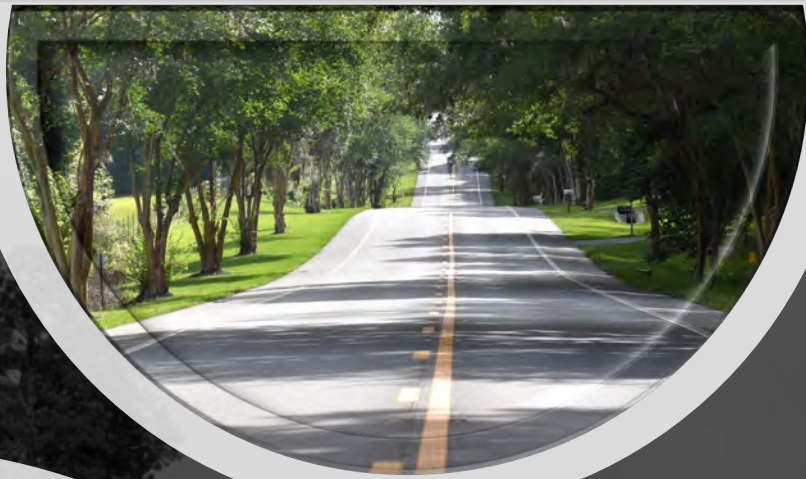




CAPITAL REGION
TRANSPORTATION PLANNING AGENCY
FISCAL YEAR 2025—FISCAL YEAR 2029
TRANSPORTATION IMPROVEMENT PROGRAM

ADOPTED: JUNE 17, 2024

AMENDED: February 18, 2025

300 South Adams Street
Tallahassee, FL 32301



TABLE OF CONTENTS

SECTION	PAGE
ADOPTING RESOLUTION	i
TIP MODIFICATIONS/AMENDMENTS SUMMARY	1
TIP BASICS	2
EXECUTIVE SUMMARY	9
PERFORMANCE MANAGEMENT REPORT	20
PROJECTS	
Section A - Aviation (State/Federally Funded)	54
Section B - Bicycle and Pedestrian (State/Federally Funded)	66
Section C - Bridge and Rail (State/Federally Funded)	80
Section D - Capacity (Local/State/Federally Funded)	91
Section E - Transit (State/Federally Funded)	99
Section F - Resurfacing (State/Federally Funded)	113
Section G - Transportation System Management (State/Federally Funded)	147
Section H - Maintenance and Capital Outlay (State/Federally Funded)	160
Section I - Transportation Planning (State/Federally Funded)	187
APPENDICES	
Appendix A – Abbreviations, Acronyms, and Fund Codes	196
Appendix B - Project Status	205
Appendix C - Transportation Disadvantaged Summary	207
Appendix D - FHWA & FTA Obligations	217
Appendix E - Adopted Priority Project Lists	226
Appendix F - Eastern Federal Lands Information	243
Appendix G - Public Involvement	245
Appendix H- Summary of Funds	
5-Year Summary of Projects by Funding Category	319
5-Year Summary of Funding Source GADSDEN	344
5-Year Summary of Funding Source JEFFERSON	345
5-Year Summary of Funding Source LEON	346
5-Year Summary of Funding Source WAKULLA	347
5-Year Summary of Funding Source	348
Appendix I- FDOT Review Checklist	349

CRTPA RESOLUTION 2024-06-6A

A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) ENDORSING THE FY 2025 – FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

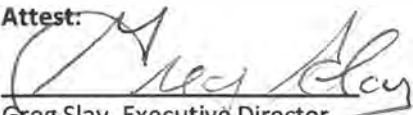
NOW, THEREFORE LET IT BE RESOLVED BY THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) THAT:

1. The Fiscal Year 2025 through Fiscal Year 2029 Transportation Improvement Program is hereby endorsed as an accurate representation of the region's transportation effort as developed through a continuing, cooperative, and comprehensive process that provided consideration to all transportation modes in accordance with the metropolitan planning provisions of U.S.C. 134;
2. The CRTPA authorizes the Chair to sign the State of Florida certification statement, which must be submitted annually with the TIP;
3. In order to expedite amendments to the TIP, the CRTPA authorizes the Executive Director to administratively approve airport project amendments which do not materially affect surface transportation traffic volumes or traffic distribution in the vicinity of the subject airport;
4. The CRTPA also authorizes the Executive Director to administratively approve project amendments to the TIP which do not meet any of the four (4) criteria which require a formal tip amendment listed in Chapter 4, Section 4.3 of the Florida Department of Transportation's Metropolitan Planning Organization Program Management Handbook; and
5. The CRTPA requires the Executive Director to inform the CRTPA of all TIP amendments approved under these authorizations quarterly.

Passed and duly adopted by the Capital Region Transportation Planning Agency (CRTPA) on this 17th day of June 2024.

Capital Region Transportation Planning Agency

By: 
Quincee Messersmith, Chairman

Attest: 
Greg Slay, Executive Director

FY 2025– FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS/MODIFICATIONS PAGE

The following lists the changes made to the document subsequent to adoption on June 17, 2024.

On December 2, 2024 the Executive Committee approved the following amendments to the FY 2025 - FY 2029 Transportation Improvement Program:

- ✦ SR369 (US319) from S of East Ivan Road to SR267 (Bloxham Cutoff Road) (Project No. 220495-7): Provide \$726,873 in funding in FY 25 to add lanes and reconstruct roadway [Construction Phase] (Wakulla County)
- ✦ SR263 Capital Circle from CR2203 Springhill Rd to SR371 Orange Avenue (Project No. 415782-9): Provide \$5,231,199 in funding in FY 25 to add lanes and reconstruct roadway [Construction Phase]. (Leon County)
- ✦ SR 10 (US 90) West Tennessee Street from CR 1581 Aenon Church Road to SR 20 (Blountstown Street) (Project No. 454522-1): Provide \$100,000 in funding in FY 25 to add roadway lighting. (Leon County)
- ✦ StarMetro FY 2023 Section 5339(b) Buses and Bus Facilities Discretionary Grant (Project No. 456181-1): Provides StarMetro with \$20,370,792 in FY 2023 FTA money and \$3,911,546 in matching local monies from the City of Tallahassee (COT) to fund the purchase of battery-electric buses, to support charging infrastructure and the development of a workforce training program for its mechanics and operators to maintain the fleet. The project will help reduce emissions and improve service and reliability for riders in and around Tallahassee. (Leon County)
- ✦ StarMetro Section 5339(c) Low or No Emission Discretionary Grant (Project No. 456181-2): Provides \$10,702,365 in FY 2024 FTA funding, \$646,687 in State funds (toll credits) and \$1,200,000 (COT) local funds to StarMetro to buy new battery-electric buses to replace older vehicles and install charging equipment. The project will reduce emissions, improve service and reliability, and help the city achieve its goal for 100% battery electric bus transportation by 2035. (Leon County)
- ✦ US90/SR10 from Gadsden County/Jackson County Line to SR 12 (Project No. 455418-1): Provides \$221,180.00 in SUN Trail funding for the Design (PE) funding in FY 25 for a Multi-use Path Feasibility Study. (Gadsden County)
- ✦ Old Bainbridge Road/CR 153 from the Gadsden County Line to Salem Road/CR 159 (Project No. 455420-1): Provides \$659,412 in SUN Trail funding in FY 25 for the Design (PE) Phase for a Multi-use Trail. (Gadsden County)
- ✦ Old Bainbridge Road/CR 153 from the Leon County Line to Orchard Pond Greenway Trail Head (Project No. 455411-1): Provides \$976,480 in SUN Trail funding in FY 25 for the Project Development and Environment (PD&E) Phase for a Multi-use Trail. (Leon County)
- ✦ Bloxham Cutoff Road/SR 267 from Wakulla Springs Park to St. Marks Trail Head (Project No. 410172-2): Provide \$822,714 in SUN Trail and Urban Attributable (SU) funding in FY 25 for the Design (PE) Phase for a Multi-use Trail. (Wakulla County)

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TIP BASICS

What is the CRTPA?

The Capital Region Transportation Planning Agency (CRTPA) is the region's metropolitan planning organization (MPO). An MPO is a federally mandated local transportation policy-making organization that is comprised of representatives from local government and transportation agencies. The CRTPA coordinates the regional transportation planning process and includes all of Gadsden, Jefferson, Leon and Wakulla counties. Voting representatives from the following local governments serve on the CRTPA Board:

- Leon County
- City of Tallahassee
- Leon County School Board
- Gadsden County
- City of Chattahoochee
- Town of Greensboro
- City of Gretna
- Town of Havana
- City of Midway
- City of Quincy
- Jefferson County
- City of Monticello
- Wakulla County
- City of Sopchoppy
- City of St. Marks

What is the TIP?

The Transportation Improvement Program (TIP) is a multi-year document reflecting transportation projects programmed for federal, state, and local funding within the Capital Region Transportation Planning Agency (CRTPA) area (Gadsden, Jefferson, Leon and Wakulla counties).

Why does the CRTPA develop a TIP?

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

What types of projects are included within the TIP?

The TIP contains state and federal projects. Projects within the document are listed by county and project type, as follows:

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

Projects listed in the TIP are identified by project phase (planning, project development & environment study, right-of-way, design/preliminary engineering, and construction). Within the TIP, this information is located in the 'Phase Code' column of each listed project, with an explanation of the codes listed in **Appendix A** under "Project Phase Abbreviations".

How can I search projects in the TIP?

The projects contained within this document may be interactively searched on-line at the CRTPA's Interactive TIP site. The site may be accessed through the agency's website (www.crtpa.org) or directly (<http://crtpa.dev.dtstiptool.com/>). The Interactive TIP allows users to search for projects by project type or location. Additionally, an interactive map allows users to identify the location of programmed projects within the TIP. Contact CRTPA staff to arrange a training session on how to use the Interactive TIP.

Why does the CRTPA amend the adopted TIP?

Subsequent to the annual adoption of the TIP in June, the CRTPA amends the document to reflect changes to the FDOT work program such changes. Examples of such changes may include changes to the funding of an existing project or the addition of a newly funded project. The purpose of these amendments is to ensure the document accurately reflects the transportation projects within the CRTPA region.

What is the schedule for development of the TIP?

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

- January: TIP development is initiated subsequent to FDOT development of the FDOT Draft Work Program.
- May/June: The draft TIP is placed on the CRTPA's webpage (www.crtpa.org) for public review.
- May/June: Public meetings to present the draft TIP are held in the CRTPA region in conjunction with the draft project priority lists.
- June: The CRTPA adopts the TIP and the adopted document is placed on the CRTPA's webpage. After adoption, the TIP is provided to the FDOT for incorporation into the State Transportation Improvement Program (STIP).

What are the CRTPA's Project Priority Lists and how are they used for funding?

Annually, the CRTPA adopts project priority lists (PPLs). The PPLs contain a listing of transportation projects in priority (ranked) order for which funding is sought. Subsequent to CRTPA adoption, the PPLs are provided to the FDOT for use in development of the FDOT Annual Work Program. Specifically, the FDOT matches eligible funding available to the CRTPA with the top ranked projects identified by the CRTPA. Projects included within the TIP must be consistent with the policies and priorities of the CRTPA's adopted Long Range Transportation Plan ("The Regional Mobility Plan") as well as the adopted comprehensive plans of CRTPA member governments. Consistent with this process, the following CRTPA FY 2025 – FY 2029 Project Priority Lists (PPLs) were adopted by the Governing Board on June 22, 2023:

- Regional Mobility Plan (RMP) Roadways PPL (identifies roadway projects). (Project source: Regional Mobility Plan). The RMP Roadways PPL maintains the project ranking order as developed in adopted Connections 2045 RMP in which identified projects were ranked based upon the RMP's adopted goals and objectives.
- Regional Mobility Plan (RMP) Bicycle and Pedestrian PPL (identifies bicycle and pedestrian projects). (Project source: Regional Mobility Plan). The RMP Roadways PPL maintains the project ranking order as developed in the adopted Connections 2045 RMP in which identified projects were ranked based upon the RMP's adopted goals and objectives.
- Regional Trails PPL (identifies regional trail projects). (Project source: The Regional Mobility Plan & FDOT SUN Trail Network). The Regional Trails PPL is a new CRTPA PPL developed to highlight regional trail projects and unique funding opportunities.
- StarMetro PPL (provides a listing of transit projects, *developed by StarMetro*, reflecting projects consistent with StarMetro's adopted Transit Development Plan (TDP).

CRTPA's Project Priority Lists (Cont.)

- Transportation Systems Management and Safety (TSMS) PPL (identifies low cost improvements to the existing transportation system that can be constructed in less than two years (such as intersection improvements). (Project source: FDOT or local governments provides a list of eligible projects). Projects on the TSM PPL go through a specific FDOT process in order to be included on the list. Factors evaluated in generation of this list included: safety, mobility and estimated current intersection level of service information.
- Intelligent Transportation Systems (ITS) PPL The overall function of ITS is to improve the operation of the entire transport system (often in real-time) for agencies responsible to transportation systems and the travelers, shippers, and other users of these facilities. Intelligent Transport Systems refers to the use of information and communication technologies in transportation. ITS can improve traffic flow by reducing congestion; quickly detect incidents and appropriately respond to them; improve air quality by reducing pollution levels locally and minimizing travel delay; improve safety by providing advance warning before potential crash situations; minimize the impacts of environmental, highway and human factors that contribute to accidents. (Project source: Tallahassee-Leon ITS Master Plan)
- Transportation Alternatives PPL (provides funding for transportation projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure). (Project source: eligible alternatives projects solicited by the CRTPA and submitted by eligible sponsors). This list was evaluated and recommended for ranking by the Transportation Alternatives Subcommittee using seven (7) prioritization criteria prior to adoption by the CRTPA.
- Tallahassee International Airport PPL (provides a listing of airport projects, *developed by the Tallahassee International Airport*, consistent with the adopted 2019 Airport Master Plan Update).

Prior to adoption, public meetings are conducted to present the CRTPA's Draft FY 2025– 2029 Project Priority Lists. Two meetings were held, one in-person and one virtually, in May and June 2023 for the CRTPA Region (Monticello, Crawfordville, Quincy and Tallahassee). Information regarding the meetings was placed on the CRTPA's website (www.crtpa.org), in the region's newspapers and an e-mail message regarding the meeting was sent to the agency's transportation partners. An announcement was sent to the Public Information Officers for the four counties, requesting that they post and distribute the TIP and PPL meeting information and related material. **Appendix E** contains the CRTPA's adopted FY 2025 – FY 2029 PPLs including the criteria used in the development of the lists. Additionally, more information regarding the CRTPA's PPLs is located in the above **Executive Summary** of this document under "Project Priority Statement".

Information regarding the meetings will be sent out in an email blast as well as advertised in each of the four (4) county newspapers prior to the meeting. Lastly, the information on the TIP and PPL meeting and related material is sent to the Public Information Officers (or equivalent) for the four counties, and the TIP update and PPLs will be presented at the CRTPA's June 4, 2024 two (2) committees (Citizens Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC), prior to adoption at the CRTPA Board meeting in June. Specifically, prior to TIP adoption the public was able to go online using the **Interactive TIP** and directly comment on projects that are graphically linked to a map of the CRTPA region. Finally, the TIP is a featured CRTPA document placed on the agency's homepage (in addition to the "Documents" page). **Appendix H** ("Public Involvement") documents these efforts. Furthermore, the current TIP reflects use of an enhanced public involvement technology and outreach opportunities through social media.

How can the public provide input?

A variety of public involvement opportunities are provided to citizens associated with the development of the TIP prior to CRTPA adoption. Such opportunities include the Interactive TIP, CRTPA public virtual and in-person meetings typically held in June to solicit comments on the draft TIP. The draft TIP is posted on the CRTPA's website (www.crtpa.org) and notices distributed through social media. At every opportunity the CRTPA seeks to gather input and comment from the public on the draft TIP. Additionally, the TIP is presented to the CRTPA's two (2) advisory committees, the Citizens Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC) as well as the CRTPA Board. The TIP is adopted by the CRTPA at its May or June meeting. Citizens are allowed to provide comments at all CRTPA meetings.

All public comments received regarding the TIP are formally documented. Specifically, any comments are included in the TIP document in **Appendix H** ("Public Involvement") which details the public involvement efforts prior to TIP adoption. Additionally, public comments are included in the TIP agenda item as an attachment when the document is adopted each year.

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

Furthermore, every five years the CRTPA updates its Long-Range Transportation Plan ["The Regional Mobility Plan" (RMP)]. The RMP is a twenty-year document that identifies future projects that are ultimately placed (and ranked) on the PPLs. Public involvement in the RMP update is extensive and provides one of the best opportunities citizens have to get involved in the planning of the region's transportation system. The CRTPA's 2045 Regional Mobility Plan was adopted on November 23, 2020 and amended June 2021. Subsequently, project and financial resource plans were updated to ensure compliance with federal planning requirements.

How does the TIP get approved?

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

How are the projects within the TIP Funded?

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

How can I learn more about the CRTPA?

Information regarding the CRTPA including adopted documents, meeting dates, staff/member contact information and opportunities for public involvement may be viewed on the CRTPA's website (www.crtpa.org). Furthermore, the CRTPA welcomes citizens to contact staff directly at (850) 891-8630 or through the CRTPA [Contact Us Webpage](#).

How do I get to the full project cost and other project details?

For projects on the Strategic Intermodal System (SIS):

The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase if land is not needed to complete the project. Costs on the TIP pages for projects on the SIS will have historical costs, five years of the current TIP and five years beyond the current TIP, which may or may not be the total project cost. If there is no CST phase on the TIP page, then the entry will probably not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program.

The SIS is a network of high priority transportation facilities which includes the state's largest and most significant commercial service airports, spaceports, deep water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. All projects on the SIS are identified in the Project Description section of each TIP page as such. For costs beyond the ten-year window, please refer to the agency's long range transportation plan: The Regional Mobility Plan (RMP). The link to the RMP is: www.crtpa.org/RMP.html. The RMP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the RMP. If there is no RMP reference in the TIP, full project costs are provided in the TIP.

Project Cost and Other Project Details (Cont.)

For projects NOT on the Strategic Intermodal System (SIS):

The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase if land is not needed to complete the project. Costs on the TIP pages for projects not on the SIS will have historical costs and five years of the current TIP, which may or may not be the total project cost. If there is no CST phase on the TIP page, then the entry will probably not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program. Total project costs and other project details will be accessible in the TIP for all non-SIS projects in the TIP. All projects not on the SIS will have a Non-SIS identifier on the TIP project page.

For costs beyond the five-year window, please refer to the agency's long range transportation plan: [Connections 2045 Regional Mobility Plan](#) (RMP). The link to the RMP is: www.crtpa.org/RMP.html. The RMP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project in the RMP. If there is no RMP reference in the TIP, full project costs are provided in the TIP.

DISCLAIMER:

The "Total Project Cost" amount displayed for each of the federal and state funded projects in the TIP may represent 10 years of programming in the Florida Department of Transportation's (FDOT's) Work Program database for projects on the Strategic Intermodal System (SIS) (FYs 2024/2024 through 2027/2028), and 5 years of programming in the FDOT Work Program for non-SIS projects (FYs 2024 through 2028, plus historical cost information for all projects having expenditures paid by FDOT prior to FY 2024. Every effort has been made to ensure that the most accurate total project costs are presented in the TIP.

For a more comprehensive view of a particular project's anticipated total project cost for all phases of the project, please refer to the CRTPA's Regional Mobility Plan.

EXECUTIVE SUMMARY

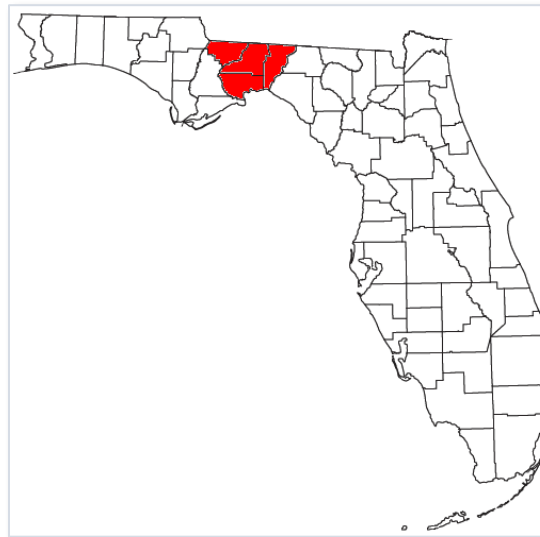
Purpose of the TIP

Prepared annually, the Transportation Improvement Program (TIP) contains all transportation projects and programs in the CRTPA's Metropolitan Planning Area (Figure 1) funded with State, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds. Additionally, the TIP reflects regionally significant projects regardless of funding source (23 C.F.R. 450.326(a)); (49 U.S.C. Chapter 53). In its capacity as the metropolitan planning organization for the Capital Region, the CRTPA adopts a TIP to ensure that transportation providers and the member governments are eligible to receive State and Federal funding for projects and programs.



Figure 1: CRTPA Metropolitan Planning Area

The Capital Region Metropolitan Planning Area (MPA) includes Gadsden, Jefferson, Leon, and Wakulla Counties, consistent with the MSA. The CRTPA serves as the Capital Region's metropolitan planning agency responsible for transportation policy development, planning, and programming for the counties and municipalities.

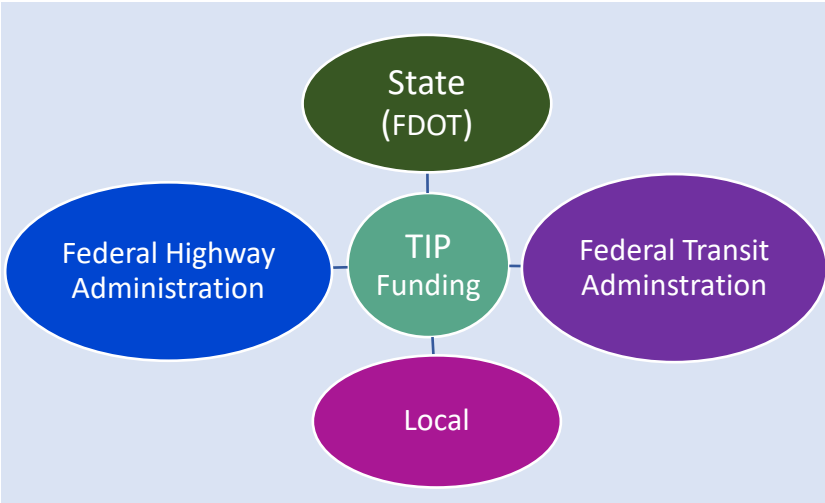


The Tallahassee Metropolitan Statistical Area (MSA) in Florida is the metropolitan area centered on Tallahassee, Florida, as designated by the Office of Management and Budget and used by the Census Bureau and other agencies for statistical purposes. TIP Development

Figure 2: Tallahassee Metropolitan Statistical Area

Purpose of the TIP (Cont.)

