,000	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ 605,000	\$ 169,784	\$ -	\$ -
ik 4 Short-Term Transportation Planning				
Personnel (salary and benefits)	\$ 32,538	\$ 47,284	\$ -	\$ -
Consultant	\$ 21,530	\$ -	\$ -	\$ -
Direct Expenses	\$ 13,516	\$ 16,000	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ 67,584	\$ 63,284	\$ -	\$ -
ik 5 Mobility Planning				
Personnel (salary and benefits)	\$ 30,819	\$ 86,814	\$ -	\$ -
Consultant	\$ 212,630	\$ 431,954	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ 243,449	\$ 518,768	\$ -	\$ -
ik 6 Public Involvement				
Personnel (salary and benefits)	\$ 25,500	\$ 26,052	\$ -	\$ -
Consultant	\$ 43,030	\$ -	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ 68,530	\$ 26,052	\$ -	\$ -
ik 7 Special Projects				
Personnel (salary and benefits)	\$ 111,181	\$ 98,651	\$ -	\$ -
Consultant	\$ 925,750	\$ 174,781	\$ -	\$ -
Direct Expenses	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -
Sub Total	\$ 1,036,931	\$ 273,432	\$ -	\$ -
TOTAL PROGRAMMED	\$ 2,811,737	\$ 1,827,067	\$ 6,750	\$ 6,750
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
TOTAL PROGRAMMED	\$ 2,811,737	\$ 1,827,068	\$ 6,750	\$ 6,750

Reflects adjustments made due to rounding of original salary and fringe calculations.

APPENDIX I

Required Forms


FLORIDA DEPARTMENT OF TRANSPORTATION
**UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES**

525-010-08
POLICY PLANNING
05/18

DEBARMENT and SUSPENSION CERTIFICATION

As required by the USDOT regulation on Governmentwide Debarment and Suspension at 49 CFR 29.510

- (1) The Capital Region TPA hereby certifies to the best of its knowledge and belief, that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not, within a three-year period preceding this proposal, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction, violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and
 - (d) Have not, within a three-year period preceding this certification, had one or more public transactions (federal, state or local) terminated for cause or default.
- (2) The Capital Region TPA also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S.D.O.T.


Name: Quincee Messersmith
Title: MPO Chairman (or designee)

May 21, 2024
Date


FLORIDA DEPARTMENT OF TRANSPORTATION
**UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES**

525-010-08
POLICY PLANNING
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LOBBYING CERTIFICATION for GRANTS, LOANS and COOPERATIVE AGREEMENTS

In accordance with Section 1352 of Title 31, United States Code, it is the policy of the Capital Region TPA that:

- (1) No Federal or state appropriated funds have been paid or will be paid by or on behalf of the Capital Region TPA, to any person for influencing or attempting to influence an officer or employee of any Federal or state agency, or a member of Congress or the state legislature in connection with the awarding of any Federal or state contract, the making of any Federal or state grant, the making of any Federal or state loan, extension, continuation, renewal, amendment, or modification of any Federal or state contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The Capital Region TPA shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, and cooperative agreement), which exceeds \$100,000, and that all such subrecipients shall certify and disclose accordingly.
- (4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.


Name: Quincee Messersmith
Title: MPO Chairman (or designee)

May 21, 2024
Date

FLORIDA DEPARTMENT OF TRANSPORTATION
**UNIFIED PLANNING WORK PROGRAM (UPWP)
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DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

It is the policy of the Capital Region TPA that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of MPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The Capital Region TPA, and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the Capital Region TPA, in a non-discriminatory environment.

The Capital Region TPA shall require its consultants to not discriminate on the basis of race, color, national origin and sex in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code


Name: Quincee Messersmith
Title: MPO Chairman (or designee)

May 21, 2024
Date

FLORIDA DEPARTMENT OF TRANSPORTATION
**UNIFIED PLANNING WORK PROGRAM (UPWP)
STATEMENTS AND ASSURANCES**

525-010-08
POLICY PLANNING
05/18


TITLE VI/ NONDISCRIMINATION ASSURANCE

Pursuant to Section 9 of US DOT Order 1050.2A, the Capital Region TPA assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992 and other nondiscrimination authorities be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The Capital Region TPA further assures FDOT that it will undertake the following with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
2. Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
3. Insert the clauses of *Appendices A and E* of this agreement in every contract subject to the Acts and the Regulations
4. Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
5. Participate in training offered on Title VI and other nondiscrimination requirements.
6. If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
7. Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.