The TIP serves as a short-range plan because it allocates resources and dollars over a five-year period. Included in the TIP are capital and non-capital surface transportation projects, bicycle and pedestrian facilities, transit, aviation, rail, maintenance and other transportation enhancements, Federal Lands Highway projects, safety projects included in the State’s Strategic Highway Safety Plan and transportation planning funding.



The TIP satisfies federal mandates (Title 23 United States Code (U.S.C.) 134 (j)) requiring Metropolitan Planning Organizations (MPOs) to develop a prioritized listing/program of transportation projects, covering a period of four years consistent with the CRTPA’s *Connections 2045 RMP*”. It provides a staged, multi-year listing of local and regionally significant transportation improvements within the MPA that will be funded by Title 23 and Title 49 U.S.C. funds. Regionally significant projects for which federal action is required, regardless of whether the projects are funded with [Federal] Title 23 and Title 49 funds, are included in the TIP. In addition, to comply with Florida Statutes (§ 339.175(8)(c)), the TIP also provides a list of regionally significant locally and privately funded projects for information purposes. Pursuant to federal law, the TIP must cover a four-year period, years beyond the four-year time period are considered informational. Florida law, however, mandates that the TIP cover a five-year period. To satisfying federal mandates, the TIP serves to inform the

Figure 3: TIP Funding Sources

public of those projects within the CRTPA area that have received funding from federal, state, and local sources (Figure 3). State, federally and locally funded projects within the TIP are listed by project type, as follows:

- | | |
|----------------------|-------------------------------------|
| • Aviation | • Planning |
| • Bicycle/Pedestrian | • Public Transportation |
| • Bridge | • Resurfacing |
| • Major Roadway | • Transportation Systems Management |

Purpose of the TIP (Cont.)

In accordance with Title 23 CFR Part 450.324, the TIP is a financially constrained document. The document identifies those projects that can be implemented using existing revenue sources, as well as those projects that are to be implemented through use of projected revenue sources based upon the FDOT Final Tentative Work Program and locally dedicated transportation revenues.

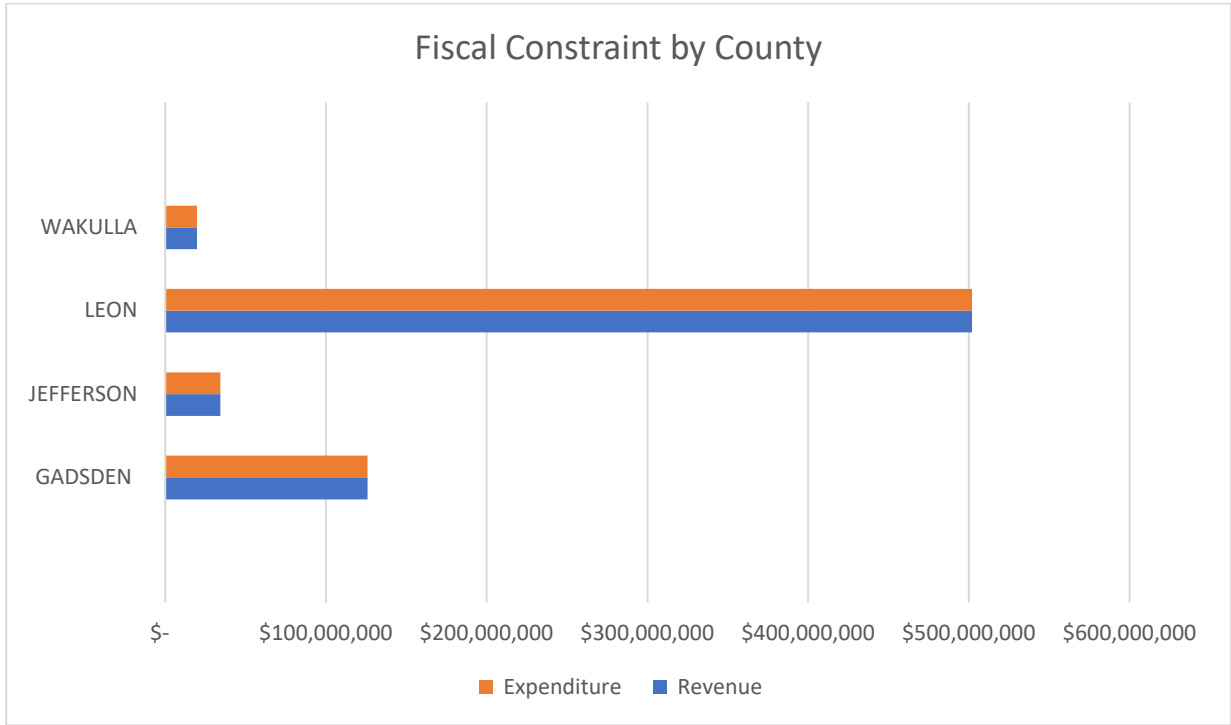
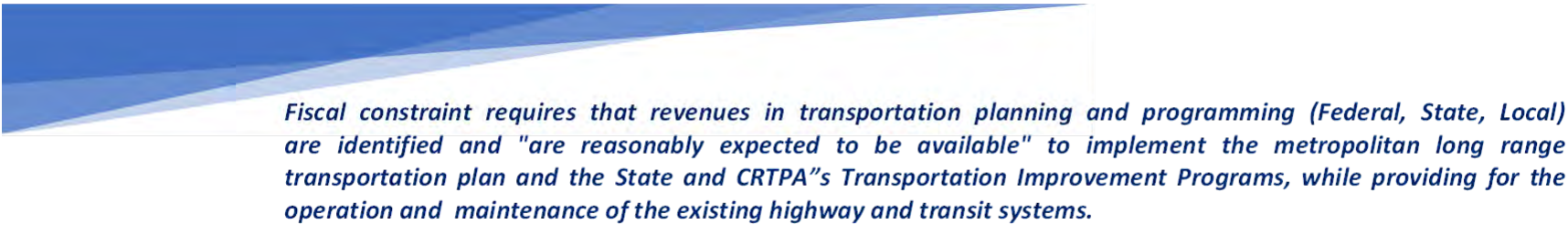


Figure 4: Fiscal Constraint by County

Purpose of the TIP (Cont.)

The TIP is developed by the CRTPA in cooperation with the Florida Department of Transportation (FDOT) and the transit operator, StarMetro, who provide the CRTPA with estimates of available federal and state funds for use in development of the financial plan. (23 C.F.R. 450.326(a)); [49 U.S.C. Chapter 53] Project cost estimates are developed in present day costs and inflated to year of expenditure using inflation factors ("Year of Expenditure").

This document also fulfills Federal requirements in that the listed projects are derived from the Connections 2045 RMP for inclusion in the program and addresses program requirements relating to the federal transportation law passed in July, 2012 titled "Moving Ahead for Progress in the 21st Century Act (MAP-21)". On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act". The Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act 2021, signed into law on December 27, 2020, and the Infrastructure Investment and Jobs Act (IIJA) signed into law November 15, 2021 by President Biden, provide a historic investment in transportation that continues to be implemented during this 5-year TIP window.

A summary of funds by funding category and project type is contained within the TIP in the "Funding Source Summary" section and provides more detail on both the funding amounts and sources for each project included in the TIP. Additionally, as funding becomes available, if a project is advanced, or a discretionary grant is awarded, FDOT or the agency awarded a grant, may request the CRTPA to process an amendment to the TIP.

For example, federal CRRSA funding was made available for Transportation Disadvantage Services in Gadsden and Leon Counties. In another example, IIJA Carbon Reduction funds were programmed on a new project, Jefferson County Rest Area Truck Parking Improvements. The CRTPA's TIP was amended to reflect the additional funding from both of these programs. In FY 24 StarMetro was awarded fifteen million in federal grant [TIGR] funding for the construction of the City of Tallahassee's project, the Sustainable Southside Transit Center. The TIP was amended to include these funds and reflect state and local contributions as well.

Project Selection

Projects included within the TIP reflect the CRTPA's transportation priorities. The CRTPA's prioritization process individually ranks projects by project type on several project lists and is consistent with the federal requirements of 23 CFR 450.322(b), and periodically evaluates facilities that have repeatedly required repair and reconstruction due to emergency events. In the Capital Region tow roadways in Leon County have been identified. (23 CFR 667.3) The TIP prioritization process evaluates projects to assess the anticipated effect of reducing both fatal and injury crashes. Specifically, safety is adopted as a criterion for project selection in the *Connections 2045 RMP*, and for the ranking of projects on the CRTPA's project priority lists.

Project Selection (Cont.)

Additionally, the CRTPA's Congestion Management Process Plan is reviewed for potential project identification to ensure the safe and effective integrated management and operation of the region's multimodal transportation system. More information on the CRTPA's prioritization process is provided below in the "Project Priority Statement" discussion, as well as in the "TIP Basics" Section of this document. Furthermore, *Appendix E* ("Adopted Project priority Lists") provides the agency's most recently adopted priorities. [23 C.F.R 450.332(b) and for non-TMA MPOs 23 C.F.R. 450.332(c)]

Consistency with Other Plans

All projects included within the TIP are consistent with the *Connections 2045 RMP*, adopted on November 23, 2020 and amended June 2021. The RMP defines the strategy to accommodate existing and future travel needs for the four-county CRTPA region and is the region's long-range transportation planning document. The adopted *Connections 2045 RMP* contains the following broad planning factors identified for special focus:

- Connectivity
- Economic Development
- Access
- Multimodal
- Land Use
- Security
- Safety
- Public Health
- Natural Resource Protection/Conservation
- Freight and Transportation Technology

In addition to consistency with the *Connections 2045 RMP*, the TIP is consistent with the Aviation Master Plan of the Tallahassee International Airport, the Transit Development Plan of StarMetro (which was developed in conjunction with the RMP) and locally adopted plans, for example the Tallahassee Leon County Bike-Ped Master Plan. Furthermore, the TIP is consistent with the approved comprehensive plans of the local county and municipal governments within the CRTPA region (§ 339.175(8)(a) F.S.).

Consistency with FAST Act Federal Planning Factors

Projects within the TIP are consistent with the Fixing America's Surface Transportation Act (FAST Act) that was signed into law in December 2015. The FAST Act serves as the primary surface transportation legislation.

The FAST Act identifies the following ten planning factors to be considered as part of the review of projects and plans:

- 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 stormwater impacts of surface transportation.
- 10) Enhance travel and tourism.

Project Priority Statement

Project priorities selected for inclusion within the TIP are consistent with the CRTPA's adopted *Connections 2045 RMP*, as well as the FDOT's Adopted Five Year Work Program. The CRTPA's FY 2024 – FY 2028 Project Priority Lists (PPLs), adopted by the Governing Board on May 17, 2022, provide guidance to the FDOT in development of the State Work Program. The following identifies the eight PPLs adopted by the CRTPA and includes the general criteria that were used in developing each list:

- Regional Mobility Plan (RMP) Roadways PPL - identifies roadway capacity and corridor improvement projects. [Project source: The 2045 Regional Mobility Plan]. The RMP Roadways PPL is developed from projects identified in the adopted long-range transportation plan, *Connections 2045 RMP*. Projects included were ranked based upon the RMP's adopted goals.

Project Priority Statement (Cont.)

- Regional Mobility Plan (RMP) Bicycle and Pedestrian PPL - identifies bicycle and pedestrian projects. [Project source: The 2045 Regional Mobility Plan.] The RMP Roadways PPL is developed from projects identified in the adopted *Connections 2045 RMP*. Projects listed in the RMP were identified in local government bicycle and pedestrian master plans consistent with the plan's identified goals and objectives.
- Regional Trails PPL - identifies regional trail projects. [Project source: The 2045 Regional Mobility Plan and FDOT SUN Trail Network.] The Regional Trails PPL is developed to highlight regional trail projects and unique funding opportunities
- Transportation Alternatives (TA) PPL - provides funding for transportation projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure. (Project source: Applications solicited by the CRTPA and submitted by eligible sponsors for funding). This list was evaluated and ranked by the TA Subcommittee using seven prioritization criteria prior to consideration by the CRTPA.
- Transportation Systems Management and Safety (TSM&S) PPL - identifies low-cost improvements to the existing transportation network that can be constructed in less than two years. [Project source: The FDOT District Three Safety Office, the City of Tallahassee Intelligent Transportation Systems (ITS) Master Plan, local governments and the CRTPA.] Typically, safety and operational projects on the TSM&S PPL go through a specific FDOT process in order to be included. Factors evaluated in developing this list include safety, mobility, timing and cost of project delivery, and estimated current intersection level of service information.
- Intelligent Transportation Systems (ITS) PPL - identifies technological and system efficiencies to improve traffic flow and reduce congestions. [Project source: The City of Tallahassee ITS Master Plan.] Projects on this list aim to maximize the transportation systems efficiency and performance using technology and regional collaboration for all modes of transportation in the region.
- StarMetro PPL provides a listing of transit projects, *developed by StarMetro*, reflecting projects consistent with StarMetro's adopted Transit Development Plan (TDP).
- Tallahassee International Airport PPL provides a listing of airport projects, *developed by the Tallahassee International Airport*, reflecting consistent with the adopted Airport Master Plan Update.

Project Priority Development and Public involvement

Appendix E contains the CRTPA's adopted FY 2024– FY 2028 Project Priority Lists as well as more detail on the prioritization process. In addition, the Public Involvement *Appendix G* will be updated to include the FY 2025- FY 2029 Project Priority Lists presented to the public for comment during the development of this year's TIP. The draft FY 2025 – FY 2029 Project Priority Lists (PPLS) were presented to the Board at the April 18, 2023 Meeting. The changes, additions and deletions to the Roadway, Bike-Ped, Trails and Transportation Systems Management and Safety PPLs was discussed. The Board accepted the draft list which will be presented during the public engagement.

Implemented Projects

Updates of select projects in the CRTPA region are listed in *Appendix B*. Additionally, included within the TIP is the Annual Listing of Federally Obligated Projects located within *Appendix D*. This listing, which is also posted on the project page of the CRTPA's website (www.crtpa.org), includes all projects (listed by county) that have received federal obligation in Fiscal Year 2022 (October 1, 2021 to September 30, 2022). Pursuant to federal law, such a list "shall be published or made available by the metropolitan planning organization for public review" (Title 23 U.S.C. 134(h)(7)(B)). *Appendix D* also provides a listing of FTA obligations developed in concert with StarMetro.

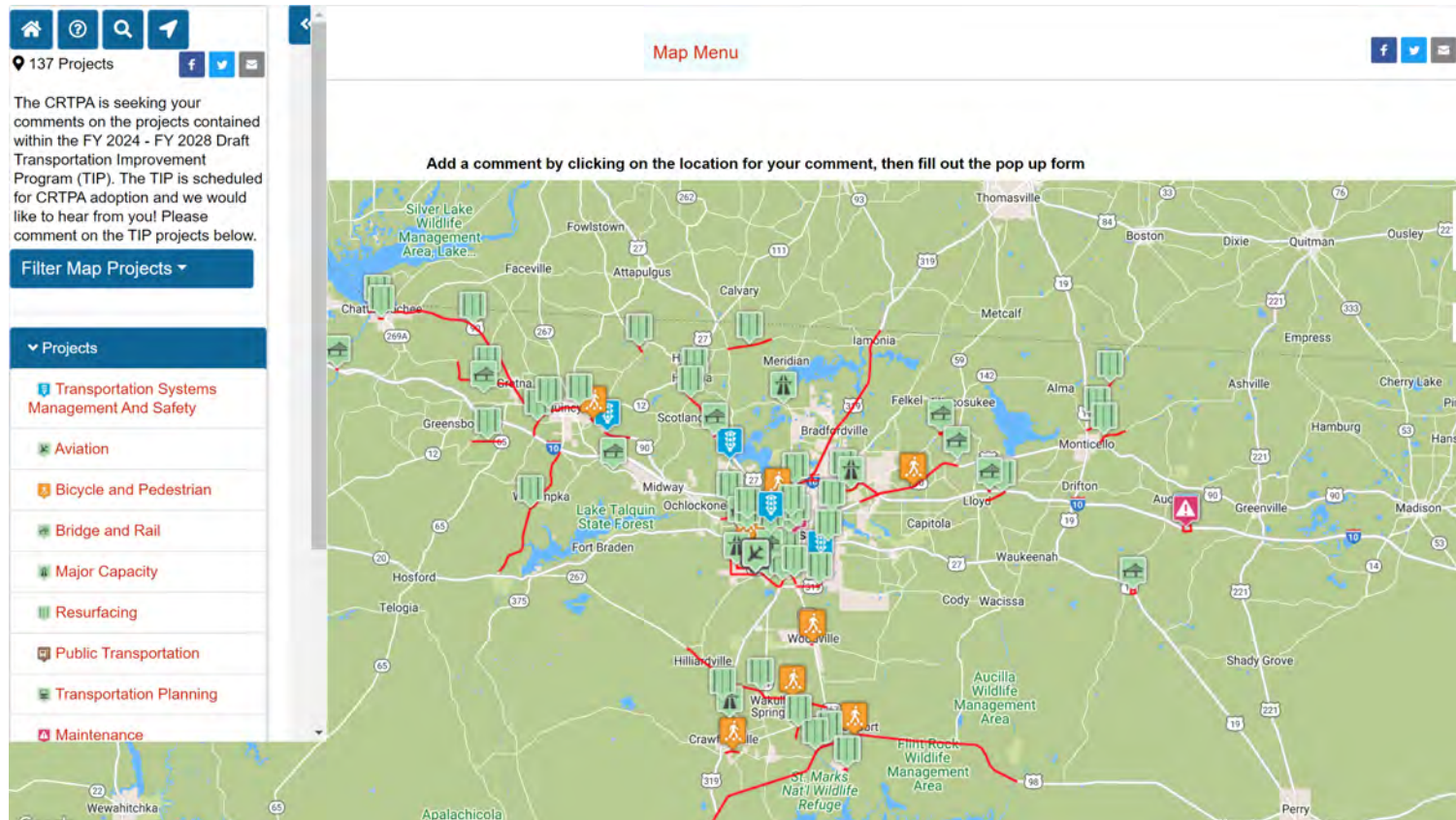
Public Involvement (This section is finalized once all Public Involvement is completed.)

Typically, the TIP public involvement includes conducting public meetings in person and virtually within the region to present the document (as well as information regarding the draft project priority lists) in May. The draft TIP document and Interactive TIP are placed on the CRTPA's webpage (www.crtpa.org) in early May. A virtual meeting, scheduled for May 23, 2023, provides attendees from all four counties an opportunity to learn about the projects receiving funding in the region as well about the metropolitan transportation planning process. The public is able to submit questions and comments before, during and after the meeting. An in-person lunch and learn meeting is set for June 1, 2023 at Tallahassee City Hall.

Information regarding the meetings will be sent out in an email blast, as well as advertised in each of the four (4) county newspapers prior to the meeting. Coordination with our county and municipal government is an integral part of the TIP outreach. The TIP and PPL meeting and related material is sent to the Public Information Officers for the four counties and the city and town managers for distribution to their community members and stakeholders. The TIP update and PPLs will be presented at the CRTPA's June 6, 2023 committee meetings [Citizens Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC)] prior to adoption at the June CRTPA Board meeting. Finally, the TIP is a featured CRTPA document placed on the agency's homepage (in addition to the "Documents" page). *Appendix H* ("Public Involvement") documents these efforts. Furthermore, the current TIP reflects use of an enhanced public involvement technology and outreach opportunities through social media.

Public Involvement Interactive TIP

Prior to TIP adoption the public is able to access project information through the Interactive TIP. This tool provides the public an avenue to find out more about the transportation projects and to provide comment on a project or projects. Access the *FY 24 – FY 28 Interactive TIP* at <https://www.crtiptool.com/crtipa2023/>. Project improvements and details are available, as well as a map of the project limits (if applicable). Use the tool to explore the improvements across the region. The Interactive TIP tool captures the public's comments which will be included in the Public Involvement section of the TIP.



FHWA- Eastern Federal Lands Highway Division (EFLHD) Projects

Appendix F reflects those projects within the CRTPA region that have received funding for transportation improvements on federal lands. Such projects do not impact the funds available to the CRTPA region that are annually prioritized by the agency for inclusion in this document.

TMA Certification & Joint Certification

TMA Certification - The CRTPA's most recent TMA Certification occurred on February 26 – February 28, 2021. The next TMA Certification will be in early 2025. At these meetings, the CRTPA staff meet with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Florida Department of Transportation (FDOT), and StarMetro to discuss the certification of the CRTPA as a Transportation Management Area (TMA). The TMA Certification Report was issued in June 2021. The report contained two findings related to the *Connections 2045 RMP* Financial Plan/Fiscal Constraint and consistency with the TIP. Subsequently, the *Connections 2045 RMP* was amended to address these two issues and FHWA determined that the CRTPA satisfied the federal planning requirements.

Joint Certification - Each year, the FDOT District and the MPO must jointly certify the metropolitan transportation planning process as described in 23 C.F.R. §450.336. The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions. The certification package and statement must be submitted to Central Office, Office of Policy Planning (OPP) no later than June 1. The CRTPA's 2023 joint certification with FDOT was held on February 13, 2024. The accompanying Report and Assurances will be presented for approval at the May 22, 2023 meeting.

Congestion Management Process

The CRTPA Congestion Management Process Plan (CMPP) was adopted by the CRTPA on September 18, 2018 (§ 339.175(6)(c)(1), F.S.). The CMP provides for the development of tools and strategies focused on the reduction of peak hour vehicle miles of travel, reduction of congestion, the improvement of connectivity between employment centers and areas with concentrations of transportation disadvantaged populations, and support access to jobs. In development of the CRTPA's project priority lists, the adopted CMPP was reviewed for potential identification of projects for inclusion on the agency's project priority list. The CRTPA's Congestion Management Process Plan may be viewed on the CRTPA's website in the "Documents" section. Currently, an update to the CMP is underway. The update to the CMP was adopted at the March 18, 2024 CRTPA Meeting.

Transportation Disadvantaged

In accordance with Chapter 427, F.S., the TIP includes information related to transportation disadvantaged services for Gadsden, Jefferson, Leon and Wakulla counties. Specifically, revenues provided for Transportation Disadvantaged services are provided in the “Public Transportation” listing of projects (listed by county). Furthermore, a summary of expenses and revenues by county (provided by the Florida Commission for the Transportation Disadvantaged) is contained within *Appendix C* (“Transportation Disadvantaged”). The region’s local boards (Gadsden, Jefferson, Leon, and Wakulla counties’ local transportation disadvantaged coordinating boards) are staffed by the Apalachee Regional Planning Council.

Performance Management

Consistent with 23 C.F.R. 450.326(c)(d), the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets. Transportation Performance Management (TPM) is a strategic approach to connect transportation investment and policy decisions to help achieve performance goals. Performance measures are quantitative expressions used to evaluate progress toward goals. Performance targets are quantifiable levels of performance to be achieved within a time period. Federal transportation law requires state departments of transportation (DOT), MPOs, and public transportation providers to conduct performance-based planning by tracking performance and establishing data-driven targets to assess progress toward achieving goals. Performance-based planning supports the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven national goals established by Congress:

- Improving safety;
- Maintaining infrastructure condition;
- Reducing traffic congestion;
- Improving the efficiency of the system and freight movement;
- Protecting the environment; and
- Reducing delays in project delivery.

Federal law requires FDOT, the MPOs, and public transportation providers to coordinate when selecting performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe the processes through which these agencies will cooperatively develop and share information related to transportation performance management and target setting.

Performance Management Report

Performance Management

Transportation Performance Management (TPM) is a strategic approach to connect transportation investment and policy decisions to help achieve performance goals. Performance measures are quantitative expressions used to evaluate progress toward goals. Performance targets are quantifiable levels of performance to be achieved within a time period. Federal transportation law requires state departments of transportation (DOT), MPOs, and public transportation providers to conduct performance-based planning by tracking performance and establishing data-driven targets to assess progress toward achieving goals. Performance-based planning supports the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven national goals established by the U.S. Congress:

- Improving safety;
- Maintaining infrastructure condition;
- Reducing traffic congestion;
- Improving the efficiency of the system and freight movement;
- Protecting the environment; and
- Reducing delays in project delivery.

Federal law requires FDOT, the MPOs, and public transportation providers to coordinate when selecting performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe the processes through which these agencies will cooperatively develop and share information related to transportation performance management and target setting.

Highway Safety Measures (PM1)

The first of FHWA's performance management rules establishes measures to assess fatalities and serious injuries on all public roads. The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

1. Number of Fatalities;
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 million VMT; and
5. Number of Nonmotorized Fatalities and Serious Injuries.

1.1 Highway Safety Targets

1.1.1 Statewide Targets

Safety performance measure targets are required to be adopted on an annual basis. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. On August 31, 2023, FDOT established statewide safety performance targets for calendar year 2024. Table 3.1 presents FDOT's statewide targets.

Table 2.1 Statewide Highway Safety Performance Targets

Performance Measure	Calendar Year 2024 Statewide Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injures per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injuries	0

Statewide Targets (Cont.)

FDOT adopted a vision of zero traffic-related fatalities in 2012. This, in effect, became FDOT's target for zero traffic fatalities and quantified the policy set by Florida's Legislature more than 35 years ago (Section 334.046(2), Florida Statutes, emphasis added):

*"The mission of the Department of Transportation shall be to provide a **safe** statewide transportation system..."*

FDOT and Florida's traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by FHWA, the death or serious injury of any person is unacceptable. [The Florida Transportation Plan](#) (FTP), the state's long-range transportation plan, identifies eliminating transportation-related fatalities and serious injuries as the state's highest transportation priority. Therefore, FDOT established 0 as the only acceptable target for all five federal safety performance measures.

MPO Safety Targets

MPOs are required to establish safety targets annually within 180 days of when FDOT established targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or establish their own quantitative targets for the MPO planning area.

The CRTPA acknowledges FDOT statewide 2024 safety targets, which are set at "0" for each performance measure to reflect FDOT's goal of zero deaths. However, the MPO established safety performance targets specific to the MPO planning area. On February 19, 2024, the CRTPA established the calendar year 2024 safety targets listed below.

CRTPA Safety Performance Targets

Performance Measure	Calendar Year 2024 MPO Target
Number of fatalities	49
Rate of fatalities per 100 million vehicle miles traveled (VMT)	1.091
Number of serious Injuries	216
Rate of serious injures per 100 million vehicle miles traveled (VMT)	4.726
Number of non-motorized fatalities and serious injuries	36

MPO Safety Targets (cont.)

The CRTPA first adopted safety targets on January 16, 2018. Since that time, the CRTPA's has chosen to develop and adopt the agency's own safety targets as initial guidance from the FHWA encouraged MPOs to not set aspirational goals in the development of safety targets.

Historically, the targets developed by the CRTPA were developed using data provided by FDOT that is based upon a rolling average for each performance measure for the most recent five-years of available data (for example, the data used in 2020 target development was for the years 2014 – 2018). The five-year FDOT data averages were what the CRTPA adopted annually as its safety targets.

This methodology remained the same until 2021 when the CRTPA adopted targets that reflected the lower target for each of the five measures between the previous year's (2020) adopted targets and the proposed 2021 targets.

More recently (and how the CRTPA currently develops its annual safety targets), on February 21, 2022, the CRTPA changed the way it develops its safety targets by adopting targets for 2022 using the previous year's adopted targets as a baseline with the addition of reduction factor. Specifically, a reduction factor of five percent (5%) is applied annually to the CRTPA's targets.

Safety Trends in the CRTPA Area

The annual development of safety targets provides the CRTPA an opportunity to assess the region's progress towards meeting its adopted safety targets using the data provided annual by the FDOT.

Most recent FDOT data identify that for 2022, the CRTPA has met two (2) of its five (5) adopted 2022 safety targets. Specifically, the CRTPA met its target related to the number and rate of serious injuries.

FDOT Safety Planning and Programming

Florida's Strategic Highway Safety Plan

[Florida's Strategic Highway Safety Plan](#) (SHSP), published in March 2021, identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC, as well as other statewide traffic safety partners. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which are referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies. The SHSP also embraces an integrated "Safe System" approach that involves designing and managing road infrastructure to keep the risk of a mistake low and to ensure that when a mistake leads to a crash, the impact on the human body does not result in a fatality or serious injury. The five Safe System elements together create a holistic approach with layers of protection: safer road users, safer vehicles, safer speeds, safer roads, and post-crash care.

The SHSP also expands the list of emphasis areas for Florida's safety programs to include six evolving emphasis areas, which are high-risk or high-impact crashes that are a subset of an existing emphasis area or emerging risks and new innovations, where safety implications are unknown. These evolving emphasis areas include work zones, drowsy and ill driving, rail grade crossings, roadway transit, micro-mobility, and connected and automated vehicles.

Florida's Highway Safety Improvement Program

While the FTP and the SHSP both highlight the statewide commitment to a vision of zero deaths, the Florida Highway Safety Improvement Program (HSIP) Annual Report documents statewide performance and progress toward that vision. It also lists all HSIP projects that were obligated during the reporting year and the relationship of each project to the SHSP.

As discussed above, in the 2023 HSIP Annual Report, FDOT reported calendar year 2024 statewide safety performance targets at “0” for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than the baseline for at least four of the five measures. If this does not occur FDOT must submit an annual implementation plan with actions, it will take to meet targets in the future.

On April 20, 2023, FHWA reported the results of its 2021 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2021 safety targets, noting that zero had not been achieved for any measure and that only three out of five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) were better than the baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. [The HSIP Implementation Plan](#) was submitted with the HSIP Annual Report to FHWA on August 31, 2023.

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on implementation of the HSIP as a core federal-aid highway program and documents the continued enhancements planned for Florida's HSIP to better leverage the benefits of this program. However, recognizing that FDOT already allocates all HSIP funding to safety programs - and building on the integrated approach that underscores FDOT's safety programs – the HSIP Implementation Plan also documents how additional FDOT, and partner activities may contribute to progress toward zero. Building on the foundation of prior HSIP Implementation Plans, the 2023 HSIP Implementation Plan identifies the following key commitments:

- Improve partner coordination and align safety activities.
- Maximize HSIP infrastructure investments.
- Enhance safety data systems and analysis.
- Implement key safety countermeasures.
- Focus on safety marketing and education on target audiences.
- Capitalize on new and existing funding opportunities.

Florida's Highway Safety Improvement Program (Cont.)

Florida conducts extensive safety data analysis to understand the state's traffic safety challenges and identify and implement successful safety solutions. Florida's transportation system is evaluated using location-specific analyses that evaluate locations where the number of crashes or crash rates are the highest and where fatalities and serious injuries are most prominent. These analyses are paired with additional systemic analyses to identify characteristics that contribute to certain crash types and prioritize countermeasures that can be deployed across the system as a whole. As countermeasures are implemented, Florida also employs predictive analyses to evaluate the performance of roadways (i.e., evaluating results of implemented crash modification factors against projected crash reduction factors).

FDOT's State Safety Office works closely with FDOT Districts and regional and local traffic safety partners to develop the annual HSIP updates. Historic, risk-based, and predictive safety analyses are conducted to identify appropriate proven countermeasures to reduce fatalities and serious injuries associated with Florida's SHSP emphasis areas, resulting in a list of projects that reflect the greatest needs and are anticipated to achieve the highest benefit. While these projects and the associated policies and standards may take years to be implemented, they are built on proven countermeasures for improving safety and addressing serious crash risks or safety problems identified through a data-driven process. Florida continues to allocate all available HSIP funding to safety projects. [FDOT's HSIP Guidelines](#) provide detailed information on this data-driven process and funding eligibility.

Florida received an allocation of approximately \$156 million in HSIP funds for use during the 2023 state fiscal year from July 1, 2022 through June 30, 2023, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete projects that address intersections, lane departure, pedestrian and bicyclist safety, and other programs representing the remaining SHSP emphasis areas. This year's HSIP allocated \$128.7 million in infrastructure investments on state-maintained roadways and \$27.5 million in infrastructure investments on local roadways. A list of HSIP projects can be found in the [HSIP 2023 Annual Report](#).

Beginning in fiscal year 2024, HSIP funding is distributed among FDOT Districts based on statutory formula to allow the Districts to have more clearly defined funding levels for which they can better plan to select and fund projects. MPOs and local agencies coordinate with FDOT Districts to identify and implement effective highway safety improvement projects on non-state roadways.

Additional FDOT Safety Planning Activities

In addition to HSIP, safety is considered as a factor in FDOT planning and priority setting for projects in preservation and capacity programs. Data is analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The [Florida PD&E Manual](#) requires the consideration of safety when preparing a proposed project's purpose and need as part of the analysis of alternatives. Florida design and construction standards include safety criteria and countermeasures, which are incorporated in every construction project. FDOT also recognizes the importance of the American Association of State Highway Transportation Officials (AASHTO) Highway Safety Manual (HSM). Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of project development and design.

FDOT holds Program Planning Workshops annually to determine the level of funding to be allocated over the next 5 to 10 years to preserve and provide for a safe transportation system. Certain funding types are further analyzed and prioritized by FDOT Central Offices, after projects are prioritized collaboratively by the MPOs, local governments, and FDOT Districts; for example, the Safety Office is responsible for the HSIP and Highway Safety Program (HSP) and the Systems Implementation Office is responsible for the Strategic Intermodal System (SIS). Both the Safety and SIS programs consider the reduction of traffic fatalities and serious injuries in their criteria for ranking projects.

Safety Investments in the TIP

The CRTPA's efforts to improving safety within the region reflect and complement the statewide efforts listed above. The CRTPA TIP considers potential projects that fall into specific investment programs established by the MPO. For the CRTPA and its partners, this includes the following safety efforts, programs and policies:

- CRTPA Safety Page ("Focus on Safety") creation in 2023 highlighting the agency's efforts related to the issue of safety (<https://crtpa.org/focus-on-safety/>);
- CRTPA/FDOT annual funding commitment (\$500,000) to the Tallahassee Regional Traffic Management Center for operations and traffic maintenance;
- Coordinated safety effort for North Monroe Street with the CRTPA's partners including the FDOT and Blueprint Intergovernmental Agency in development of Safe Streets and Roads for All implementation grant application (submitted May 2024);
- Recent adoption of an update to the CRTPA Congestion Management Plan that contains a strong safety component (adopted in March 2024);
- Safety coordination meetings held with FDOT District 3 in concert with local partners that identify and discuss safety issues;
- Safety review of resurfacing projects in concert with FDOT and local transportation partners, identifying opportunities for inclusion of safety improvements in near-term resurfacing projects;
- CRTPA Urban Attributable (SU) funding guidance, adopted in November 2017, identifying explicit funding for safety projects, and active agency implementation of pedestrian safety projects utilizing such funds;
- Annual development and adoption of the Transportation Systems Management & Safety Project Priority List that includes a number of pedestrian safety projects for which the agency is seeking funding;
- Implementation of infrastructure projects that improve regional safety including addition of enhanced lighting at key intersections to improvement pedestrian safety and access management improvements to address roadway safety;
- CRTPA website focus on transportation performance management in detail. This information includes a background on the TPM requirements of the agency, the latest information related to the CRTPA's adoption of measures, and information related to how the agency is actively seeking to achieve its adopted measure : (<http://crtpa.org/transportation-performance-measures/>);
- Continued focus on bicycle and pedestrian safety through funding and implementation of regional shared use path projects (planning studies; SUNTrail grants).

Safety Investments in the TIP (Cont.)

Specific investment projects within the TIP support the CRTPA's goals (including the goal of safety) through the use of a prioritization and a project selection process established in the CRTPA's current adopted 2045 Regional Mobility Plan (adopted in November 2020). This process provided the highest prioritization weighting for safety improvement projects and, relatedly, the TIP prioritization process mirrors the RMP's prioritization process through a focus on selection of projects that have an anticipated effect of reducing both fatal and injury crashes. Going forward, the project evaluation and prioritization processes used in the RMP and the TIP will continue to use a data-driven strategy that considers stakeholder input to evaluate projects that have an anticipated effect of reducing both fatal and injury crashes.

Because safety is inherent in so many FDOT and CRTPA programs and projects, and because of the broad and holistic approach FDOT is undertaking with its commitment to Target Zero, the program of projects in this TIP is anticipated to support progress towards achieving the CRTPA's safety targets.

Pavement & Bridge Condition Measures (PM2)

FHWA's Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

1. Percent of NHS bridges (by deck area) classified as in good condition;
2. Percent of NHS bridges (by deck area) classified as in poor condition;
3. Percent of Interstate pavements in good condition;
4. Percent of Interstate pavements in poor condition;
5. Percent of non-Interstate National Highway System (NHS) pavements in good condition; and
6. Percent of non-Interstate NHS pavements in poor condition.

For the pavement measures, five pavement metrics are used to assess condition:

- International Roughness Index (IRI) - an indicator of roughness (applicable to asphalt, jointed concrete, and continuously reinforced concrete pavements);
- Cracking percent – percentage of pavement surface exhibiting cracking (applicable to asphalt, jointed concrete, and continuously reinforced concrete pavements);
- Rutting - extent of surface depressions (applicable to asphalt pavements only);
- Faulting - vertical misalignment of pavement joints (applicable to jointed concrete pavements only); and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

Bridge & Pavement Condition Targets

Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for bridge and pavement condition measures. On December 16, 2022, FDOT established statewide bridge and pavement targets for the second performance period ending in 2025. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets. The two-year targets represent bridge and pavement condition at the end of calendar year 2023, while the four-year targets represent condition at the end of 2025. The below table presents the statewide targets.

Statewide Bridge and Pavement Condition Performance Targets

Performance Measure	2022 Statewide Conditions	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	58.2%	≥50.0%	≥50.0%
Percent of NHS bridges (by deck area) in poor condition	0.6%	≤10.0%	≤10.0%
Percent of Interstate pavements in good condition	73.4%	≥60.0%	≥60.0%
Percent of Interstate pavements in poor condition	0.2%	≤5.0%	≤5.0%
Percent of non-Interstate pavements in good condition	48.8%	≥40.0%	≥40.0%
Percent of non-Interstate pavements in poor condition	0.6%	≤5.0%	≤5.0%

Source: 2022 Statewide Conditions [fdotsourcebook.com](https://fdots.sourcebook.com).

In determining its approach to establishing performance targets for the federal bridge and pavement condition performance measures, FDOT considered many factors. FDOT is mandated by Florida Statute 334.046 to preserve the state's bridges and pavement to specific state-defined standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These state statutory guidelines envelope the statewide federal targets that have been established for bridges and pavements.

Statewide Targets (Cont.)

In addition, FDOT developed a [Transportation Asset Management Plan](#) (TAMP) for the state NHS bridge and pavement assets. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the State's targets for asset condition and performance of the NHS. FDOT's current TAMP was submitted on December 30, 2022 and recertified by FHWA on February 23, 2023.

Further, the federal pavement condition measures require a data collection methodology that is a departure from the methods historically used by FDOT. For bridge condition, performance is measured in deck area under the federal measure, while FDOT programs its bridge repair or replacement work on a bridge-by-bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets. The percentage of Florida's bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older. Reported bridge and pavement data through 2022 exceeded the established targets. Based on analyses of the data, the previous statewide targets are still appropriate for 2023 and 2025.

FHWA determined that FDOT made significant progress toward its 2021 PM2 targets; FHWA's assessment of progress toward the 2023 targets is anticipated to be provided in 2024.

CRTPA Targets

MPOs must set four-year targets for the six bridge and pavement condition measures within 180 days of when FDOT established targets. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area for one or more measures.

On May 22, 2023, the CRTPA agreed to support FDOT's statewide bridge and pavement performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets.

CRTPA Targets (Cont.)

Bridge & Pavement Investments in the TIP

The CRTPA's TIP reflects investment priorities established in the current CRTPA 2045 Regional Mobility Plan (RMP) including the goal of safety. The focus of CRTPA's investments in bridge and pavement condition related to system preservation/maintenance on the Interstate and non-Interstate NHS in the MPO include:

- Pavement replacement or reconstruction (on the NHS) projects contained within the Resurfacing section of this document;
- New lanes or widenings of NHS facilities, including resurfacing existing NHS lanes associated with new capacity projects contained within the Major Capacity section of this document;
- Bridge replacement or reconstruction projects that are contained within the Bridge section of this document;
- New bridge capacity projects as identified in the Bridge section of the TIP
- System resiliency projects that improve NHS bridge components (e.g., upgrading culverts).

Funding in the CRTPA TIP reflects a significant amount of resources to projects that maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, and new bridge and pavement capacity. The TIP reflects a commitment to bridge safety and reconstruction and includes the following projects programmed at \$59,191,600:

407304	2	SR 8 (I-10) OVER FG&A R/R & LITTLE RIVER BRIDGE NOS. 500097 & 500098	GADSDEN	BRIDGE REPAIR	\$ 526,247
439383	1	HIGH BRIDGE ROAD/CR 268 OVER LITTLE RIVER BRIDGE NO. 500045	GADSDEN	BRIDGE REPLACEMENT	\$ 18,226,953
441188	1	HANNA MILL POND ROAD OVER HANNA POND BRIDGE NO. 504043	GADSDEN	BRIDGE REPLACEMENT	\$ 13, 821,509
451030	1	SR 63 (US 27) OVER OCHLOCKONEE RIVER & RELIEF BR #500124, 25, 26, 27	GADSDEN	BRIDGE REPAIR	\$ 1,367,712
409485	5	I-10 (SR 8) OVER LLOYD CREEK BRIDGE NO. 540019	JEFFERSON	BRIDGE REPAIR	\$ 2,264,334
445749	2	SR 10 (US 90) OVER WOLF CREEK BRIDGE NO. 540005	JEFFERSON	BRIDGE REPAIR	\$ 539,262
453072	1	SR 265 MAGNOLIA DR. OVER FG&A RR BRIDGE NO. 550011	LEON	BRIDGE REPAIR	\$ 1,096,538
452687	1	SR 8 (I-10) OVER CR 146 MICCOSUKEE RD BRIDGE NO. 550069	LEON	BRIDGE REPAIR	\$ 5,672,022
449079	1	SPRINGHILL ROAD OVER MUNSON SLOUGH BRIDGE NO 550054	LEON	BRIDGE REPLACEMENT	\$ 7,168,472
442951	1	CR 372 SURF ROAD OVER OTTER CREEK RISE BRIDGE NO. 594049	WAKULLA	BRIDGE REPLACEMENT	\$ 8,508,551

CRTPA Targets (Cont.)

In terms of maintaining the safety of the condition of the region's roadways through resurfacings, the TIP provides an investment of \$304,216,943 and includes the following projects:

413425	3	SR 10 (US 90) FROM JACKSON COUNTY LINE TO BATES ST	GADSDEN	RESURFACING	\$ 3,686,732
219485	2	SR 366 PENSACOLA ST FROM RAILROAD OVERPASS TO SR 366 STADIUM DR	LEON	RESURFACING	\$ 14,483,177
449172	1	SR 366 STADIUM DRIVE FROM PENSACOLA ST TO GAINES ST	LEON	RESURFACING	\$ 3,239,859
446637	2	CR 12 FAIRBANKS RD FROM CR 157 CONCORD RD TO LEON CO LINE - PHASE II	GADSDEN	RESURFACING	\$ 1,867,495
413425	2	SR 10 (US 90) FROM W OF 4 LANE TO SR 65 / CR 12 MADISON ST	GADSDEN	RESURFACING	\$ 12,947,236
222589	6	SR 8 (I-10) FROM W OF OLD BAINBRIDGE RD TO W OF OLSON RD	LEON	RESURFACING	\$ 26,295,845
417643	2	SR 8 (I-10) FROM W OF OLSON RD TO E OF SR 10 (US 90) MAHAN DRIVE	LEON	RESURFACING	\$ 14,124,058
219484	2	SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD	LEON	RESURFACING	\$ 7,423,529
421635	4	SR 61 S MONROE ST FROM PERKINS ST TO N OF JEFFERSON ST	LEON	RESURFACING	\$ 9,082,971
219668	2	SR 61 THOMASVILLE HWY FR N OF SR 63 (US 27) MONROE ST TO N OF 9TH AVE	LEON	RESURFACING	\$ 11,098,435
448613	2	CR 149 BOSTON HWY FROM STILL ROAD TO GILEY ROAD (PH II)	JEFFERSON	WIDEN/RESURFACE	\$1,919,861
219722	5	SR 263 CAP CIR NW FROM W OF SR 10 (US 90) TENN ST TO N OF SR 8 (I-10)	LEON	RESURFACING	\$ 7,103,667
218845	2	SR 267 FROM LIBERTY COUNTY LINE TO S OF SR 8 (I-10)	GADSDEN	RESURFACING	\$ 12,927,559
403942	3	SR 10 (US 90) TENN ST FR SR 61 (US 27) MONROE ST TO SR 265 MAGNOLIA DR	LEON	RESURFACING	\$ 9,496,783

CRTPA Targets (Cont.)