Name: Quincee Messersmith
Title: MPO Chairman (or designee)

May 21, 2024
Date

FLORIDA DEPARTMENT OF TRANSPORTATION
**UNIFIED PLANNING WORK PROGRAM (UPWP)
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POLICY PLANNING
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APPENDICES A and E

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation*, the *Federal Highway Administration*, *Federal Transit Administration*, *Federal Aviation Administration*, and/or the *Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation*, the *Federal Highway Administration*, *Federal Transit Administration*, *Federal Aviation Administration*, and/or the *Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration*, *Federal Transit Administration*, *Federal Aviation Administration*, and/or the *Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
 - a. Withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. Cancellation, termination or suspension of the contract, in whole or in part.

FLORIDA DEPARTMENT OF TRANSPORTATION
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05/18

- (6) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Contractor may request the Florida Department of Transportation to enter into such litigation to protect the interests of the Florida Department of Transportation, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.
- (7) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq)

APPENDIX II

Operating Budgets

CRTPA Adopted Travel Resolution

FY 2024/25 Estimated Expense Budget Detail Salary, Fringe, Administrative, Facility and Office

FY 2025 DRAFT BUDGET (Finalized at Sept.2024 Board Meeting)	Estimated FY 25 Budget
All Accounts	
Total Operating Expenditures	
Personnel Services	\$ 819,728
511000 - Salaries	\$ 547,398
511300 - Salary Enhancements	\$ 27,370
512400 - Other Salary Items	\$ 1,638
515000 - Pension- Current	\$ 107,728
515100 - Pension- MAP	\$ 32,417
515600 - Mandatory Medicare	\$ 8,334
516000 - Health Benefits	\$ 83,581
516100 - Flex Benefits	\$ 11,261
Operating Expenditures	\$ 242,080
521010 - Advertising	\$ -
521030 - Reproduction	\$ 500
521040 - Unclassified Professional Fees	
521100 - Equipment Repairs	\$ 830
521160 - Legal Services	\$ 55,000
521180 - Unclassified Contractual Svcs	
521190 - Computer Software	\$ 90,000
522080 - Telephone	\$ 1,900
523020 - Food and Supplies	\$ 4,000
523050 - Postage	\$ 250
523060 - Office Supplies	\$ 3,000
523080 - Unclassified Supplies	\$ 1,000
524010 - Travel & Training	\$ 18,500
524020 - Journals & Books	\$ 600
524030 - Memberships	\$ 3,500
524050 - Rent Expense- Building & Office	\$ 36,000
541040 - Insurance	\$ 22,000
550040 - Computer Equipment	\$ 5,000
Internal Service Funds	\$ 85,779
560010 - Human Resource Expense	\$ 7,500
560020 - Accounting Expense	\$ 19,000
560030 - Purchasing Expense	\$ 4,200
560040 - Information Systems Expense	\$ 33,000
560070 - Revenue Collection	\$ 1,200
560082 - Facilities and Environmental	\$ 15,000
560090 - Vehicle Garage Expense	\$ 26
611300 - Facility	\$ 5,853

*Unclassified Contractual Services (Project Budgets) will be updated in the final UPWP.
The FY 2026 operating budget is finalized in Sept. 2025, the UPWP will be updated to include approved budget.*

FY 2025/26 Estimated Expense Budget Detail Salary, Fringe, Administrative, Facility and Office