450817	1	COASTAL HWY (SR 30/US 98) FROM WAKULLA COUNTY LINE TO TAYLOR COUNTY LINE	JEFFERSON	RESURFACING	\$ 6,689,895
451753	1	CR 158A (OLD LLOYD ROAD) FROM E OF LLOYD CREEK ROAD TO I-10 OVERPASS	JEFFERSON	RESURFACING	\$ 685,264
451773	1	CR 161A DOGTOWN RD FROM CR 161 PT MILLIGAN RD TO CR 159 SALEM RD	GADSDEN	WIDEN/RESURFACE	\$ 1,692,780
451777	1	CR 274 PROVIDENCE RD FROM CR 65A JUNIPER CRK RD TO SR 65 HOSFORD HWY	GADSDEN	RESURFACING	\$ 2,732,527
450811	1	CRAWFORDVILLE RD (SR 61/ADAMS ST) FROM ARDEN RD TO GAINES ST	LEON	RESURFACING	\$ 10,397,594
450121	1	SR 10 (US 90) FROM DUVAL ST TO W OF QUINCY CREEK	GADSDEN	RESURFACING	\$ 3,104,610
450809	1	SR 63 (US 27) FROM SR 159 TO CR 270 SHADY REST RD	GADSDEN	RESURFACING	\$ 9,602,519
453120	1	SR 8 (I-10) FROM W OF SR267 TO W OF SR10 (US90)	GADSDEN	RESURFACING	\$ 37,838,525
452941	1	SR 20 (US 27) FROM W OF CR 259 TO W OF SR 57 (US 19)	JEFFERSON	RESURFACING	\$ 6,625,214
453152	1	SR 59 GAMBLE RD FROM SR 30 (US98) TO CR 259 TRAM RD	JEFFERSON	RESURFACING	\$ 15,598,918
403942	3	SR 10 (US 90) MAHAN DR FROM CR0353 (DEMPSEY MAYO RD) TO APEX DR	LEON	RESURFACING	\$ 9,593,483
452946	1	SR 261 (US 319) CAPITAL CIRCLE FROM CENTERVILLE RD TO SR 61 THOMASVILLE RD	LEON	RESURFACING	\$ 8,050,149
453096	1	SR 263 (US 319) CAPITAL CIRCLE SW FROM SR 363 (US 27) WOODVILLE TO E OF SR 61	LEON	RESURFACING	\$ 4,035,557
452938	1	SR 61 (THOMASVILLE RD) FROM NORTH OF 9TH AVE TO NORTH LIVE OAK PLANTATION DR	LEON	RESURFACING	\$ 14,147,294
452940	1	SR 61 (US 319) FROM TIMBERWOLF CROSSING TO GEORGIA STATE LINE	LEON	RESURFACING	\$ 16,660,887
452939	1	SR 63 (US 27/MONROE ST) FROM SR 263 (CAPITAL CIRCLE) TO JOHN KNOX ROAD	LEON	RESURFACING	\$ 21,064,520

CRTPA Targets (Cont.)

The projects included in the TIP are consistent with FDOT's Five Year Work Program. Therefore, they reflect FDOT's approach of prioritizing funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to pavement and bridge projects, the CRTPA anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles traveled on the Interstate system that are reliable;
2. Percent of person-miles traveled on the non-Interstate NHS that are reliable;

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO_x, VOC, CO, PM₁₀, and PM_{2.5}) for CMAQ funded projects.

Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida. A description of the first three measures is below.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time over all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day.

The third performance measure assesses the reliability of truck travel on the Interstate system. The TTTR assesses how reliable the Interstate network is by comparing the worst travel times for trucks against the travel time they typically experience.

System Performance and Freight Targets

Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for the system performance and freight targets. On December 16, 2022, FDOT established statewide performance targets for the second performance period ending in 2025. The 2-year and 4-year targets set for this performance period are identical to the 2-year and 4-year targets set for the previous performance period. Florida's performance through 2021 exceeds the targets. The two-year targets represent performance at the end of calendar year 2023, while the four-year targets represent performance at the end of 2025. The below table presents the statewide targets.

Statewide System Performance and Freight Targets

Performance Measure	2022 Statewide Conditions	2023 Statewide Target	2025 Statewide Target
Percent of person-miles traveled on the Interstate system that are reliable	85.7%	≥75.0%	≥70.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	92.1%	≥50.0%	≥50.0%
Truck travel time reliability (Interstate)	1.46	1.75	2.00

Source: 2022 Statewide Conditions fdotsourcebook.com.

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. Actual performance in 2021 was better than the 2021 targets. FHWA's assessment of progress toward the 2023 targets is anticipated to be released in March 2024.

System performance and freight are addressed through several statewide initiatives:

- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and includes highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The [SIS Policy Plan](#) was updated in early 2022 consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investment needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, safety, preservation, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).
- In addition, [FDOT's Freight Mobility and Trade Plan](#) (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high priority projects support the statewide freight vision. In May 2020, FHWA approved the FMTP as FDOT's State Freight Plan. An update to the FMTP will be adopted in the spring of 2024.

CRTPA Targets

MPOs must establish four-year targets for all three performance measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area for one or more measures.

On May 22, 2023, the CRTPA agreed to support FDOT's statewide system performance and freight targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets, as show below:

CRTPA Targets (Cont.)

CRTPA System Performance and Freight Targets

PM3: System Performance		2025 Target
Percent of Person-Miles Traveled on the Interstate that are Reliable		70.00%
Percent of Person-Miles Traveled on the Non- Interstate that are Reliable		50.00%
Truck Travel Time Reliability (TTTR) Index		2.00

System Performance and Freight Investments in the TIP

The CRTPA TIP reflects investment priorities established in the CRTPA 2045 Regional Mobility Plan (RMP). The focus of the CRTPA's investments that address system performance and freight include:

- Corridor improvements;
- Intersection improvements;
- Projects identified in the CRTPA's Congestion Management Plan selected for TIP inclusion;
- Investments in transit, bicycle, and pedestrian projects that promote multimodal options;
- Transportation Intersection improvements identified in the Transportation Systems Management section including funding for the maintenance of traffic signals;
- TSMO/ITS projects or programs such as annual funding provided to the Tallahassee Advanced Traffic Management System (TATMS), the regional traffic management center identified in the Transportation Systems Management section as well as the inclusion of detailed projects identified in the ITS Master Plan that have been included on the agency's TSM and Safety project priority list.

System Performance and Freight Investments in the TIP (Cont.)

The following projects are included in the TIP will assist in enhancing system performance and freight:

- FM# 2197492 SR 263 CAPITAL CIRCLE FROM CRAWFORDVILLE ROAD TO SPRINGHILL RD - ADD LANES & RECONSTRUCT (CST in FY 26)
- FM#2198811 US 319 CRAWFORDVILLE ROAD FROM LL WALLACE RD TO SR 61 - ROW FOR FUTURE CAPACITY (FY 27)
- FM#2198815 US 319 CRAWFORDVILLE ROAD FROM WAKULLA COUNTY LINE TO S OF LL WALLACE ROAD - ROW (FY 26 & 27)

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to address performance goals and targets. Per federal planning requirements, the state selects projects on the NHS in cooperation with the CRTPA from the approved TIP. Given the significant resources devoted in the TIP to programs that address system performance and freight, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide reliability performance targets.

Transit Asset Performance Measures

FTA's Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The regulations define the term "state of good repair," require that public transportation providers develop and implement TAM plans, and established state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. The below table identifies the TAM performance measures.

FTA TAM Performance Measures

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

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider's operating environment. ULB considers a provider's unique operating environment such as geography, service frequency, etc.

Public transportation providers are required to establish and report TAM targets annually for the following fiscal year. Each public transportation provider or its sponsors must share its targets with each MPO in which the public transportation provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets). When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area. To the maximum extent practicable, public transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM regulation defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service, or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes or have 100 or less vehicles in one non-fixed route mode. A Tier I provider must establish its own TAM targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a Group Plan with other Tier II providers whereby targets are established for the entire group in coordination with a group plan sponsor, typically a state DOT.

Tier I	Tier II
Operates rail service	Subrecipient of FTA 5311 funds
OR	OR
≥ 101 vehicles across all fixed route modes	American Indian Tribe
OR	OR
≥ 101 vehicles in one non-fixed route mode	≤ 100 vehicles across all fixed route modes
	OR
	≤ 100 vehicles in one non-fixed route mode

FDOT Group TAM Plan Participants

A total of 19 public transportation providers participated in the [FDOT Group TAM Plan](#) and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table 5.2). These are FDOT’s Section 5311 Rural Program subrecipients. The Group TAM Plan was adopted in September 2022 and covers fiscal years 2022-2023 through 2025-2026. Group TAM Plan targets for fiscal year 2023 were submitted to NTD in September 2023. The CRTPA region is served two (2) Tier II providers: Big Bend Transit, Inc. and Wakulla Senior Citizens Council, Inc. The CRTPA’s Tier II providers participate in the group TAM plan developed by the FDOT Public Transit Office in Tallahassee.

Transit Asset Management Targets

The following providers operate in the MPO planning area: The CRTPA region is served by one (1) Tier I transit service provider: StarMetro (City of Tallahassee) and two (2) Tier II providers: Big Bend Transit, Inc. and Wakulla Senior Citizens Council, Inc. The CRTPA’s Tier II providers participate in the group TAM plan developed by the FDOT Public Transit Office in Tallahassee.

Transit Agency Targets

The CRTPA established TAM targets for each of the applicable asset categories on May 22, 2023. Table 5.3 presents the targets.

For Big Bend Transit, Inc. and Wakulla Senior Citizens Council, Inc., part of the Group TAM Plan for Fiscal Years 2022/2023 – 2025/2026 were developed by FDOT for these Tier II providers in Florida. The FY 2022 asset conditions and FY 2023 targets for the Tier II providers are shown in Table 5.4. *Note: FDOT will provide an update once FY 2023 performance and FY 2024 targets are available.*

The transit provider's TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the current targets.

Table 5.1 Transit Asset Management Targets for StarMetro

Asset Category - Performance Measure	Asset Class	Jan. 2022 Target	Jan. 2023 Target	Jan. 2024 Target	Jan. 2025 Target	Jan. 2026 Target
Revenue Vehicles						
AGE	<i>BU2 - Bus, Diesel, 35'</i>	80%	67%	100%	100%	100%
	<i>BU3 - Bus, Diesel, 40'</i>	29%	70%	81%	100%	100%
	<i>BU4 - Bus, CNG, 30'</i>	0%	0%	0%	0%	0%
	<i>BU5 - Bus, CNG, 35'</i>	0%	0%	0%	0%	0%
	<i>BU6 - Bus, Electric, 35'</i>	0%	0%	0%	10%	17%
	<i>BU7 - Bus, Electric, 40'</i>	0%	0%	0%	0%	0%
	<i>CU2 - Cutaway Bus, CNG</i>	91%	91%	71%	79%	57%
	<i>CU3 - Cutaway Bus, CNG, Low Floor</i>	0%	100%	0%	0%	0%
	<i>CU4 - Cutaway Bus, Electric</i>	0%	0%	0%	0%	0%
	<i>VN1 - Van, ADA</i>	0%	0%	22%	22%	67%
	<i>VN2 - Van, ADA, Electric</i>	0%	0%	0%	0%	0%
Equipment						
AGE/CONDITION	<i>NRA - Non Revenue Service Auto</i>	0%	0%	0%	0%	0%
	<i>TRK - Trucks/Rubber Tire Vehicles</i>	0%	0%	0%	0%	0%
	<i>CF1 - Contengency Fleet</i>	0%	0%	0%	0%	0%
	<i>TBU - Trolleybus</i>	0%	0%	0%	0%	100%
	<i>VAN - Van, Non-ADA</i>	0%	0%	0%	0%	0%
	<i>MEQ - Maintenance Equipment</i>	0%	0%	0%	0%	0%
	<i>CFC - Charger, Fast Charge</i>	0%	0%	0%	0%	0%
	<i>CDC -Charger, Depot Charger</i>	0%	0%	0%	0%	0%
Facilities						
Condition	<i>Administration & Maintenance Facility</i>	0%	0%	0%	0%	0%
	<i>Passenger Facilities</i>	0%	0%	0%	0%	0%
	<i>Lifts</i>	0%	0%	0%	0%	0%
	<i>Fueling Facility</i>	0%	0%	0%	0%	0%

FDOT Group Plan Transit Asset Management Targets for Tier II Providers (Big Bend Transit, Inc. and Wakulla Senior Citizens Council, Inc.)

Asset Category - Performance Measure	Asset Class	FY 2021 Asset Conditions	FY 2022 Performance	FY2023 Target
Revenue Vehicles				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	0%	0%	0%
	Bus	21.54%	16.42%	16.0%
	Cutaway Bus	9.81%	7.19%	7.0%
	School Bus	100.0%	100.0%	100.0%
	Mini-Van	19.59%	30.85%	30.0%
	SUV	20%	9.09%	9.0%
	Van	40.58%	39.68%	39.0%
Equipment				
Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue Automobile	75%	100%	100.0%
	Trucks and other Rubber Tire Vehicles	6.25%	6.25%	6.0%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger/Parking Facilities	0%	0%	0%
	Administration/Maintenance Facilities	6.67%	6.67%	6.0%

MPO Transit Asset Management Targets

As discussed above, MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

On May 22, 2023, the CRTPA agreed to support StarMetro's TAM targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the provider's targets.

Transit Asset Management Investments in the TIP

The CRTPA TIP was developed and is managed in cooperation with the CRTPA region's public transportation providers (StarMetro, Big Bend Transit, Inc. and Wakulla Senior Citizens Council, Inc.). The TIP reflects the investment priorities established in the CRTPA 2045 Connections Regional Mobility Plan.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. The focus of the CRTPA's investments that address transit state of good repair include projects and programs contained within the Public Transportation Section of this document including the following:

- Continued bus and paratransit replacements with compressed natural gas conversion (CNG)
- Repair, rehabilitation, and replacement of transit infrastructure

Transit asset condition and state of good repair is a consideration in the methodology the CRTPA uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit state of good repair, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit state of good repair in the MPO's planning area. The CRTPA's 2045 Regional Mobility Plan reflects goals supportive of transit state of good repair. Furthermore, development of the CRTPA's annual list of project priorities occurs in concert with the agency's transportation partners. With regards to transit, such coordination includes StarMetro and reflects consistency with StarMetro's adopted Transit Development Plan, most recently adopted in July 2021 (<https://www.talgov.com/Uploads/Public/Documents/starmetro/tdp.pdf>).

The CRTPA TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit asset performance targets. The CRTPA will continue to coordinate with the StarMetro, Big Bend Transit, Inc. and Wakulla Senior Citizens Council, Inc. to maintain the region's transit assets in a state of good repair.

Currently, programmed investments in the CRTPA region's public transit system identifies approximately \$50 million in both capital and operational projects over the next 5 years. For more information on these programs and projects, see Section E (Public Transportation) section in this document.

Transit Safety Performance

FTA's Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

The regulations apply to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The PTASP must include performance targets for the performance measures established by FTA in the [National Public Transportation Safety Plan](#), which was published on January 28, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 public transportation provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the FTA PTASP requirements.¹

¹ FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at [ptasp-14-90-guidance-document_09112019.docx \(live.com\)](#)

Transit Safety Performance (Cont.)

Each public transportation provider that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

When establishing transit safety targets, the CRTPA may either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO planning area. In addition, the CRTPA must reflect those targets in LRTP and TIP updates.

Transit Safety Targets

The following transit providers operate in the CRTPA planning area: (1) Tier I transit service provider - StarMetro (City of Tallahassee) and two (2) Tier II providers - Big Bend Transit, Inc. and Wakulla Senior Citizens Council, Inc. Of these providers, StarMetro is responsible for developing a PTASP and establishing transit safety performance targets annually.

Transit Agency Safety Targets

StarMetro established the transit safety targets identified in the below table on January 2021:

Transit Safety Performance Targets for StarMetro

Transit Safety Performance Targets for StarMetro							
Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
Fixed Route Bus	0	0	5	0.2	7	.028	9,500
ADA/ Paratransit	0	0	2	0.1	1	0.1	68,456

CRTPA Transit Safety Targets

As discussed above, MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional transit safety targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

CRTPA Transit Safety Targets (Cont.)

To that end, on May 18, 2021, the CRTPA agreed to support StarMetro's transit safety targets as contained within the PTASP, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the targets. The CRTPA's TIP was developed and is managed in cooperation with StarMetro. It reflects the investment priorities established in the CRTPA's 2045 Regional Mobility Plan. The CRTPA supports StarMetro's transit safety targets and agrees to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit provider's targets.

Transit Safety Investments in the TIP

The CRTPA's TIP was developed and is managed in cooperation with StarMetro (City of Tallahassee), Big Bend Transit, Inc., and Wakulla Senior Citizens Council, Inc. It reflects the investment priorities established in the CRTPA's 2045 Regional Mobility Plan.

The TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems. The focus of the CRTPA's investments that address transit safety performance include:

- Pedestrian infrastructure projects that expand pedestrian connectivity and safety within the region to transit facilities that are included in Section B (Bicycle and Pedestrian) section of the TIP, including:
 - Paul Russell Road Sidewalk (Monday Rd to Apalachee Parkway) CST in FY 25
 - Monroe Street Sidewalk (Lakeshore Dr to John Knox Rd) CST in FY 25
 - Old St. Augustine Road Sidewalk (Lafayette St to Paul Russell Rd) CST in FY 26
- Roadway resurfacing projects that are included in Section F (Resurfacings).
- Transportation System Management & Operations (TSM&O) projects included in Section G (Transportation Systems Management) that include intersection improvements that enhance pedestrian safety.

Transit safety is a consideration in the methodology CRTPA uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the CRTPA's goals, including transit safety, using a prioritization and project selection process established in the RMP. This process evaluates projects that, once implemented, are anticipated to improve transit safety in the CRTPA planning area.

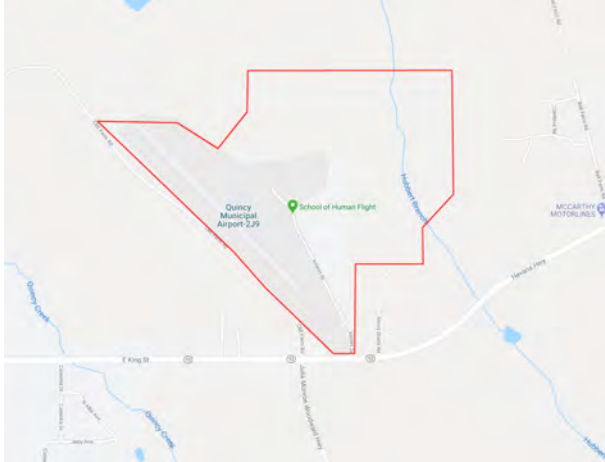
Transit Safety Investments in the TIP (Cont.)

This prioritization process considers the following criteria:

Prioritization Criteria	Weighting
Safety Improvement	75
Universal Accessibility	60
Growth Center/Economic Development	30
Existing Congestion Reduction	25
Supportive of Bicycle and Pedestrian Mobility and Accessibility	20
Supportive of Transit Priorities and Accessibility	20
Future Congestion Reduction	15
Supportive of Freight Priorities	15
Supportive of Transportation Technology	15
Resilience	10
Evacuation Route	5
Travel and Tourism	5
Tiebreaker: Funding Commitment	1
Total Potential Points	296

The CRTPA TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. The CRTPA will continue to coordinate with the StarMetro to maintain and improve the safety of the region's transit system and maintain transit assets in a state of good repair.

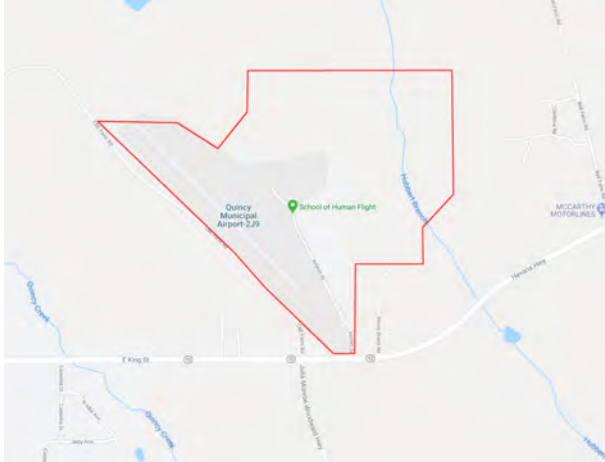
SECTION A - AVIATION (STATE/FEDERALLY FUNDED)

QUINCY MUNICIPAL AIRPORT ENVIRON. DESIGN & CONSTRUCTION OF APRON AREA**4466471 Non-SIS**

Project Description: AVIATION CAPACITY PROJECT
Lead Agency: QUINCY-GADSDEN AIRPORT AUTHORITY
County: GADSDEN
Length: 0
Phase Group: CAPITAL

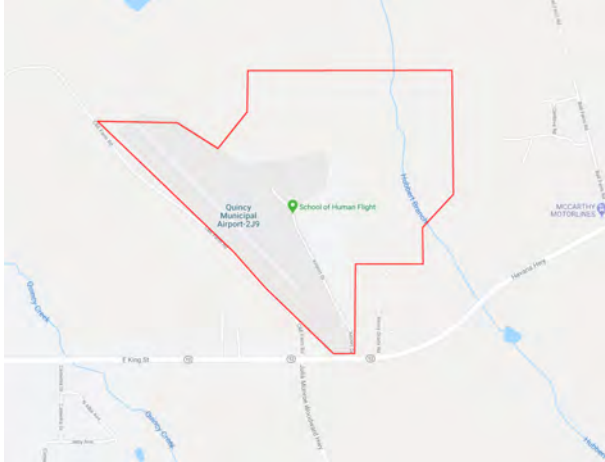
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	DPTO	800,000	0	0	0	0	800,000
		800,000					800,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 800,000****LRTP: 2045 RMP Table 5-12 - Page 5-12**

QUINCY MUNICIPAL AIRPORT ENVIRONMENTAL/DESIGN OF T-HANGARS & TAXILANE
4485621 Non-SIS**Project Description:** AVIATION REVENUE/OPERATIONAL**Lead Agency:** QUINCY-GADSDEN AIRPORT AUTHORITY**County:** GADSDEN**Length:** 0**Phase Group:** CAPITAL

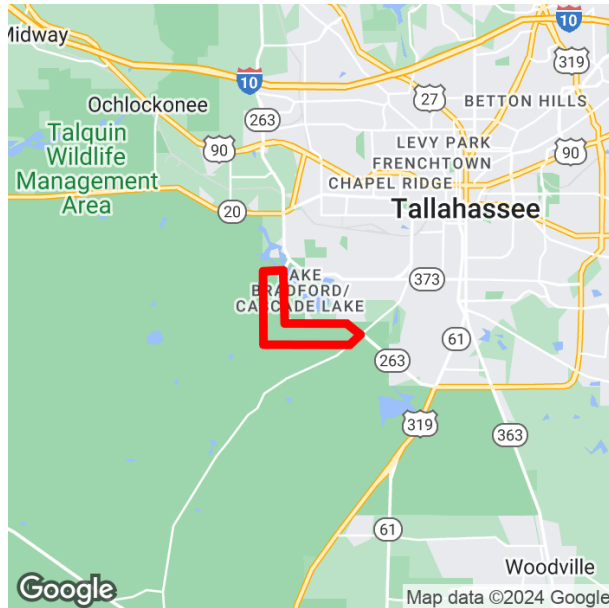
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	DPTO	0	550,000	0	0	0	550,000
		550,000					550,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 550,000****LRTP: 2045 RMP Table 5-12 - Page 5-12**

QUINCY MUNICIPAL AIRPORT TAXIWAY REHABILITATION - CONSTRUCTION, CEI/RP
4498951 Non-SIS**Project Description:** AVIATION PRESERVATION PROJECT**Lead Agency:** QUINCY-GADSDEN AIRPORT AUTHORITY**County:** GADSDEN**Length:** 0**Phase Group:** CAPITAL

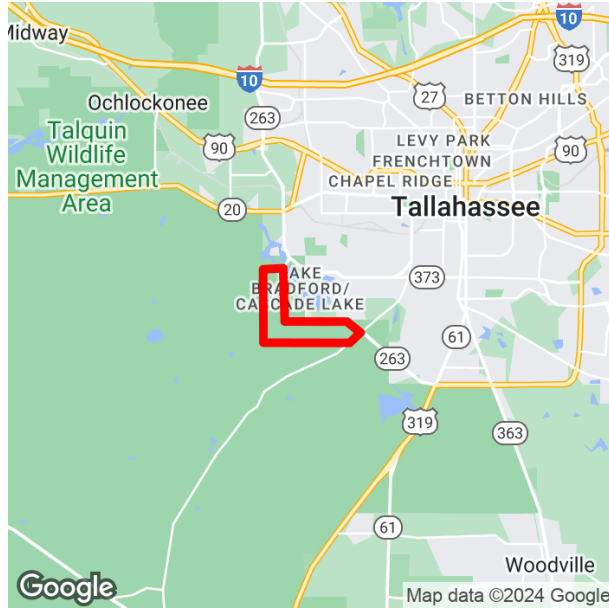
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	DDR	0	0	700,000	0	0	700,000
		700,000			700,000		

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 700,000****LRTP: 2045 RMP Table 5-12 - Page 5-12**

TALLAHASSEE INTERNATIONAL AIRPORT AIR CARRIER APRON IMPROVEMENTS**4500381 SIS****Project Description:** AVIATION PRESERVATION PROJECT**Lead Agency:** CITY OF TALLAHASSEE**County:** LEON**Length:** 0**Phase Group:** CAPITAL

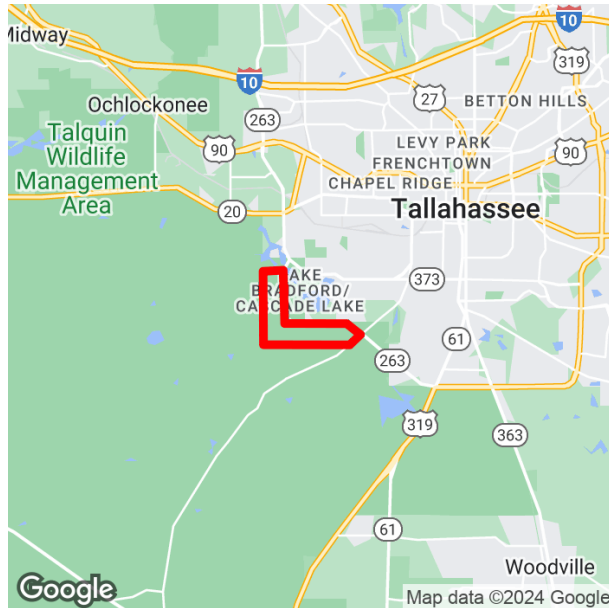
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	DDR	0	0	550,000	0	0	550,000
CAP	LF	0	0	550,000	0	0	550,000
				1,100,000			1,100,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 1,100,000****LRTP: 2045 RMP Page 5-11 - Table 5-10**

TALLAHASSEE INTERNATIONAL AIRPORT CONSTRUCT AIRFIELD/LIGHTING IMPROVS**4485802 SIS****Project Description:** AVIATION PRESERVATION PROJECT**Lead Agency:** CITY OF TALLAHASSEE**From:****County:** LEON**To:****Length:** 0**Phase Group:** CAPITAL

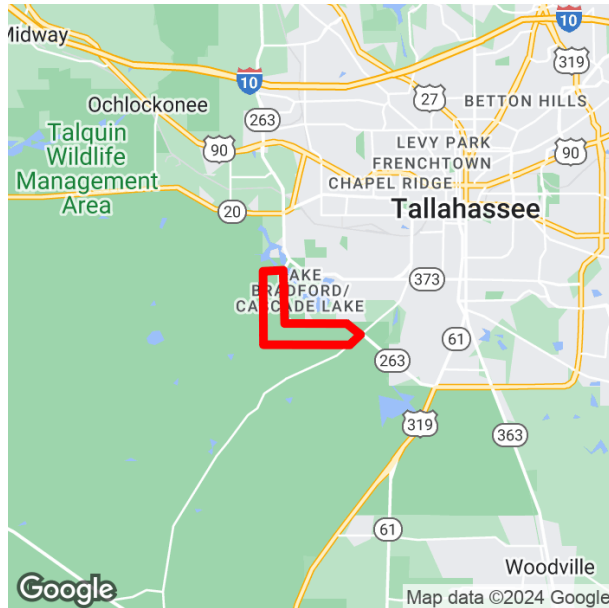
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	DPTO	0	550,000	0	0	0	550,000
CAP	LF	0	550,000	0	0	0	550,000
		1,100,000					1,100,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 2,600,000****LRTP: 2045 RMP Page 5-11 - Table 5-10**

TALLAHASSEE INTERNATIONAL AIRPORT CONSTRUCT PARKING LOT REHAB/UPGRADES**4485801 SIS****Project Description:** AVIATION PRESERVATION PROJECT**Lead Agency:** CITY OF TALLAHASSEE**County:** LEON**Length:** 0**Phase Group:** CAPITAL

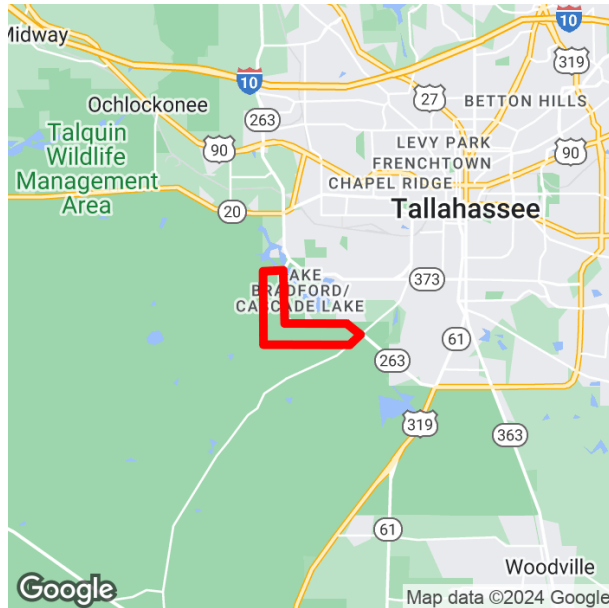
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	DDR	0	236,494	0	0	0	236,494
CAP	DPTO	0	513,506	0	0	0	513,506
CAP	LF	0	750,000	0	0	0	750,000
		1,500,000					1,500,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 2,600,000****LRTP: 2045 RMP Page 5-11 - Table 5-10**

TALLAHASSEE INTERNATIONAL AIRPORT DESIGN VARIOUS COMPONENTS & LIGHTING**4485651 SIS****Project Description:** AVIATION PRESERVATION PROJECT**Lead Agency:** CITY OF TALLAHASSEE**County:** LEON**Length:** 0**Phase Group:** CAPITAL

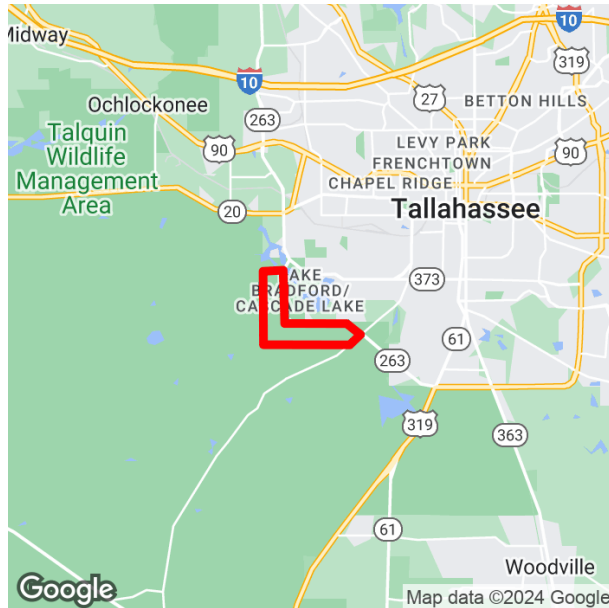
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	DPTO	0	175,000	0	0	0	175,000
CAP	FAA	0	3,150,000	0	0	0	3,150,000
CAP	LF	0	175,000	0	0	0	175,000
		3,500,000					3,500,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 3,500,000****LRTP: 2045 RMP Page 5-11 - Table 5-10**

TALLAHASSEE INTERNATIONAL AIRPORT PASSENGER PROCESSING FACILITY**4449742 SIS****Project Description:** AVIATION PRESERVATION PROJECT**Lead Agency:** CITY OF TALLAHASSEE**County:** LEON**Length:** 0**Phase Group:** CAPITAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	GMR	0	0	0	0	2,092,536	2,092,536
CAP	LF	0	0	0	0	2,092,536	2,092,536
						4,185,072	4,185,072

Prior Year Cost: 15,057,738**Future Year Cost: 0****Total Project Cost: 19,242,810****LRTP: 2045 RMP Page 5-11 - Table 5-10**

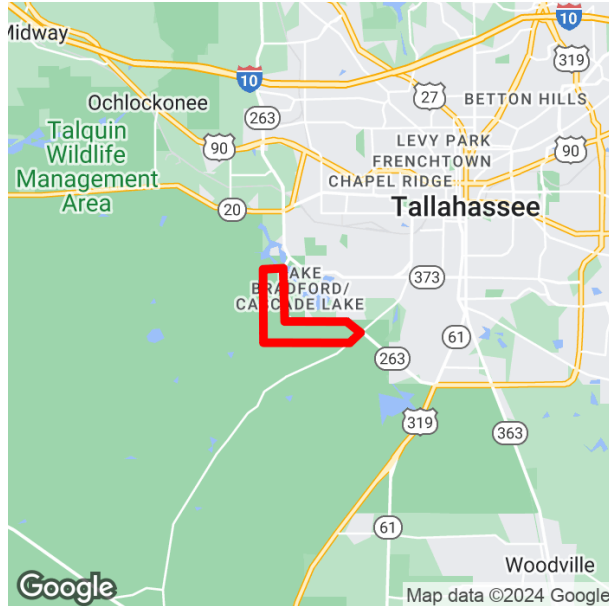
TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL ELEVATOR & AIR HANDLER**4466411 SIS****Project Description:** AVIATION PRESERVATION PROJECT**Lead Agency:** CITY OF TALLAHASSEE**County:** LEON**Length:** 0**Phase Group:** CAPITAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	DDR	900,000	0	0	0	0	900,000
CAP	LF	900,000	0	0	0	0	900,000
		1,800,000					1,800,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 1,800,000****LRTP: 2045 RMP Page 5-11 - Table 5-10**

TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL LANDSIDE RESTROOM RENOV

4466401 SIS



Project Description: AVIATION PRESERVATION PROJECT

Lead Agency: CITY OF TALLAHASSEE

County: LEON

Length: 0

Phase Group: CAPITAL

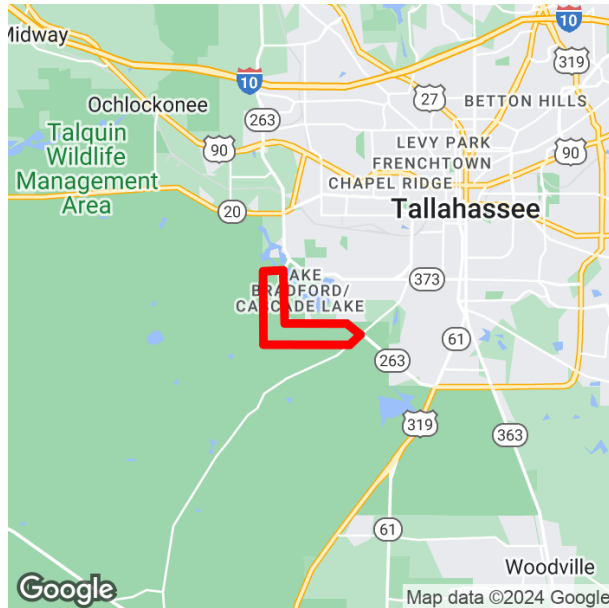
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	DDR	750,000	0	0	0	0	750,000
CAP	LF	750,000	0	0	0	0	750,000
		1,500,000					1,500,000

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,500,000

LRTP: 2045 RMP Page 5-11 - Table 5-10

TALLAHASSEE REGIONAL AIRPORT ACCESS & ROADWAY REALIGNMENT PH II**4160107 SIS****Project Description:** AVIATION PRESERVATION PROJECT**Lead Agency:** CITY OF TALLAHASSEE**County:** LEON**Length:** 0**Phase Group:** CAPITAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	GMR	0	0	0	2,000,000	0	2,000,000
CAP	LF	0	0	0	2,000,000	0	2,000,000
					4,000,000		4,000,000

Prior Year Cost: 3,460,793**Future Year Cost: 0****Total Project Cost: 7,460,793****LRTP: 2045 RMP Page 5-11 - Table 5-10**

SECTION B - BICYCLE AND PEDESTRIAN (STATE/FEDERALLY FUNDED)

CALLEN STREET FROM WALCOTT STREET TO POTTS DAMER STREET**4512261 Non-SIS**

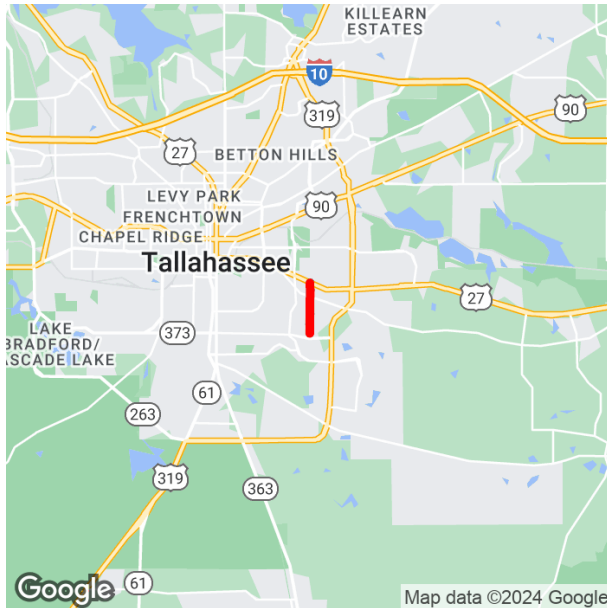
Project Description: SIDEWALK
Lead Agency: CITY OF TALLAHASSEE
County: LEON
Length: 0.56
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: WALCOTT STREET
To: POTTS DAMER STREET

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	SR2T	0	100,646	0	0	0	100,646
CST	SR2T	0	0	0	576,938	0	576,938
		100,646		576,938		677,584	

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 677,584****LRTP: 2045 RMP Table 5-9 - Page 5-11**

***Safe Routes to School Project for
Pineview Elementary School***

PAUL RUSSELL RD FROM MONDAY RD TO SR 20 (US 27) APALACHEE PARKWAY**4531411 Non-SIS**

Project Description: SIDEWALK
Lead Agency: CITY OF TALLAHASSEE
County: LEON
Length: 1.192
Phase Group: CONSTRUCTION

From: MONDAY RD
To: SR 20 (US 27) APALACHEE PARKWAY

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	CARB	2,918,119	0	0	0	0	2,918,119
CST	SA	1,001	0	0	0	0	1,001
		2,919,120					2,919,120

**Transportation Alternative Project
Priority No. 1 FY25 Application Cycle**

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 2,919,120****LRTP: 2045 RMP CFP Table 5-9 P. 5-11**

SABAL PALMS ELEMENTARY SAFE ROUTES / SIDEWALKS**4481521 Non-SIS**

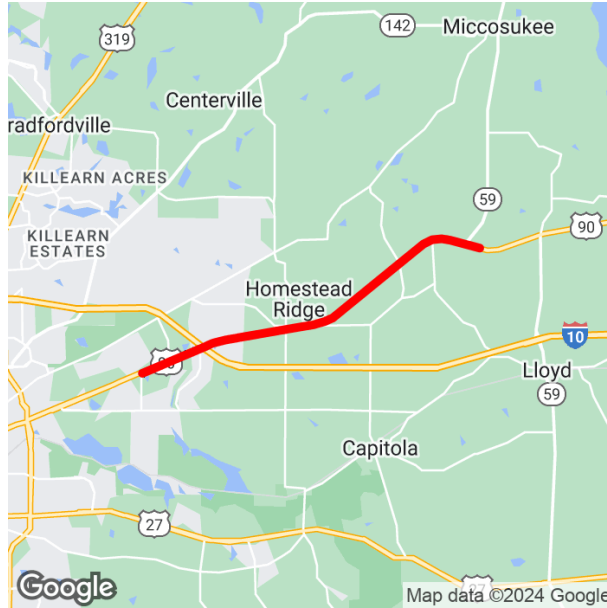
Project Description: SIDEWALK
Lead Agency: CITY OF TALLAHASSEE
County: LEON
Length: 0.38
Phase Group: CONSTRUCTION

From:**To:**

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	SR2T	0	510,219	0	0	0	510,219
		510,219					510,219

***Safe Routes to School Project for
Sabal Palms Elementary School***

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 510,219****LRTP: 2045 Table 5-9 - Page 5-11**

SR 10 (US 90) FROM PEDRICK ROAD TO JEFFERSON COUNTY LINE**4510441 SIS****Project Description:** BIKE PATH/TRAIL**Lead Agency:** FDOT**County:** LEON**Length:** 13.633**Phase Group:** P D & E, PRELIMINARY ENGINEERING**From:** PEDRICK ROAD**To:** JEFFERSON COUNTY LINE

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	DIH	0	0	0	0	1,000	1,000
PE	TLWR	0	0	0	0	11,500,000	11,500,000
						11,501,000	11,501,000

Regional Trails Project Priority No. 1**Prior Year Cost: 1,464,917 Future****Year Cost: 0****Total Project Cost: 12,965,917****LRTP: 2045 Table 5-9 - Page 5-11**

SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD
4450531 SIS



Project Description: SIDEWALK

Lead Agency: FDOT

From: LAKESHORE DRIVE

County: LEON

To: JOHN KNOX RD

Length: 0.896

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	ACSU	218,822	0	0	0	0	218,822
CST	CARB	165,145	0	0	0	0	165,145
CST	CARU	439,881	0	0	0	0	439,881
CST	LF	25,725	0	0	0	0	25,725
CST	SU	3,759,746	0	0	0	0	3,759,746
		4,609,319					4,609,319

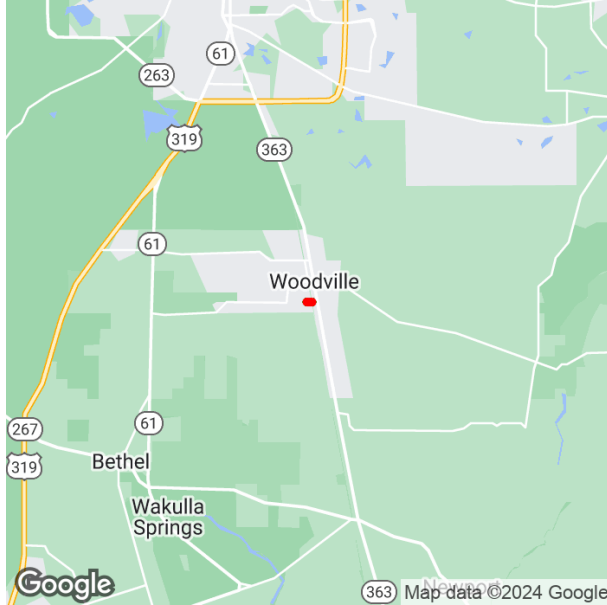
Prior Year Cost: 1,045,394

Future Year Cost: 0

Total Project Cost: 5,654,713

LRTP: 2045 Table 5-9 - Page 5-11

***Bicycle/Pedestrian Project Priority
Fully Funded***

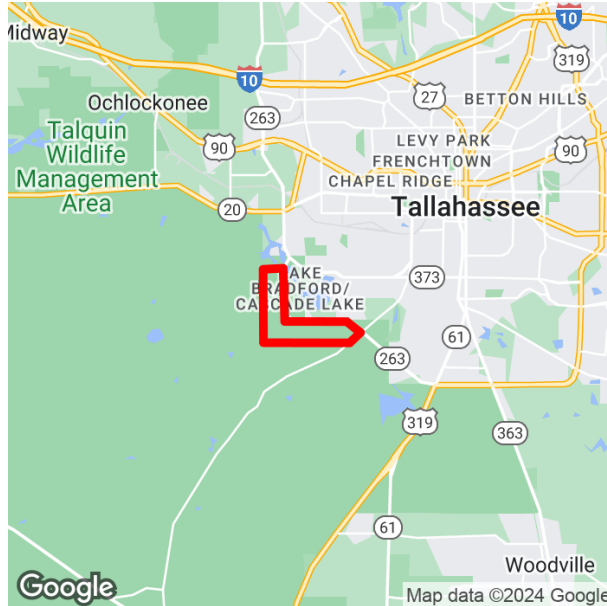
WOODVILLE PREK-8 CANYON CREEK SIDEWALK**4497031 Non-SIS****Project Description:** SIDEWALK**Lead Agency:** LEON COUNTY BOCC**County:** LEON**Length:** 0.129**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION**From** VARIOUS LOCATIONS**To:**

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	SR2T	86,997	0	0	0	0	86,997
CST	SR2T	0	0	201,673	0	0	201,673
		86,997		201,673			288,670

***Safe Routes to School Project for
Woodville Prek - 8 School***

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 288,670****LRTP: 2045 Table 5-9 - Page 5-11**

TALLAHASSEE SRTS - LAKEWOOD DR, SKYLARK AVE & FALCON DR
4512271 Non-SIS



Project Description: SIDEWALK
Lead Agency: CITY OF TALLAHASSEE

From: VARIOUS LOCATIONS

County: LEON

To:

Length: 0.398

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	SR2T	79,442	0	0	0	0	79,442
CST	SR2T	0	0	0	455,389	0	455,389
		79,442			455,389		534,831

***Safe Routes to School Project for
Fairview Middle School***

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 534,831

LRTP: 2045 RMP Page 5-11 - Table 5-10

DR. MLK JR MEMORIAL RD FROM REHWINKEL RD TO MALLARD POND CIRCLE**4517251 Non-SIS**

Project Description: BIKE PATH/TRAIL
Lead Agency: WAKULLA COUNTY BOCC
County: WAKULLA
Length: 1.115
Phase Group: CONSTRUCTION

From: REHWINKEL RD
To: MALLARD POND CIRCLE

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	TALM	0	322,908	0	0	0	322,908
CST	TALT	0	503,459	0	0	0	503,459
		826,367					826,367

***Transportation Alternative Project
Priority No. 2 FY23 Application Cycle***

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 826,367****LRTP: 2045 Table 5-9 - Page 5-11**

CR 2196 OLD ST AUGUSTINE RD FROM LAFAYETTE ST TO PAUL RUSSELL RD
4538171 Non-SIS



Project Description: SIDEWALK
Lead Agency: LEON COUNTY BOCC
County: LEON
Length: 0.989
Phase Group: CONSTRUCTION

From: LAFAYETTE ST
To: PAUL RUSSELL RD

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	CARB	0	907,751	0	0	0	907,751
CST	CARU	0	508,336	0	0	0	508,336
CST	SU	0	1,000	0	0	0	1,000
		1,417,087					1,417,087

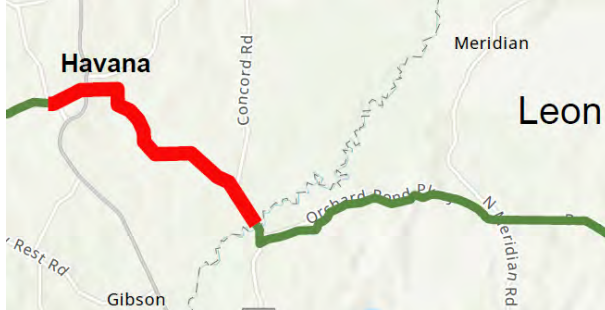
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,417,087

LRTP: 2045 RMP CFP Table 5-9 P. 5-11

Bicycle and Pedestrian Project Priority No. 3

OLD BAINBRIDGE RD/CR 153 FROM THE GADSDEN CO LINE TO SALEM RD/CR 159**4554201 Non-SIS****Project Description:** BIKE PATH/TRAIL**Extra Description:** SUN TRAIL PROJECT**Notes:** This project was amended into the CRTPA TIP at the February 18, 2025 meeting.**Lead Agency:** MANAGED BY GADSDEN COUNTY
BOCC**From:** OLD BAINBRIDGE RD/CR 153**To:** SALEM RD/CR 159 AT SR 12**County:** GADSDEN**Length:** 4.74**Phase Group:** PRELIMINARY ENGINEERING

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	GRTR	659,412	0	0	0	0	659,412
		659,412					659,412

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 659,412****LRTP: 2045 Page 5-11 - Table 5-9**

US 90/SR 10 FROM GADSDEN/JACKSON CO LINE TO SR 12
4554181 Non-SIS



Project Description: BIKE PATH/TRAIL

Extra Description: FEASIBILITY STUDY - SUN TRAIL PROJECT

Notes: This project was amended into the CRTPA TIP at the February 18, 2025 meeting.