FY 2026 DRAFT BUDGET (Finalized at Sept.2025 Board Meeting)	FY26 Estimated
All Accounts	
Total Operating Expenditures	
Personnel Services	\$ 826,092
511000 - Salaries	\$ 547,398
511300 - Salary Enhancements	\$ 27,370
512400 - Other Salary Items	\$ 1,560
515000 - Pension- Current	\$ 113,114
515100 - Pension- MAP	\$ 32,417
515600 - Mandatory Medicare	\$ 8,334
516000 - Health Benefits	\$ 85,173
516100 - Flex Benefits	\$ 10,725
Operating Expenditures	
521010 - Advertising	\$ -
521030 - Reproduction	\$ 500
521040 - Unclassified Professional Fees	
521100 - Equipment Repairs	\$ 830
521160 - Legal Services	\$ 55,000
521180 - Unclassified Contractual Svcs	
521190 - Computer Software	\$ 90,000
522080 - Telephone	\$ 1,900
523020 - Food and Supplies	\$ 4,000
523050 - Postage	\$ 250
523060 - Office Supplies	\$ 3,000
523080 - Unclassified Supplies	\$ 1,000
524010 - Travel & Training	\$ 18,500
524020 - Journals & Books	\$ 600
524030 - Memberships	\$ 3,500
524050 - Rent Expense- Building & Office	\$ 36,000
541040 - Insurance	\$ 22,000
550040 - Computer Equipment	\$ 5,000
Internal Service Funds	
560010 - Human Resource Expense	\$ 7,500
560020 - Accounting Expense	\$ 19,000
560030 - Purchasing Expense	\$ 4,200
560040 - Information Systems Expense	\$ 33,000
560070 - Revenue Collection	\$ 1,200
560082 - Facilities and Environmental	\$ 15,000
560090 - Vehicle Garage Expense	\$ 26
611300 - Facility	\$ 5,853

*Unclassified Contractual Services (Project Budgets) will be updated in the final UPWP.
The FY 2026 operating budget is finalized in Sept. 2025, the UPWP will be updated to include approved budget.*

Resolution 2022-10-7D

A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY HEREBY REFERRED TO AS THE "CRTPA" ADOPTING THE CRTPA TRAVEL AND TRAINING POLICY AND APPROVING THE PER DIEM, MEALS (SUBSISTENCE) AND MILEAGE RATES CONSISTENT WITH THE FEDERAL GENERAL SERVICES ADMINISTRATION TRAVEL RATES.

WHEREAS, the CRTPA is the designated and constituted body responsible for the urban transportation planning and programming process in the Capital Region; and

WHEREAS, Florida Statute 112.061(14)(a)5 states that "any metropolitan planning organization created pursuant to s. 339.175 or any other separate legal or administrative entity created pursuant to s. 339.175 of which a metropolitan planning organization is a member" may establish per diem, meals (subsistence) and mileage rates by enactment of a resolution; and

WHEREAS, the CRTPA is required to attend meetings and training opportunities outside of its jurisdiction, and

WHEREAS, the CRTPA has conducted travel and training in accordance the City of Tallahassee Travel and Training Policy 602; and

WHEREAS, the CRTPA has established a Travel and Training Policy in accordance the CRTPA Staff Services Agreement with the City of Tallahassee; and

WHEREAS, the CRTPA wishes to be reimbursed for travel according to rates consistent with the City of Tallahassee and the Federal General Services Administration standards.

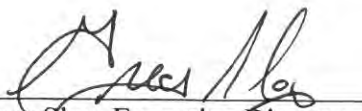
NOW THEREFORE, BE IT RESOLVED BY THE CRTPA THAT:

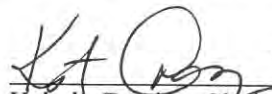
1. The CRTPA has the right to establish per diem, meals (subsistence) and mileage rates beyond the State of Florida rates. and
2. The CRTPA establishes that the staff and elected officials will be compensated for per diem, meals (subsistence) and mileage costs consistent with Federal General Services Administration rates and the CRTPA Travel and Training Policy.

DONE, ORDERED, AND ADOPTED THIS 18th DAY OF OCTOBER 2022

CAPITAL REGION TRANSPORTATION PLANNING AGENCY

ATTEST:


Greg Slay, Executive Director


Kristin Dozier, Chair

APPENDIX III

FDOT, FTA and FHWA Comments



UNIFIED PLANNING WORK PROGRAM (UPWP) REVIEW CHECKLIST

MPO: **CRTPA**

UPWP Draft # or Date: **1**

Review #: **1**

Date of Review: **4/19/2024**

Reviewed By: **D3 Staff**

The following UPWP Review Checklist is provided to assist in the review of the MPO’s UPWP. This Review Checklist is to be completed by the MPO Liaison and included in the UPWP Appendix.