Lead Agency: MANAGED BY THE CRTPA

From: SR 12/QUINCY BYPASS

County: GADSDEN

To: GADSDEN CO/JACKSON CO LINE

Length: 20.62

Phase Group: PLANNING

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PLN	GRTR	221,180	0	0	0	0	221,180
		221,180					221,180

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 221,180

LRTP: 2045 Page 5-11 - Table 5-9

OLD BAINBRIDGE RD/CR 153 AT THE GADSDEN COUNTY LINE TO ORCHARD POND GREENWAY EASTERN TRAIL HEAD
4554111 Non-SIS



Project Description: BIKE PATH/TRAIL

Extra Description: SUN TRAIL PROJECT

Notes: This project was amended into the CRTPA TIP at the February 18, 2025 meeting.

Lead Agency: MANAGED BY THE CRTPA

County: LEON

Length: 4.051

Phase Group: P D & E

From: OLD BAINBRIDGE RD/CR 153 FROM LEON
CO LINE

To: ORCHARD POND GREENWAY TRAIL HEAD

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PDE	GRTR	976,480	0	0	0	0	976,480
		976,480					976,480

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 976,480

LRTP: 2045 Page 5-11 - Table 5-9

BLOXHAM CUTOFF RD/SR 267 FROM WAKULLA SPRINGS PARK TO ST MARKS TRAIL**4101722 Non-SIS****Project Description:** BIKE PATH/TRAIL**Extra Description:** SUN TRAILS PROJECT**Notes:** This project was amended into the CRTPA TIP at the February 18, 2025 meeting.**Lead Agency:** MANAGED BY FDOT**From:** WAKULLA SPRINGS STATE PARK**County:** WAKULLA**To:** ST MARKS TRAIL**Length:** 4.89**Phase Group:** PRELIMINARY ENGINEERING

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	SU	32,344	0	0	0	0	32,344
PE	GRTR	790,370	0	0	0	0	790,370
		822,714					822,714

Prior Year Cost: 597,740**Future Year Cost: 0****Total Project Cost: 1,420,454****LRTP: 2045 Page 5-11 - Table 5-9**

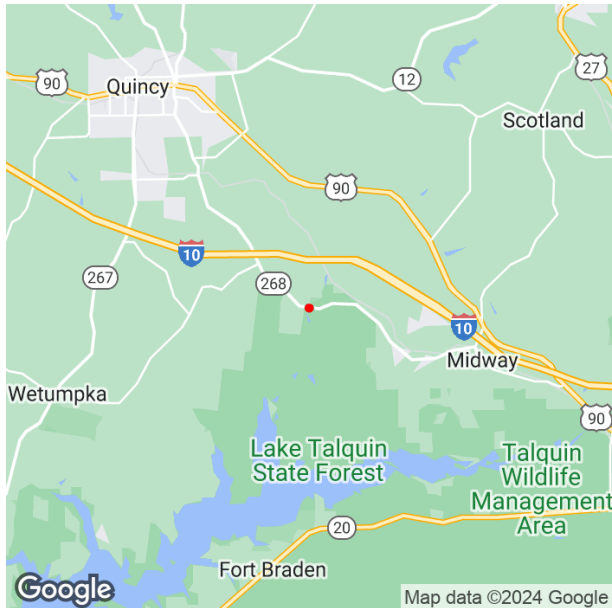
SECTION C - BRIDGE AND RAIL (STATE/FEDERALLY FUNDED)

HANNA MILL POND ROAD OVER HANNA POND BRIDGE NO. 504043**4411881 SIS****Project Description:** BRIDGE REPLACEMENT**Lead Agency:** FDOT**County:** GADSDEN**Length:** 0.012**Phase Group:** PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
ROW	GFBZ	165,000	0	0	0	0	165,000
CST	GFBR	0	0	13,484,829	0	0	13,484,829
ENV	GFBR	0	0	200,000	0	0	200,000
		165,000		13,684,829			13,849,829

Prior Year Cost: 1,314,498**Future Year Cost: 0****Total Project Cost: 15,164,327****LRTP: 2045 RMP Page 5 - 8 - Table 5 - 4**

HIGH BRIDGE ROAD/CR 268 OVER LITTLE RIVER BRIDGE NO. 500045 **4393831 SIS**



Project Description: BRIDGE REPLACEMENT

Lead Agency: FDOT

County: GADSDEN

Length: 0.402

Phase Group: RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
ROW	GFBZ	115,000	0	0	0	0	115,000
CST	GFBR	0	18,506,509	0	0	0	18,506,509
ENV	GFBR	0	200,000	0	0	0	200,000
		115,000	18,706,509				18,821,509

Prior Year Cost: 1,128,414

Future Year Cost: 0

Total Project Cost: 19,949,923

LRTP: 2045 Table 5-8 - Page 5 - 4

SR 63 (US 27) OVER OCHLOCKONEE RIVER & RELIEF BR #500124, 25, 26, 27
4510301 Non-SIS



Project Description: BRIDGE-REPAIR/REHABILITATION

Lead Agency: FDOT

County: GADSDEN

Length: 0.559

Phase Group: CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	BRRP	1,351,193	0	0	0	0	1,351,193
CST	DIH	16,519	0	0	0	0	16,519
		1,367,712					1,367,712

Prior Year Cost: 105,813

Future Year Cost: 0

Total Project Cost: 1,473,525

LRTP: 2045 RMP CFP Table 5-4 P. 5-8

SR 8 (I-10) OVER FG&A R/R & LITTLE RIVER BRIDGE NOS. 500097 & 500098
4073042 SIS



Project Description: BRIDGE-REPAIR/REHABILITATION

Lead Agency: FDOT

County: GADSDEN

Length: 0.202

Phase Group: CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	BRRP	520,045	0	0	0	0	520,045
CST	DIH	6,202	0	0	0	0	6,202
		526,247					526,247

Prior Year Cost: 3,382,024

Future Year Cost: 0

Total Project Cost: 3,908,271

LRTP: 2045 RMP CFP Table 5-4 P. 5-6

SR 10 (US 90) OVER WOLF CREEK BRIDGE NO. 540005
4457492 Non-SIS**Project Description:** BRIDGE-REPAIR/REHABILITATION**Lead Agency:** FDOT**County:** JEFFERSON**Length:** 0.02**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	BRRP	80,000	0	0	0	0	80,000
PE	DIH	8,000	0	0	0	0	8,000
CST	BRRP	0	445,787	0	0	0	445,787
CST	DIH	0	5,475	0	0	0	5,475
		88,000	451,262				539,262

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 539,262****LRTP: 2045 RMP CFP Table 5-4 P. 5-6**

SR 8 (I-10) OVER LLOYD CREEK BRIDGE NO. 540019
4094855 SIS**Project Description:** BRIDGE-REPAIR/REHABILITATION**Lead Agency:** FDOT**County:** JEFFERSON**Length:** 0.092**Phase Group:** CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	BRRP	0	0	2,236,864	0	0	2,236,864
CST	DIH	0	0	27,470	0	0	27,470
				2,264,334			2,264,334

Prior Year Cost: 829,679**Future Year Cost: 0****Total Project Cost: 3,094,013****LRTP: 2045 RMP CFP Table 5-4 P. 5-6**

SPRINGHILL ROAD OVER MUNSON SLOUGH BRIDGE NO 550054**4490791 Non-SIS****Project Description:** BRIDGE REPLACEMENT**Lead Agency:** DOT**County:** LEON**Length:** 0.01**Phase Group:** CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	ACBR	0	0	2,950,608	0	0	2,950,608
CST	LF	0	0	4,167,864	0	0	4,167,864
ENV	ACBR	0	0	50,000	0	0	50,000
				7,168,472			7,168,472

Prior Year Cost: 1,597,164**Future Year Cost: 0****Total Project Cost: 8,765,636****LRTP: 2045 RMP CFP Table 5-4 P. 5-8**

SR 265 MAGNOLIA DR. OVER FG&A RR BRIDGE NO. 550011
4530721 Non-SIS



Project Description: BRIDGE-REPAIR/REHABILITATION

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0.031

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	BRRP	1,083,235	0	0	0	0	1,083,235
CST	DIH	13,303	0	0	0	0	13,303
		1,096,538					1,096,538

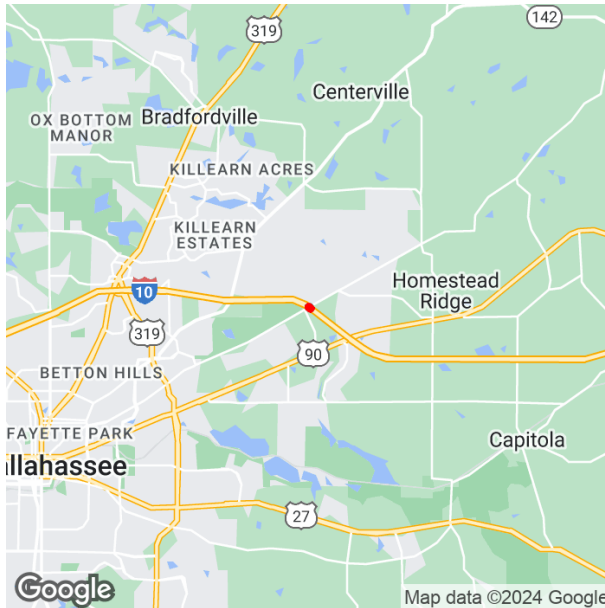
Prior Year Cost: 35,000

Future Year Cost: 0

Total Project Cost: 1,131,538

LRTP: 2045 RMP CFP Table 5-4 P. 5-8

SR 8 (I-10) OVER CR 146 MICCOSUKEE RD BRIDGE NO. 550069
4526871 SIS



Project Description: BRIDGE-REPAIR/REHABILITATION

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0.032

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

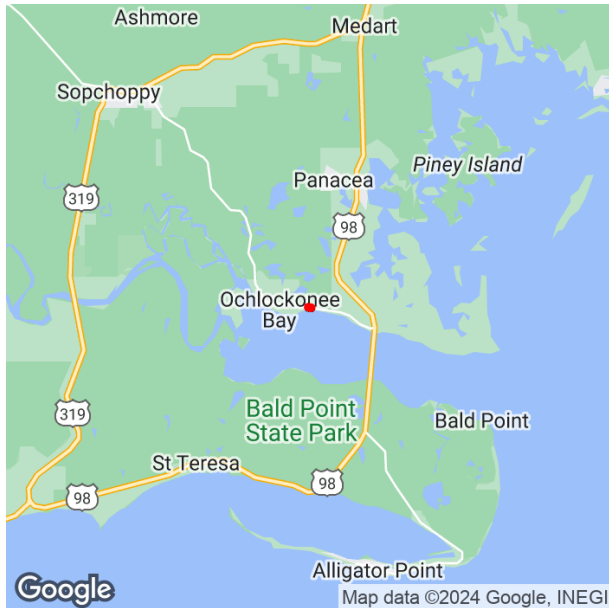
Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	BRRP	100,000	0	0	0	0	100,000
PE	DIH	10,000	0	0	0	0	10,000
CST	BRRP	0	0	5,514,890	0	0	5,514,890
CST	DIH	0	0	47,132	0	0	47,132
		110,000		5,562,022			5,672,022

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 5,672,022

LRTP: 2045 RMP CFP Table 5-4 P. 5-6

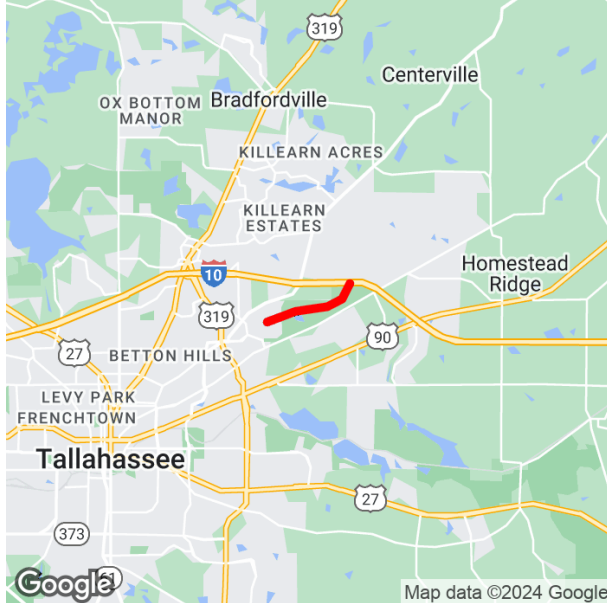
CR 372 SURF ROAD OVER OTTER CREEK RISE BRIDGE NO. 594049**4429511 Non-SIS****Project Description:** BRIDGE REPLACEMENT**Lead Agency:** DOT**County:** WAKULLA**Length:** 0.005**Phase Group:** RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
ROW	ACBR	276,300	0	0	0	0	276,300
CST	ACBR	0	7,926,251	0	0	0	7,926,251
CST	LF	0	106,000	0	0	0	106,000
ENV	ACBR	0	200,000	0	0	0	200,000
		276,300	8,232,251				8,508,551

Prior Year Cost: 1,180,083**Future Year Cost: 0****Total Project Cost: 9,688,634****LRTP: 2045 RMP Appendix B, Table 10 &****Page 9**

SECTION D - MAJOR CAPACITY (STATE/FEDERALLY FUNDED)

NORTHEAST GATEWAY - WELAUNEE BLVD PH I
4449991 Non-SIS



Project Description: NEW ROAD CONSTRUCTION

Lead Agency: BLUEPRINT 2000 INTERGOVERNMENTAL AGENCY

County: LEON

Length: 5

Phase Group: CONSTRUCTION, LOCAL ADVANCE REIMBURSE

From: END OF EXISTING WELAUNEE BLVD.

To: I-10

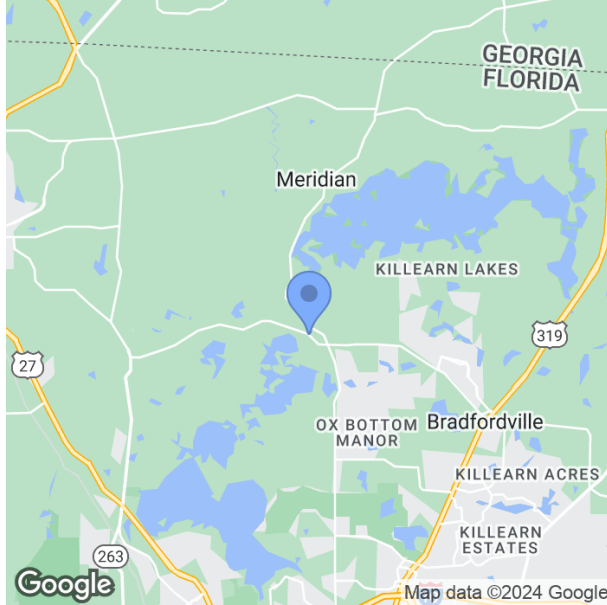
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	LF	47,000,000	0	0	0	0	47,000,000
CST	TRIP	1,260,290	0	0	0	0	1,260,290
CST	TRWR	1,239,710	0	0	0	0	1,239,710
		49,500,000					49,500,000

Prior Year Cost: 6,000,000

Future Year Cost: 0

Total Project Cost: 55,500,000

LRTP: 2045 RMP Cost Feasible Roadway Plan - Page 5-4

ORCHARD POND TOLL FACILITY INSURANCE**1543 Non-SIS****Project Description:** TOLL PLAZA**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** OPERATIONS

Phase	Fund Code	2025	2026	2027	2028	2029	Total
OPS	D	3,000	3,000	3,000	3,000	3,000	15,000
		3,000	3,000	3,000	3,000	3,000	15,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 15,000****LRTP: Operations/ Maintenance 2045 RMP Page 5-8 - Table 5-4**

SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD
2197492 SIS



Prior Year Cost: 33,564,398

Future Year Cost: 0

Total Project Cost: 134,960,659

LRTP: 2040 RMP Capital Roadway CFP (5.5)

Project Description: ADD LANES & RECONSTRUCT

Lead Agency: FDOT

From: SR 61 CRAWFORDVILLE

County: LEON

To: CR 2203 SPRINGHILL RD

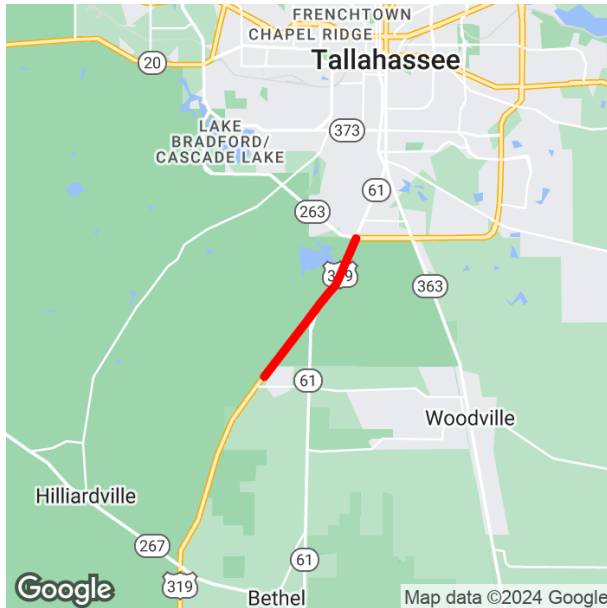
Length: 2.341

Phase Group: RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
ROW	DDR	1,067,436	0	0	0	0	1,067,436
ROW	DIH	100,000	0	0	0	0	100,000
ROW	FINC	178,000	0	0	0	0	178,000
RRU	DS	0	100,000	0	0	0	100,000
RRU	FINC	0	25,000,000	0	0	0	25,000,000
CST	DIH	0	854,909	0	0	0	854,909
CST	FINC	0	70,143,980	0	0	0	70,143,980
CST	LF	0	3,881,826	0	0	0	3,881,826
ENV	FINC	0	70,110	0	0	0	70,110
		1,345,436	100,050,825				101,396,261

Major Capacity Project Priority No. 2

Funded by State of Florida initiative Moving Florida Forward

SR 369 (US 319) FROM L. L. WALLACE ROAD TO S SR 61 INTERSECTION**2198811 Non-SIS****Project Description:** RIGHT OF WAY - FUTURE CAPACITY**Lead Agency:** FDOT**From:** L. L. WALLACE ROAD**County:** LEON**To:** S SR 61 INTERSECTION**Length:** 1.61**Phase Group:** RIGHT OF WAY

Phase	Fund Code	2025	2026	2027	2028	2029	Total
ROW	DIH	0	0	50,002	0	0	50,002
ROW	DS	0	0	450,001	0	0	450,001
		500,003					500,003

Major Capacity Project Priority No. 5**Prior Year Cost: 7,697,105****Future Year Cost: 0****Total Project Cost: 14,113,908****LRTP: 2045 RMP CFP Ch.5 P. 5-21**

SR 369 (US 319) FROM S OF WAKULLA CO LINE TO S OF L.L. WALLACE ROAD
2198815 SIS



Project Description: ADD LANES & RECONSTRUCT

Lead Agency: FDOT

From: WAKULLA COUNTY LINE

County: LEON

To: L.L. WALLACE ROAD

Length: 2.122

Phase Group: RIGHT OF WAY

Phase	Fund Code	2025	2026	2027	2028	2029	Total
ROW	DIH	0	340,000	0	0	0	340,000
ROW	SU	0	3,749,000	1,527,800	0	0	5,276,800
			4,089,000	1,527,800			5,616,800

Major Capacity Project Priority No. 5

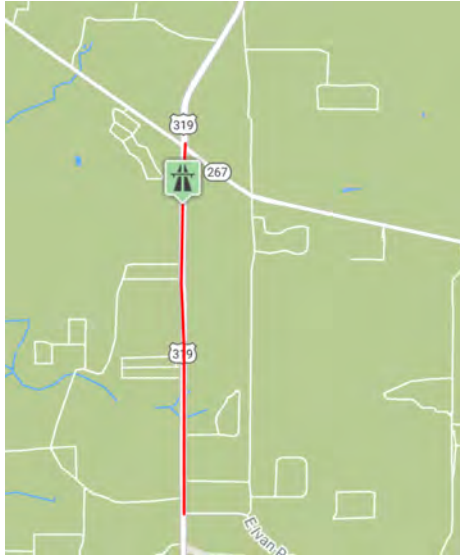
Prior Year Cost: 7,697,105

Future Year Cost: 0

Total Project Cost: 14,113,908

LRTP: 2045 RMP CFP Ch.5 P. 5-20

CRAWFORDVILLE RD (SR 369/US 319) FROM EAST IVAN RD TO N OF BLOXHAM CUTOFF ROAD (SR 267)
2204957 Non-SIS



Project Description: ADDLANES AND RECONSTRUCT - FUTURE CAPACITY

Lead Agency: MANAGED BY FDOT

From: EAST IVAN ROAD

County: LEON

To: N OF SR 267 BLOXHAM
CUTOFF ROAD

Length: 3.87

Phase Group: CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	ACNP	723,600	0	0	0	0	723,600
CST	NHPP	3,273	0	0	0	0	3,273
		726,873					726,873

This project was amended into the TIP at the December 2, 2024 Executive Committee meeting.

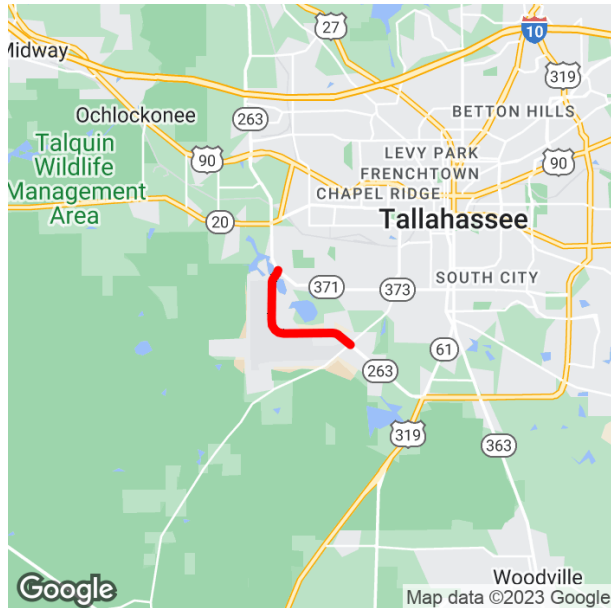
Prior Year Cost: 133,781,781

Future Year Cost: 0

Total Project Cost: 134,508,654

LRTP: 2045 RMP Cost Feasible Roadway Plan - Page 5-4

SR 263 CAPITAL CIRCLE FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVE
4157829 SIS



Project Description: ADD LANES & RECONSTRUCT

Lead Agency: MANAGED BY FDOT

From: CR 2203 SPRINGHILL RD

County: LEON

To: SR 371 ORANGE AVE

Length: 4.47

Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	LF	5,193,456	0	0	0	0	1,300,000
CST	ACNP	37,743	0	0	0	0	37,743
		5,231,199					5,231,199

Prior Year Cost: 81,034,894

Future Year Cost: 0

Total Project Cost: 86,228,350

LRTP: 2045 RMP Page 5-4- CFP Table 5-2

This project was amended into the TIP at the December 2, 2024 Executive Committee meeting.

SECTION E - PUBLIC TRANSPORTATION (STATE/FEDERALLY FUNDED)

BIG BEND TRANSIT COMMUTER ROUTE
4222621 Non-SIS

Project Description: COMMUTER TRANS. ASSISTANCE

Lead Agency: BIG BEND TRANSIT

County: GADSDEN

Length: 0

Phase Group: OPERATIONS

Phase	Fund Code	2025	2026	2027	2028	2029	Total
OPS	DDR	10,000	10,000	10,000	10,000	15,554	55,554
OPS	LF	10,000	10,000	10,000	10,000	15,554	55,554
		20,000	20,000	20,000	20,000	31,108	111,108

Prior Year Cost: 355,954
Future Year Cost: 0
Total Project Cost: 467,062
LRTP: 2045 RMP Table 5-6 - Page 5-9

APALACHEE REGIONAL PLANNING COUNCIL COMMUTER ASSISTANCE**4469941 Non-SIS****Project Description:** COMMUTER TRANS. ASSISTANCE**Lead Agency:** APALACHEE REGIONAL PLANNING COUNCIL**County:** LEON**Length:** 0**Phase Group:** OPERATIONS

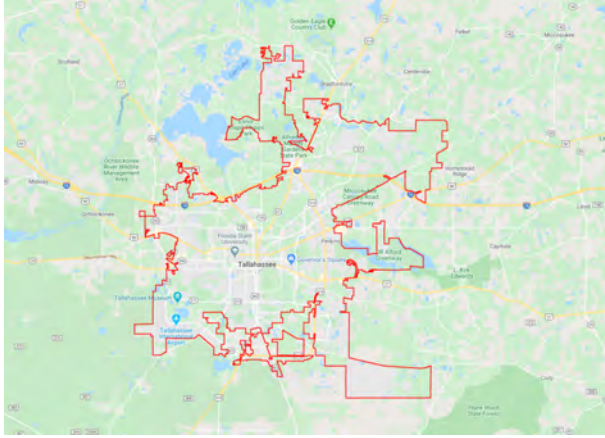
Phase	Fund Code	2025	2026	2027	2028	2029	Total
OPS	DDR	87,703	258,679	272,014	275,927	279,554	1,173,877
OPS	DPTO	159,714	0	0	0	0	159,714
		247,417	258,679	272,014	275,927	279,554	1,333,591

Prior Year Cost: 875,818**Future Year Cost: 0****Total Project Cost: 2,209,409****LRTP: 2045 RMP Page 5-11 - Table 5-10**

BIG BEND TRANSIT COMMUTER ASSISTANCE**4203111 Non-SIS****Project Description:** COMMUTER TRANS. ASSISTANCE**Lead Agency:** BIG BEND TRANSIT**County:** LEON**Length:** 0**Phase Group:** OPERATIONS

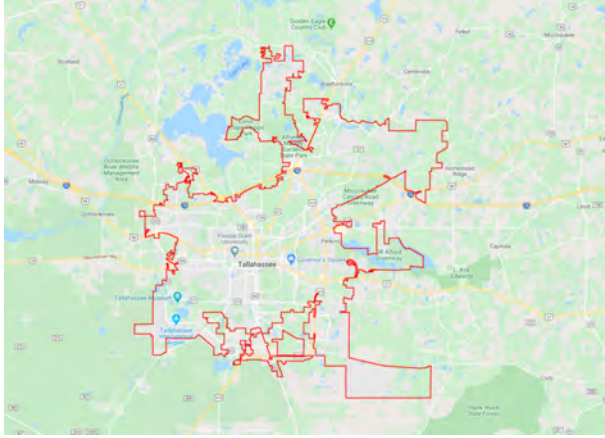
Phase	Fund Code	2025	2026	2027	2028	2029	Total
OPS	DDR	40,000	40,000	40,000	40,000	44,554	204,554
		40,000	40,000	40,000	40,000	44,554	204,554

Prior Year Cost: 306,493**Future Year Cost: 0****Total Project Cost: 511,047****LRTP: 2045 RMP Table 5-6 - Page 5-9**

CITY OF TALLAHASSEE STARMETRO - SERVICE DEVELOPMENT**4539961 Non-SIS****Project Description:** CAPITAL FOR FIXED ROUTE**Lead Agency:** CITY OF TALLAHASSEE**County:** LEON**Length:** 0**Phase Group:** OPERATIONS

Phase	Fund Code	2025	2026	2027	2028	2029	Total
OPS	DDR	235,000	0	0	0	0	235,000
OPS	LF	235,000	0	0	0	0	235,000
		470,000					470,000

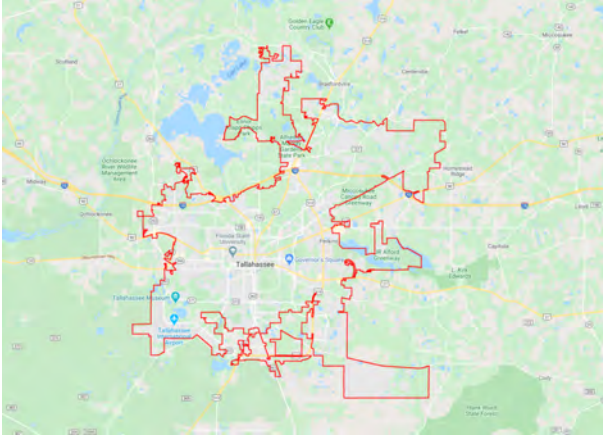
Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 470,000****LRTP: 2045 RMP Page 5-11 - Table 5-10**

CITY OF TALLAHASSEE STARMETRO CAPITAL SECTION 5307**4222512 Non-SIS****Project Description:** CAPITAL FOR FIXED ROUTE**Lead Agency:** CITY OF TALLAHASSEE**County:** LEON**Length:** 0**Phase Group:** CAPITAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	FTA	1,921,770	1,921,770	1,921,770	1,921,770	0	7,687,080
CAP	LF	480,442	480,442	480,442	480,442	0	1,921,768
		2,402,212	2,402,212	2,402,212	2,402,212		9,608,848

Prior Year Cost: 27,549,230**Future Year Cost: 0****Total Project Cost: 37,158,078****LRTP: 2045 RMP Page 5-11 - Table 5-10**

CITY OF TALLAHASSEE STARMETRO CAPITAL-OPERATING 5310
4336851 Non-SIS



Project Description: CAPITAL FOR FIXED ROUTE

Lead Agency: CITY OF TALLAHASSEE

County: LEON

Length: 0

Phase Group: CAPITAL

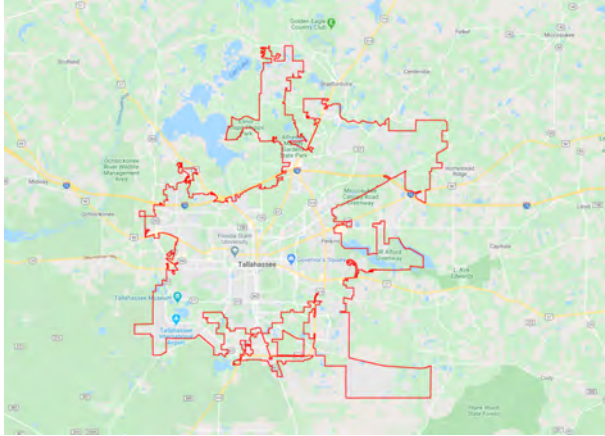
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	FTA	115,818	115,818	115,818	115,818	0	463,272
CAP	LF	28,955	28,955	28,955	28,955	0	115,820
		144,773	144,773	144,773	144,773		579,092

Prior Year Cost: 2,126,531

Future Year Cost: 0

Total Project Cost: 2,705,623

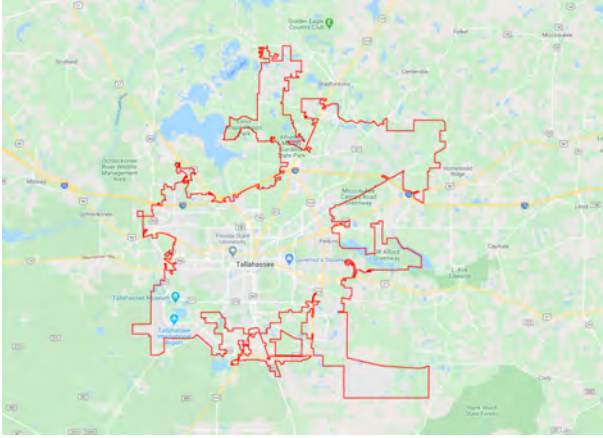
LRTP: 2045 RMP Page 5-11 - Table 5-10

CITY OF TALLAHASSEE STARMETRO OP. FIXED ROUTE 5307**4222513 Non-SIS****Project Description:** OPERATING FOR FIXED ROUTE**Lead Agency:** CITY OF TALLAHASSEE**County:** LEON**Length:** 0**Phase Group:** OPERATIONS

Phase	Fund Code	2025	2026	2027	2028	2029	Total
OPS	FTA	1,926,022	1,926,022	1,926,022	1,926,022	0	7,704,088
OPS	LF	1,926,022	1,926,022	1,926,022	1,926,022	0	7,704,088
		3,852,044	3,852,044	3,852,044	3,852,044		15,408,176

Prior Year Cost: 57,852,638**Future Year Cost: 0****Total Project Cost: 82,869,662****LRTP: 2045 RMP Page 5-11 - Table 5-10**

CITY OF TALLAHASSEE STARMETRO SECTION 5339 CAPITAL
4252699 Non-SIS



Project Description: CAPITAL FOR FIXED ROUTE

Lead Agency: CITY OF TALLAHASSEE

County: LEON

Length: 0

Phase Group: CAPITAL

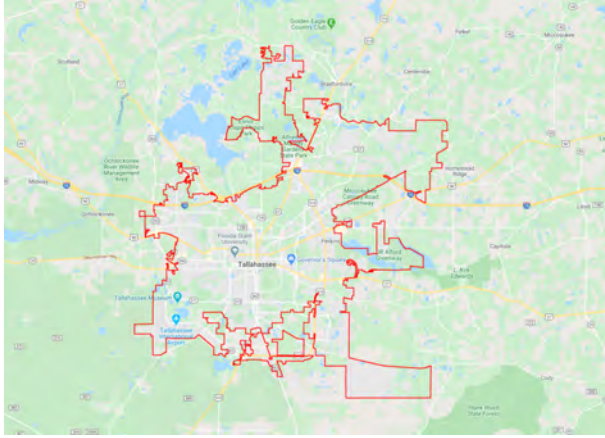
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	FTA	0	418,004	836,008	418,004	0	1,672,016
CAP	LF	0	104,501	209,002	104,501	0	418,004
			522,505	1,045,010	522,505		2,090,020

Prior Year Cost: 18,662,267

Future Year Cost: 0

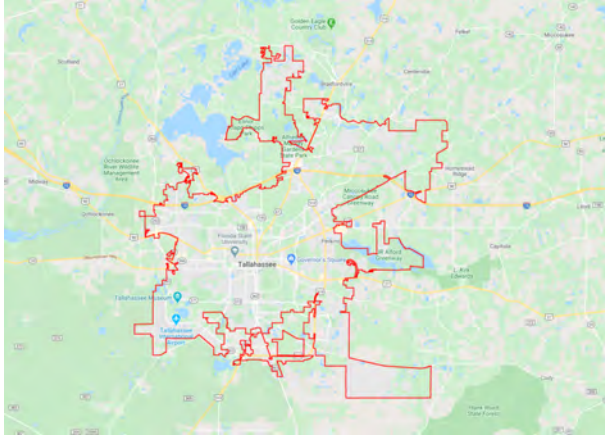
Total Project Cost: 20,752,287

LRTP: 2045 RMP Page 5-11 - Table 5-10

CITY OF TALLAHASSEE TRANSIT NON-URBANIZED AREA 5311**4213643 Non-SIS****Project Description:** OPERATING/ADMIN. ASSISTANCE**Lead Agency:** CITY OF TALLAHASSEE**County:** LEON**Length:** 0**Phase Group:** OPERATIONS

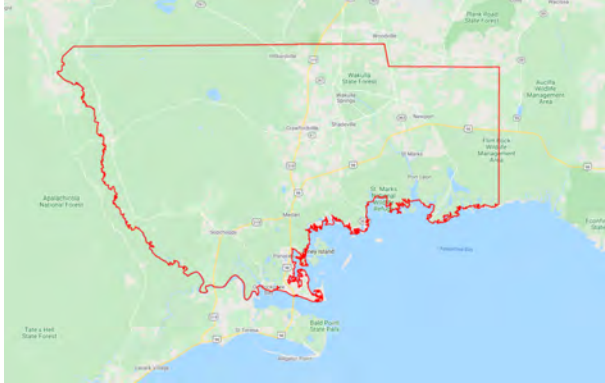
Phase	Fund Code	2025	2026	2027	2028	2029	Total
OPS	DU	305,000	315,000	320,000	345,000	363,063	1,648,063
OPS	LF	305,000	315,000	320,000	345,000	363,063	1,648,063
		610,000	630,000	640,000	690,000	726,126	3,296,126

Prior Year Cost: 4,667,625**Future Year Cost: 0****Total Project Cost: 7,963,751****LRTP: 2045 RMP Page 5-11 - Table 5-10**

CITY OF TALLAHASSEE TRANSIT OPERATING ASSISTANCE**4222501 Non-SIS****Project Description:** OPERATING FOR FIXED ROUTE**Lead Agency:** CITY OF TALLAHASSEE**County:** LEON**Length:** 0**Phase Group:** OPERATIONS

Phase	Fund Code	2025	2026	2027	2028	2029	Total
OPS	DDR	0	1,349,870	1,390,366	1,432,076	1,474,303	5,646,615
OPS	DPTO	1,310,553	0	0	0	0	1,310,553
OPS	LF	1,310,553	1,349,870	1,390,366	1,432,076	1,474,303	6,957,168
		2,621,106	2,699,740	2,780,732	2,864,152	2,948,606	13,914,336

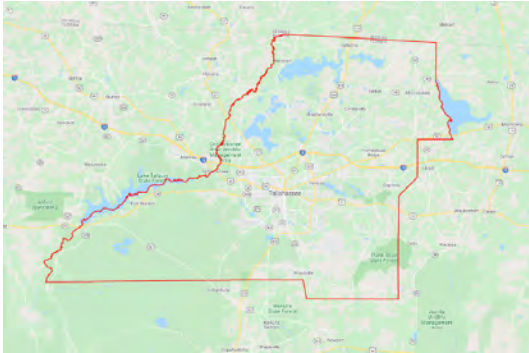
Prior Year Cost: 29,917,918**Future Year Cost: 0****Total Project Cost: 43,832,254****LRTP: 2045 RMP Page 5-11 - Table 5-10**

WAKULLA COUNTY SENIOR CITIZEN TRANSIT NON-URBANIZED AREA 5311**4213663 Non-SIS****Project Description:** OPERATING/ADMIN. ASSISTANCE**Lead Agency:** WAKULLA CO SENIOR CITIZEN COUNCIL**County:** WAKULLA**Length:** 0**Phase Group:** OPERATIONS

Phase	Fund Code	2025	2026	2027	2028	2029	Total
OPS	DU	255,000	260,000	270,000	280,000	290,000	1,355,000
OPS	LF	255,000	260,000	270,000	280,000	290,000	1,355,000
		510,000	520,000	540,000	560,000	580,000	2,710,000

Prior Year Cost: 4,341,424**Future Year Cost: 0****Total Project Cost: 7,051,424****LRTP: 2045 Table 5-6 - Page 5-9**

STAR METRO 5339(B)BUS AND BUS FACILITIES DISCRETIONARY GRANT 4561811 Non-SIS



Project Description: 5339(b) BUS AND BUS FACILITIES DISCRETIONARY GRANT

County: LEON

Length:

Phase Group: CAPITAL & OPERATIONS

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	FTA	20,370,792	0	0	0	0	20,370,792
CAP	LF	3,911,546	0	0	0	0	3,911,546
		24,282,338					24,282,338

Prior Year Cost: 0

Future Year Cost: 11,549,052

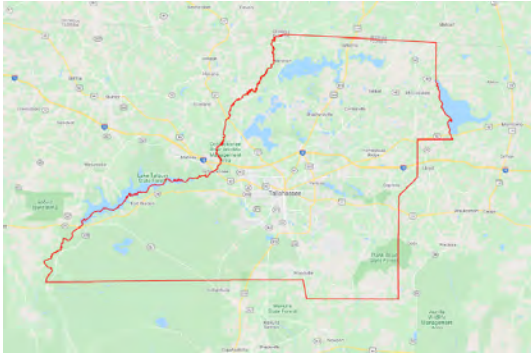
Total Project Cost: 35,831,390 LRTP:

2045 RMP Page 5-11- Table 5-10

This project was amended at the December 2, 2024 Executive Committee Meeting to add the project and associated project costs.

FY 2023 FTA money and matching local monies from the City of Tallahassee (COT) to fund the purchase of battery-electric buses, to support charging infrastructure and the development of a workforce training program for its mechanics and operators to maintain the fleet. The project will help reduce emissions and improve service and reliability for riders in and around Tallahassee.

STAR METRO 5339(C) LOW OR NO EMISSION DISCRETIONARY GRANT 4561812



Project Description: 5339(c) LOW OR NO EMISSIONS GRANT

County: LEON

Length:

Phase Group: CAPITAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	FTA	10,702,365	0	0	0	0	10,702,365
CAP	LF	1,200,000	0	0	0	0	1,200,000
		11,549,052					11,549,052

Prior Year Cost: 24,282,338

Future Year Cost:

Total Project Cost: 35,831,390 LRTP:

2045 RMP Page 5-11 - Table 5-10

This project was amended at the December 2, 2024 Executive Committee Meeting to add the project and associated project costs.

FY 2024 FTA money, matching local monies from the City of Tallahassee and State toll revenue credits to StarMetro to buy new battery-electric buses to replace older vehicles and install charging equipment. The project will reduce emissions, improve service and reliability, and help the city achieve its goal for 100% battery electric bus transportation by 2035.