Comments should be categorized as:

Editorial: Comments may be addressed by MPO but would not affect approval of the document, i.e., grammatical, spelling, and other related errors.

Enhancement: Comments may be addressed by MPO but would not affect the approval of the document, i.e., improve the quality of the document and the understanding for the public (improving graphics, re-packaging of the document, use of plain language, reformatting for clarity, removing redundant language).

Critical: Comment MUST be addressed to meet minimum state and federal requirements to obtain approval. The reviewer must clearly identify the applicable state or federal policies, regulations, guidance, procedures, or statutes that the document does not conform with.

A space for comments for each section is provided at the bottom of each section.

UPWP Cover & Title Page

Does the cover or title page include the following information?

- MPO name, address, website? [Yes | If yes, page number: cover page](#)
- CFDA number (FHWA – PL & SU: 20.205, FTA 5305: 20.505)? [Yes | If yes, page number: cover page](#)
- Identification of agencies providing funds for the UPWP? [Yes | If yes, page number: cover page](#)
- Financial Project Number (FPN) for each contract shown in UPWP? [Yes | If yes, page number: cover page](#)
- Federal Award Identification Number (FAIN) for FHWA contracts (or the Federal Aid Project Number [FAP])? [Yes | If yes, page number: cover page](#)
- Correct State Fiscal Years? [Yes | If yes, page number: xx](#)
- Statement of nondiscrimination? [Select response | If yes, page number: xx](#)
- DRAFT UPWP: Space for adoption date and revision dates? [Yes | If yes, page number: xx](#)
- FINAL UPWP: Adoption date and space for revision dates? [Not Applicable | If yes, page number: xx](#)

[No comment](#)

[Click here to enter comments](#)

Required Content

Does the UPWP have the following information?

- Introduction? [Yes | If yes, page number: 1](#)

Unified Planning Work Program (UPWP)

Review Checklist

- Organization and Management? [Select response](#) | If yes, page number: 8
- UPWP Planning Task Pages? [Yes](#) | If yes, page number: 19
- Funding Source Budget Table and Summary Budget Table? [Yes](#) | If yes, page number: 65
- Definition of acronyms used in UPWP? [Yes](#) | If yes, page number: ii.
- District Planning Activities? [Yes](#) | If yes, page number: 7
- Indirect Rate Approval (if required)? [Not Applicable](#) | If yes, page number: xx
 - Cost Allocation Plan and Certificate of Indirect Cost in an appendix? [Select response](#) | If yes, page number: xx
- In TMAs, the MPO must identify and include cost estimates for transportation planning, research, and technology transfer activities funded with other federal, state, or local funds being conducted within the MPO area (this includes planning and feasibility studies by other entities) (23 CFR 420.111(e)). [Not Applicable](#) | If yes, page number: [Not applicable at this time, no studies planned.](#)
- DRAFT UPWP:
 - A place for the signed Resolution adopting the final UPWP? [Yes](#) | If yes, page number: xx
 - A place for the draft Resolution to adopt Travel Policy if not using FDOT policy (if required)? [Yes](#) | If yes, page number: 67
 - A place for the Cost Analysis Certification Statement? [Yes](#) | If yes, page number: i.
 - A place for the FHWA Certifications and Assurances? [Yes](#) | If yes, page number: 67
- FINAL UPWP:
 - The signed Resolution adopting the UPWP? [Select response](#) | If yes, page number: xx
 - The signed Resolution adopting the Travel Policy if not using FDOT policy (if required)? [Select response](#) | If yes, page number: xx
 - The signed Cost Analysis Certification Statement? [Select response](#) | If yes, page number: xx
 - The signed FHWA Certifications and Assurances? [Select response](#) | If yes, page number: xx
 - UPWP Comments? [Select response](#) | If yes, page number: xx
- Appendix to include items previously mentioned: Travel Policy (if required), Cost Allocation Plan and Certificate of Indirect Cost (if required), and UPWP Comments? [Yes](#) | If yes, page number: 67

Editorial

Ensure Appendix I is completed in Final UPWP

Introduction

Does the introduction include the following elements?

- Definition and purpose of the UPWP? [Yes](#) | If yes, page number: 1
- Overview of MPO's comprehensive transportation planning activities? [Yes](#) | If yes, page number: 11
- Discussion of planning priorities, both MPO and local? [Yes](#) | If yes, page number: 16
- Statement of CPG participation: "The FDOT and the (insert organization name) participate in the Consolidated Planning Grant (CPG). The CPG enables FDOT, in cooperation with the MPO, FHWA, and FTA, to annually consolidate Florida's FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division. These funds are annually apportioned to FDOT as the direct recipient

Unified Planning Work Program (UPWP)

Review Checklist

and allocated to the MPO by FDOT utilizing formulas approved by the MPO, FDOT, FHWA, and FTA in accordance with 23 CFR 420.109 and 49, U.S.C. Chapter 53. The FDOT is fulfilling the CPG's required 18.07% non-federal share (match) using Transportation Development Credits as permitted by 23 CFR 120(i) and FTA C 8100.1D". [Yes | If yes, page number: 3](#)

- Definition of the soft match: Section 120 of Title 23, U.S.C., permits a State to use certain toll revenue expenditures as a credit toward the non-Federal matching share of all programs authorized by Title 23 (except Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is, in essence, a "soft-match" provision that allows the Federal share to be increased up to 100% to the extent credits are available. The "soft match" amount utilized to match the FHWA funding in the UPWP is 18.07% of FHWA program funds for a total of \$_____ ? [Yes | If yes, page number: 3](#)
- Description of the public involvement process used to develop the MPO's UPWP? [Yes](#) [No](#) [Page number: 2](#)
- Description of how the MPO addresses the [Federal Planning Factors](#) - (23 CFR 450.306(b)) – can be demonstrated using a matrix? [Yes | If yes, page number: 6262](#)
- Description of how the MPO's UPWP addresses the [2021 Federal Planning Emphasis Areas](#)? [Yes | If yes, page number: 63](#)
- If MPO is not in attainment, description of transportation related air quality planning activities regardless of funding sources or agencies conducting activities? [Not Applicable | If yes, page number: xx](#)

[Choose a category](#)

[Click here to enter comments](#)

MPO Organization and Management

At a minimum, does the UPWP include information on the following items?

- Identification of participants and description of role in the UPWP planning process? [Yes | If yes, page number: 8](#)
- Discussion of agreements, including date executed:
 - Metropolitan Planning Agreement (FHWA funds)? [Yes | If yes, page number: 10](#)
 - Public Transportation Grant Agreements (prior year FTA funds)? [Yes | If yes, page number: 10](#)
 - Interlocal Agreement for the Creation (or Redesignation) of the Metropolitan Planning Organization? [Yes | If yes, page number: 10](#)
 - Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement (ICAR)? [Yes | If yes, page number: 10](#)
 - Memorandum of Understanding between MPOs or FDOT if transferring funds to accomplish Regional Activities? [Not Applicable | If yes, page number: xx](#)
- Discussion and identification of operational procedures and bylaws including date executed:
 - Continuity of Operations (COOP): [Yes | If yes, page number: 22](#)
 - MPO Bylaws: [Yes | If yes, page number: 8](#)
- Does the MPO include the following SIGNED Certifications and Assurances section?
 - Disadvantaged Business Enterprise Utilization? [Yes | If yes, page number: App I.](#)
 - Debarment and Suspension Certification? [Yes | If yes, page number: .App I.](#)

Unified Planning Work Program (UPWP)

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- Lobbying Certification for Grants, Loans, and Cooperative Agreements? [Yes](#) | If yes, page number: [App I](#).
- Title VI/Nondiscrimination Assurances? [Yes](#) | If yes, page number: [App I](#).
- Appendices A and E? [Yes](#) | If yes, page number: [App I](#).
- Discussion of Indirect Rate Plan, and, in an appendix, inclusion of the signed Cost Allocation Plan and Certificate of Indirect Cost, if applicable. [Not Applicable](#) | If yes, page number: [xx](#)

[Choose a category](#)

[Click here to enter comments](#)

Work Elements/Tasks Sheets

At a minimum, does the UPWP have the following distinct tasks or subtasks?

- MPO Administration? [Select response](#) | If yes, page number: [xx](#)
- Transportation Improvement Program (TIP)? [Select response](#) | If yes, page number: [xx](#)
- Long Range Transportation Plan (LRTP)? [Select response](#) | If yes, page number: [xx](#)
- MPO Regional Activities Task (if required)? [Select response](#) | If yes, page number: [xx](#)

[No comment](#)

Do each of the Work Element/Task Summary Pages include the following?

- Is each Task Sheet named and numbered? [Yes](#)
- Does each Task Sheet include Purpose, Previous Work, and Required Activities? [Yes](#)
- Do the required activities list who will be completing the work? [Yes](#)
- Does each Tasks Sheet indicate who the responsible agency or agencies are? [Yes](#)
- Does each Task Sheet include end products/deliverables with a description of the scope and estimated completion date? [Yes](#)
- Does the supporting narrative for each task provide sufficient detail to determine the eligibility, necessity, and reasonableness of the purchase? [Yes](#)
- If memberships are listed as an expense, does it state that the memberships are for organizational memberships, not individual memberships? [No](#) | If yes, page number: [Not Applicable](#)

[No comment](#)

Work Elements/Tasks Sheets Budget Tables

Did the MPO use the latest UPWP Budget Table template provided by the Central Office for task budget tables, which includes a location to show do-obligated funds? [Yes](#)

If the MPO did not use the latest UPWP Budget Table template, did the MPO show de-obligated funds by source somewhere else in the UPWP? [Yes](#)

Did the MPO prepare Task Summary Budget tables for Year 1 and Year 2 (either individually or combined)? [Yes](#) | If yes, page number: [65](#)

Does MPO **Administration Task** have a subcategory for:

Unified Planning Work Program (UPWP)

Review Checklist

- Personnel Services? [Yes](#) | If yes, page number: 26
- Equipment? Equipment costing more than \$5,000 per item should be listed separately. [Yes](#) | If yes, page number: [Equipment Category provided, no exp over \\$5k anticipated.](#)
- Travel? [Select response](#) | If yes, page number: xx
- Supplies? Supplies costing more than \$1,000 per item should be listed separately. [Yes](#) | If yes, page number: [Supplies Category provided, no exp over \\$1k anticipated.](#)
- Direct Expenses? [Yes](#) | If yes, page number: 26
- Indirect Expenses (only required if MPO has an approved indirect rate)? [No](#) | If yes, page number: NA
- Are Atypical expenses (see [Guide for UPWP Development](#)) clearly described? [Yes](#) | If yes, page number: 22
- Is Annual Audit expense included, if required? [Yes](#) | If yes, page number: 24

Do each of the other Work Element/Task Summary **Estimated Budget Tables** include the following?

- Personnel Services? [Yes](#)
- Consultant Services (if using consultant on task)? [Yes](#)
- Travel (if needed)? [Yes](#)
- Direct Expenses (if needed)? [Yes](#)
- Indirect Expenses (only required if MPO has an approved indirect rate)? [Not Applicable](#)
- Supplies (if needed)? [Yes](#)
- Equipment (if needed)? [Yes](#)

[No comment](#)

MPO Regional Activities Task (required if MPO is transferring funds between MPOs and/or FDOT to complete regional planning activities)

Does the MPO have distinct tables to reflect MPO funding and overall regional task funding? In the UPWP Budget Table template provided by the Central Office, these tables are called MPO Regional Activities and All Regional Accounting. [No](#) | If yes, page number: NA

Do the Regional Work Element/Task Budget Table(s):

- Show ALL agencies (e.g., other MPOs, FDOT) included in the regional activities? [Select response](#) | If yes, page number: xx
- Show amounts to be transferred by the MPO to other agencies (if applicable)? [Select response](#) | If yes, page number: xx
- Show amounts to be received by the MPO from other agencies (if applicable)? [Select response](#) | If yes, page number: xx
- Show activities the funds are being used for? [Select response](#) | If yes, page number: xx
- Do all participating MPOs use identical:
 - Descriptions of the activities to be completed [Select response](#) | If yes, page number: xx
 - Task name, activity description(s), and budgeted funds [Select response](#) | If yes, page number: xx

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Review Checklist

[Choose a category](#)

[Click here to enter comments](#)

Funding Source Budget Table

Did the MPO use the UPWP Budget Table template provided by the Central Office for Funding Source Budget Table?

[Yes](#)

Total Year 1 contract amounts:

- DRAFT UPWP:
 - PL funds, which include Year 1 FTA 5305(d) and Year 1 PL funds (refer to Chris Bratton's PL Spreadsheet ***total should not include estimated amount to be de-obligated from the previous FY***)? [No](#) | If yes, [page number: 65](#)
 - STBG or other federal funds (Year 1 amount shown in FDOT Tentative Work Program)? [Yes](#)
 - Prior year active FTA contracts (PTGAs) with estimated amount? (contracts will be aligned in the fall once we have remaining balances at the end of the fiscal year.) [Yes](#)
- FINAL UPWP:
 - PL funds, which include Year 1 FTA 5305(d) and Year 1 PL funds (refer to Chris Bratton's UPDATED PL Spreadsheet, which will include the MPO Board approved de-obligated amount)? [Select response](#)
 - STBG funds or other federal funds (Year 1 amount shown in FDOT Tentative Work Program) + MPO Board approved de-obligated funds (if applicable) [Select response](#)
 - Prior year active FTA contracts (PTGAs) with estimated amount? (contracts will be aligned in the fall once we have remaining balances at the end of the fiscal year.) [Select response](#)
- Does the Funding Source Budget Table include soft match amounts? [Yes](#)

[Editorial](#)

Note needs to be added to Table IV clarifying Roll Forward usage until De-Ob has been processed.

Total Year 2 contract amounts:

- DRAFT UPWP:
 - PL funds, which include Year 2 FTA 5305(d) and Year 2 PL funds (refer to Chris Bratton's UPDATED PL Spreadsheet, which will include the MPO Board approved de-obligated amount)? [Yes](#) | If yes, [page number: 65](#)
 - STBG or other federal funds (Year 2 amount shown in FDOT Tentative Work Program)? [Yes](#)
- FINAL UPWP:
 - PL funds, which include Year 2 FTA 5305(d) and Year 2 PL funds (refer to Chris Bratton's UPDATED PL Spreadsheet, which will include the MPO Board approved de-obligated amount)? [Select response](#)
 - STBG funds or other federal funds (Year 2 amount shown in FDOT Tentative Work Program) + MPO Board approved de-obligated funds (if applicable) [Select response](#)
- Does the Funding Source Budget Table include soft match amounts? [Yes](#)

[No comment](#)

Unified Planning Work Program (UPWP)

Review Checklist

Since the UPWP is the “Scope of Service” for the FDOT/MPO Agreement, it is important to confirm that the total amounts for Year 1 and Year 2 in the UPWP also match what is shown on the FDOT/MPO Agreement.

- Do the FINAL UPWP PL amounts shown in Year 1 plus Year 2 match what is shown on the new FDOT/MPO Agreement? [Yes](#)
- Does Other FHWA funding (i.e., SU, CMAQ, etc.) amounts shown in Year 1 and Year 2 match what is shown on the new FDOT/MPO Agreement? [Yes](#)

[No comment](#)

Summary Budget Table

Did the MPO use the UPWP Budget Table template provided by the Central Office for the Summary Budget Table?

[Select response](#)

Do the **total Year 1 contract amounts** match what is shown on the Funding Source Budget Table? [Yes](#)

Do the **total Year 2 contract amounts** match what is shown on the Funding Source Budget Table? [Yes](#)

[No comment](#)

General UPWP Comments

- | | |
|-----------------------------------|---|
| Critical | <i>Please make sure to include language to address the IIA 2.5% set aside for Complete Streets Planning. Guidance for this requirement was provided by FDOT in a 3/26/24 email.</i> |
| Choose a category | Click here to enter comments |
| Choose a category | Click here to enter comments |
| Choose a category | Click here to enter comments |



Federal Highway Administration

Florida Division Office
 3500 Financial Plaza, Suite 400
 Tallahassee, Florida 32312
 (850) 553-2201
 www.fhwa.dot.gov/fldiv

Federal Transit Administration

Region 4 Office
 230 Peachtree St, NW, Suite 1400
 Atlanta, Georgia 30303
 (404) 865-5600

Planning Comments

Document Name: _____		MPO: _____	
Date of Document:	Date Received	Date Reviewed	District: _____
Reviewed by:			

COMMENTS

	Page #	Comment Type	Comment Description
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