SECTION F - RESURFACING (STATE/FEDERALLY FUNDED)

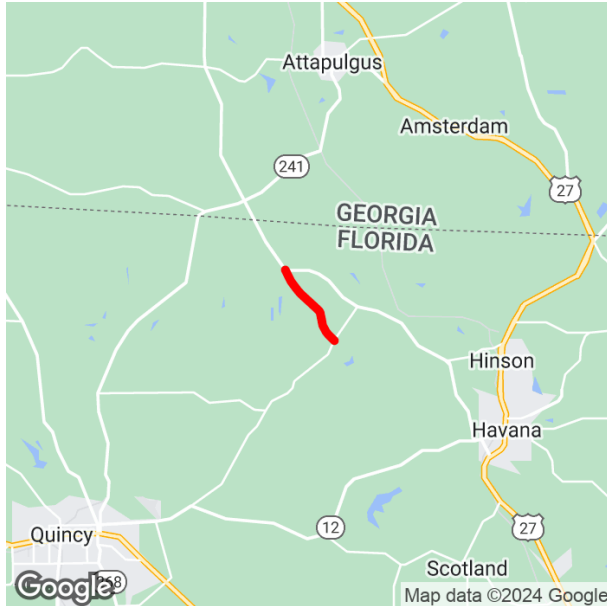
CR 12 FAIRBANKS RD FROM CR 157 CONCORD RD TO LEON CO LINE - PHASE II**4466372 Non-SIS**

Project Description: RESURFACING
Lead Agency: GADSDEN COUNTY BOCC
County: GADSDEN
Length: 3.786
Phase Group: CONSTRUCTION

From: CR 157 CONCORD RD**To:** LEON CO LINE

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	GRSC	700,666	0	0	0	0	700,666
CST	SCOP	462,020	0	0	0	0	462,020
CST	SCWR	704,809	0	0	0	0	704,809
		1,867,495					1,867,495

Prior Year Cost: 2,046,540**Future Year Cost: 0****Total Project Cost: 3,914,035****LRTP: 2045 RMP Page 5-8 - Table 5-4**

CR 161A DOGTOWN ROAD FROM CR 161 POINT MILLIGAN RD TO CR 159 SALEM RD**4517731 Non-SIS****Project Description:** WIDEN/RESURFACE EXIST LANES**Lead Agency:** GADSDEN COUNTY BOCC**From:** CR 161 POINT MILLIGAN RD**County:** GADSDEN**To:** CR 159 SALEM RD**Length:** 2.09**Phase Group:** CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	SCRA	0	1,692,780	0	0	0	1,692,780
			1,692,780				1,692,780

Prior Year Cost: 181,369**Future Year Cost: 0****Total Project Cost: 1,874,149****LRTP: 2045 RMP Page 5-8 - Table 5-4**

CR 274 PROVIDENCE RD FROM CR 65A JUNIPER CREEK RD TO SR 65 HOSFORD HWY
4517771 Non-SIS



Project Description: RESURFACING
Lead Agency: GADSDEN COUNTY BOCC
County: GADSDEN
Length: 2.464
Phase Group: CONSTRUCTION

From: CR 65A JUNIPER CREEK RD
To: SR 65 HOSFORD HWY

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	GRSC	0	2,732,527	0	0	0	2,732,527
		2,732,527					2,732,527

Prior Year Cost: 292,771
Future Year Cost: 0
Total Project Cost: 3,025,298
LRTP: 2045 RMP Page 5-8 - Table 5-4

SR 10 (US 90) FROM DUVAL ST TO W OF QUINCY CREEK
4508121 Non-SIS



Project Description: RESURFACING

Lead Agency: FDOT

County: GADSDEN

Length: 1.155

Phase Group: CONSTRUCTION

From: MADISON ST

To: W OF QUINCY CREEK

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	DIH	0	0	47,738	0	0	47,738
CST	DS	0	0	2,806,575	0	0	2,806,575
CST	SU	0	0	250,297	0	0	250,297
				3,104,610			3,104,610

Prior Year Cost: 585,268

Future Year Cost: 0

Total Project Cost: 3,689,878

LRTP: 2045 RMP Page 5-8 - Table 5-4

SR 10 (US 90) FROM JACKSON COUNTY LINE TO BATES ST
4134253 Non-SIS



Prior Year Cost: 829,635

Future Year Cost: 0

Total Project Cost: 4,516,367

LRTP: 2045 RMP Page 5-10 - CFP Table 10

Project Description: RESURFACING

Lead Agency: FDOT

County: GADSDEN

Length: 1.024

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

From: JACKSON COUNTY LINE

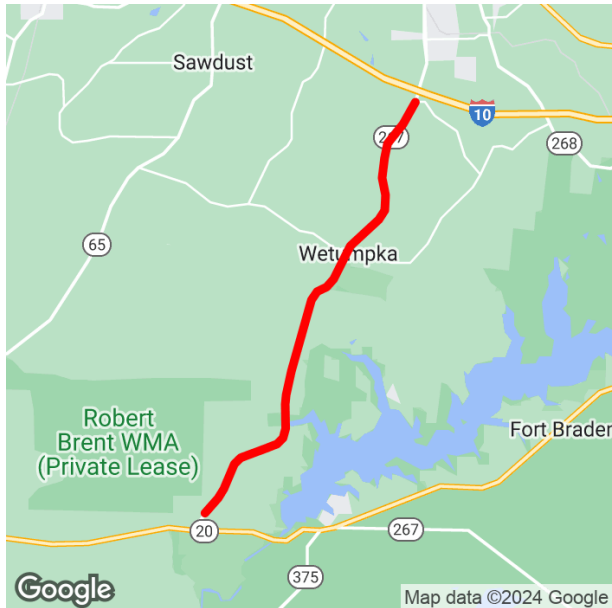
To: BATES ST

Phase	Fund Code	2025	2026	2027	2028	2029	Total
RRU	LF	100,000	0	0	0	0	100,000
CST	ACCM	1,096,999	0	0	0	0	1,096,999
CST	CM	39,799	0	0	0	0	39,799
CST	DDR	380,219	0	0	0	0	380,219
CST	DDR	1,711,694	0	0	0	0	1,711,694
CST	DIH	38,022	0	0	0	0	38,022
CST	DS	319,999	0	0	0	0	319,999
		3,686,732					3,686,732

SR 10 (US 90) FROM W OF 4 LANE TO DUVAL STREET**4134252 Non-SIS****Project Description:** RESURFACING**Lead Agency:** FDOT**From:** W OF 4 LANE**County:** GADSDEN**To:** DUVAL STREET**Length:** 5.084**Phase Group:** RAILROAD & UTILITIES, CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
RRU	DS	20,000	0	0	0	0	20,000
CST	ACNR	9,905,848	0	0	0	0	9,905,848
CST	ACSS	1,048,567	0	0	0	0	1,048,567
CST	DDR	897,707	0	0	0	0	897,707
CST	DIH	118,870	0	0	0	0	118,870
CST	DS	904,794	0	0	0	0	904,794
CST	LF	51,450	0	0	0	0	51,450
		12,947,236					12,947,236

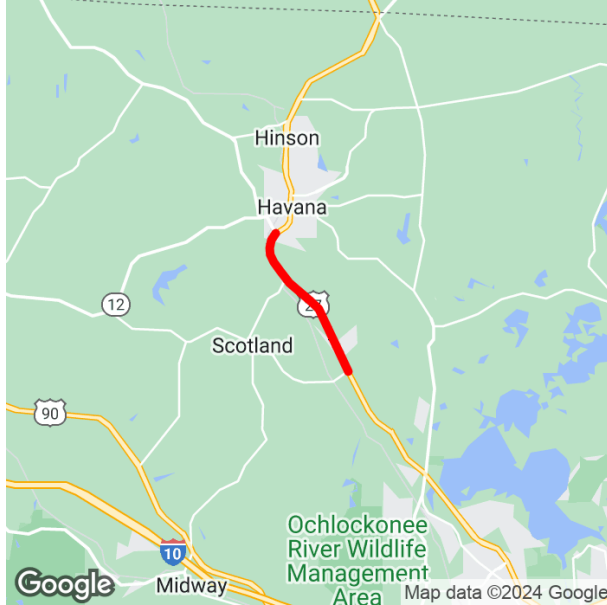
Prior Year Cost: 1,580,133**Future Year Cost: 0****Total Project Cost: 12,947,236****LRTP: 2045 RMP Page 5-8 - Table 5-4**

SR 267 FROM LIBERTY COUNTY LINE TO S OF SR 8 (I-10)**2188452 Non-SIS****Project Description:** RESURFACING**Lead Agency:** FDOT**County:** GADSDEN**Length:** 11.46**Phase Group:** CONSTRUCTION**From:** LIBERTY COUNTY LINE**To:** S OF SR 8 (I-10)

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	BRRP	215,771	0	0	0	0	215,771
CST	DDR	7,194,993	0	0	0	0	7,194,993
CST	DIH	129,300	0	0	0	0	129,300
CST	DS	5,387,495	0	0	0	0	5,387,495
		12,927,559					12,927,559

Prior Year Cost: 1,287,725**Future Year Cost: 0****Total Project Cost: 14,215,284****LRTP: 2045 RMP CFP Table 5-4 P. 5-8**

SR 63 (US 27) FROM SR 159 TO CR 270 SHADY REST RD
4508091 Non-SIS



Project Description: RESURFACING

Lead Agency: FDOT

County: GADSDEN

Length: 3.703

Phase Group: CONSTRUCTION

From: SR 159

To: CR 270 SHADY REST RD

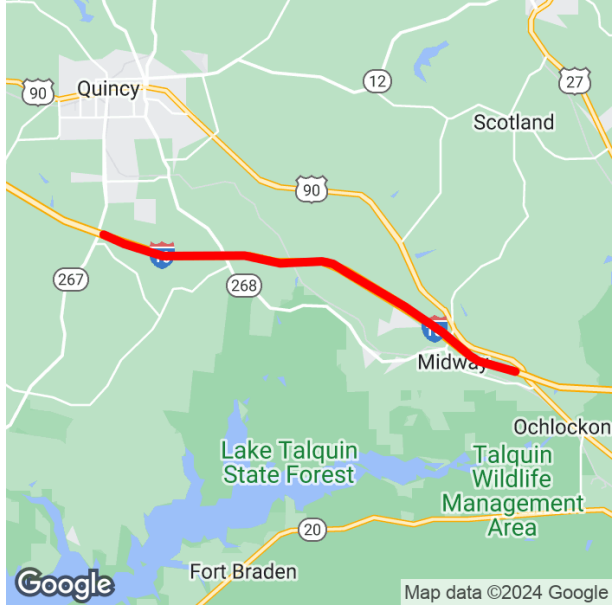
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	DDR	0	8,131,259	0	0	0	8,131,259
CST	DIH	0	147,126	0	0	0	147,126
CST	DS	0	1,324,134	0	0	0	1,324,134
		9,602,519					9,602,519

Prior Year Cost: 1,112,324

Future Year Cost: 0

Total Project Cost: 10,714,843

LRTP: 2045 RMP Page 5-8 - Table 5-4

SR 8 (I-10) FROM WEST OF SR 267 TO WEST OF SR 10 (US 90)**4531201 SIS****Project Description:** RESURFACING**Lead Agency:** FDOT**County:** GADSDEN**Length:** 11.084**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION**From:** WEST OF SR 267**To:** WEST OF SR 10 (US 90)

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	ACNP	2,310,000	0	0	0	0	2,310,000
CST	ACNP	0	0	27,544	0	0	27,544
CST	GMR	0	0	35,500,981	0	0	35,500,981
		2,310,000		35,528,525			37,838,525

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 37,838,525****LRTP: 2045 RMP CFP Table 5-4 P. 5-6**

BOSTON HIGHWAY (CR 149) FROM STILL ROAD TO GILEY ROAD - PHASE II**4486132 Non-SIS****Project Description:** WIDEN/RESURFACE EXIST LANES**Lead Agency:** JEFFERSON COUNTY BOCC**From:** STILL ROAD**County:** JEFFERSON**To:** GILEY ROAD**Length:** 2.806**Phase Group:** CONSTRUCTION

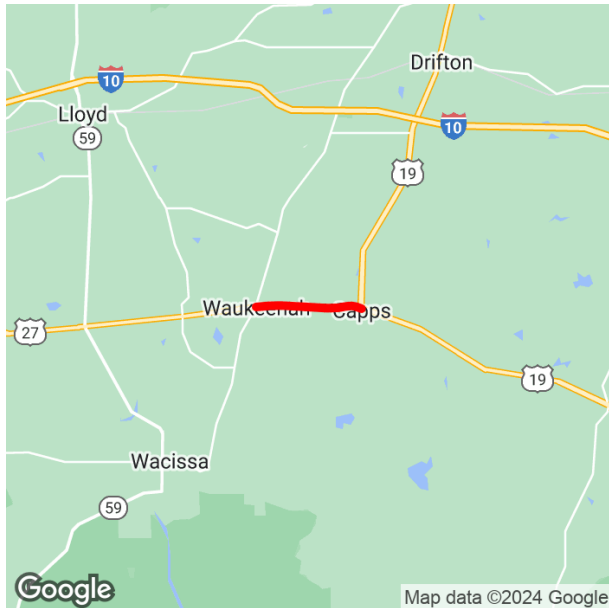
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	GRSC	0	1,919,861	0	0	0	1,919,861
			1,919,861				1,919,861

Prior Year Cost: 2,188,799**Future Year Cost: 0****Total Project Cost: 4,108,660****LRTP: 2045 RMP Page 5-8 - Table 5-4**

CR 158A (OLD LLOYD ROAD) FROM E OF LLOYD CREEK ROAD TO I-10 OVERPASS**4517531 Non-SIS****Project Description:** RESURFACING**Lead Agency:** JEFFERSON COUNTY BOCC**County:** JEFFERSON**Length:** 1.663**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION**From:** E OF LLOYD CREEK ROAD**To:** I-10 OVERPASS

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	CIGP	685,264	0	0	0	0	685,264
		685,264					685,264

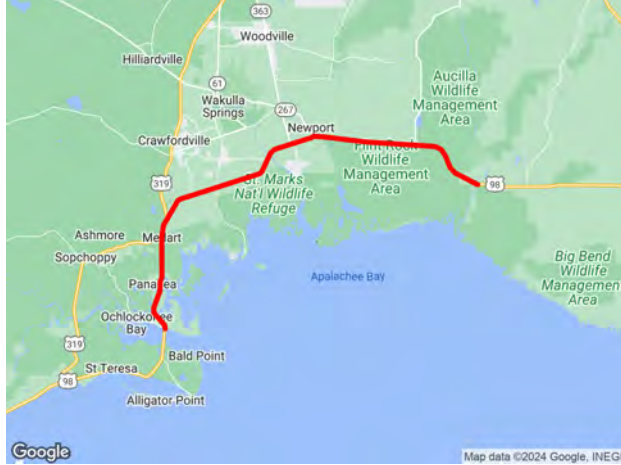
Prior Year Cost: 62,300**Future Year Cost: 0****Total Project Cost: 747,564****LRTP: 2045 RMP Page 5-8 - Table 5-4**

SR 20 (US 27) FROM WEST OF CR 259 TO WEST OF SR 57 (US 19)**4529411 Non-SIS****Project Description:** RESURFACING**Lead Agency:** FDOT**County:** JEFFERSON**Length:** 2.756**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION**From:** WEST OF CR 259**To:** WEST OF SR 57 (US 19)

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	DIH	80,000	0	0	0	0	80,000
PE	DS	720,000	0	0	0	0	720,000
CST	ACNR	0	0	4,727,732	0	0	4,727,732
CST	ACSS	0	0	281,440	0	0	281,440
CST	DIH	0	0	85,243	0	0	85,243
CST	DS	0	0	730,799	0	0	730,799
		800,000		5,825,214			6,625,214

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 6,625,214****LRTP: 2045 RMP Page 5-6 Table 5-4**

SR 30 (US 98) FROM WAKULLA COUNTY LINE TO TAYLOR COUNTY LINE
4508171 Non-SIS



Project Description: RESURFACING
Lead Agency: FDOT
County: JEFFERSON
Length: 7.412
Phase Group: CONSTRUCTION

From: WAKULLA COUNTY LINE
To: TAYLOR COUNTY LINE

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	ACNR	0	5,640,827	0	0	0	5,640,827
CST	DIH	0	104,907	0	0	0	104,907
CST	DS	0	944,161	0	0	0	944,161
		6,689,895					6,689,895

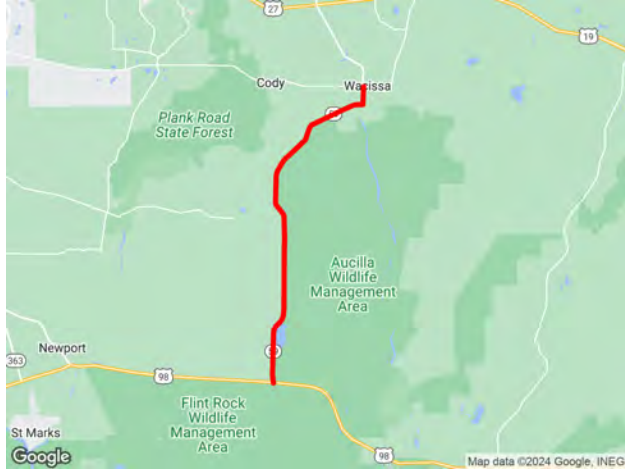
Prior Year Cost: 968,614

Future Year Cost: 0

Total Project Cost: 7,658,509

L RTP: 2045 RMP CFP Table 5-4 P. 5-6

SR 59 GAMBLE RD FROM SR 30 (US98) TO CR 259 TRAM RD
4531521 Non-SIS



Project Description: RESURFACING

Lead Agency: FDOT

County: JEFFERSON

Length: 13.774

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: SR 30 (US98)

To: CR 259 TRAM RD

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	DDR	1,575,000	0	0	0	0	1,575,000
PE	DIH	175,000	0	0	0	0	175,000
CST	DDR	0	0	1,836,697	0	0	1,836,697
CST	DIH	0	0	204,077	0	0	204,077
CST	SA	0	0	11,808,144	0	0	11,808,144
		1,750,000		13,848,918			15,598,918

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 15,598,918

LRTP: 2045 RMP CFP Table 5-4 P. 5-6

SR 10 (US 90) TENN. ST FROM SR 61 (US 27) MONROE TO SR 265 MAGNOLIA DR
4039423 Non-SIS



Prior Year Cost: 1,112,861

Future Year Cost: 0

Total Project Cost: 10,609,644

LRTP: 2045 RMP Table 5-1 - Page 5-2

Project Description: RESURFACING

Lead Agency: FDOT

County: LEON

Length: 1.126

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

From: SR 61 (US 27) MONROE ST

To: SR 265 MAGNOLIA DR

Phase	Fund Code	2025	2026	2027	2028	2029	Total
RRU	DS	100,000	0	0	0	0	100,000
RRU	LF	5,000,000	0	0	0	0	5,000,000
CST	ACPR	600,000	0	0	0	0	600,000
CST	DDR	2,136,014	0	0	0	0	2,136,014
CST	DIH	38,979	0	0	0	0	38,979
CST	LF	102,900	0	0	0	0	102,900
CST	SA	1,518,890	0	0	0	0	1,518,890
		9,496,783					9,496,783

SR 10 (US 90/MAHAN DR) FROM CR 0353 (DEMPSEY MAYO ROAD) TO APEX DRIVE
4529341 Non-SIS



Project Description: RESURFACING

Lead Agency: FDOT

County: LEON

Length: 3.938

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: CR 0353 (DEMPSEY MAYO ROAD)

To: APEX DRIVE

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	DIH	125,000	0	0	0	0	125,000
PE	DS	1,125,000	0	0	0	0	1,125,000
CST	DIH	0	0	127,394	0	0	127,394
CST	DS	0	0	1,146,546	0	0	1,146,546
CST	SA	0	0	7,069,543	0	0	7,069,543
		1,250,000		8,343,483			9,593,483

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 9,593,483

LRTP: 2045 RMP Page 5-6 Table 5-4

SR 261 (US 319) CAPITAL CIRCLE FROM CENTERVILLE RD TO SR 61 THOMASVILLE RD
4529461 Non-SIS



Project Description: RESURFACING

Lead Agency: FDOT

County: LEON

Length: 2.684

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: CENTERVILLE RD

To: SR 61 THOMASVILLE RD

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	ACNR	0	5,974,644	0	0	0	5,974,644
CST	ACSS	0	41,959	0	0	0	41,959
CST	BRRP	0	474,838	0	0	0	474,838
CST	DIH	0	131,859	0	0	0	131,859
CST	DS	0	1,426,849	0	0	0	1,426,849
		8,050,149					8,050,149

Prior Year Cost: 1,370,303

Future Year Cost: 0

Total Project Cost: 9,420,452

LRTP: 2045 RMP Page 5-6 Table 5-4

SR 263 (US 319) CAPITAL CIRCLE SW FROM SR 363 (US 27) WOODVILLE TO E OF SR 61
4530961 Non-SIS



Project Description: RESURFACING

Lead Agency: FDOT

County: LEON

Length: 1.063

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: SR 363 (US 27) WOODVILLE HWY

To: E OF SR 61

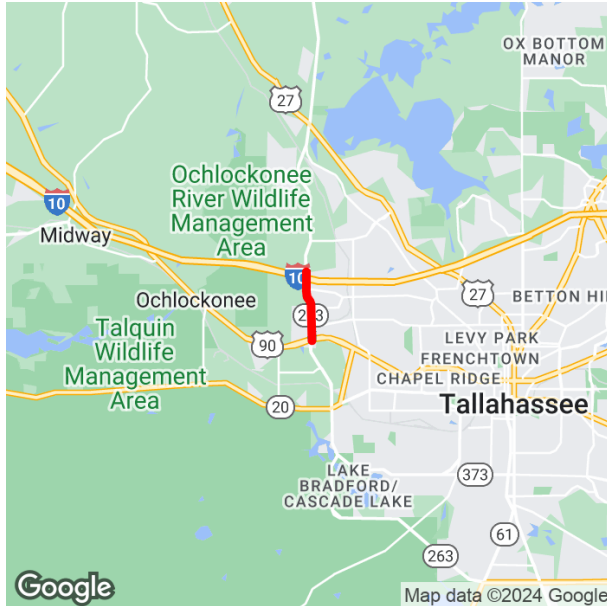
Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	DIH	60,000	0	0	0	0	60,000
PE	DS	540,000	0	0	0	0	540,000
CST	DIH	0	0	59,385	0	0	59,385
CST	DS	0	0	3,376,172	0	0	3,376,172
		600,000		3,435,557			4,035,557

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 4,035,557

LRTP: 2045 RMP Page 5-6 Table 5-4

SR 263 CAPITAL CIRCLE NW FROM S OF SR 10 (US 90) TENN ST TO N OF SR 8 (I-10)**2197225 SIS****Project Description:** RESURFACING**Lead Agency:** FDOT **County:** LEON**From:** W OF SR 10 (US 90) TENN ST**To:** N OF SR 8 (I-10)**Length:** 2.225**Phase Group:** CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	ACSS	527,626	0	0	0	0	527,626
CST	DDR	684,787	0	0	0	0	684,787
CST	DDR	2,096,772	0	0	0	0	2,096,772
CST	DIH	68,479	0	0	0	0	68,479
CST	LF	116,219	0	0	0	0	116,219
CST	SA	3,609,784	0	0	0	0	3,609,784
		7,103,667					7,103,667

Prior Year Cost: 1,136,801**Future Year Cost: 0****Total Project Cost: 8,240,468****LRTP: 2045 RMP CFP Table 5-4 P. 5-8**

SR 366 PENSACOLA ST FROM RAILROAD OVERPASS TO SR 366 STADIUM DR
2194852 Non-SIS



Project Description: RESURFACING

Lead Agency: FDOT

County: LEON

Length: 2.411

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

From: RAILROAD OVERPASS

To: SR 366 STADIUM DR

Phase	Fund Code	2025	2026	2027	2028	2029	Total
RRU	DDR	175,000	0	0	0	0	175,000
RRU	LF	5,000,000	0	0	0	0	5,000,000
CST	ACNR	7,444,734	0	0	0	0	7,444,734
CST	DDR	986,733	0	0	0	0	986,733
CST	DDR	778,037	0	0	0	0	778,037
CST	DIH	98,673	0	0	0	0	98,673
		14,483,177					14,483,177

Prior Year Cost: 1,144,093

Future Year Cost: 0

Total Project Cost: 15,627,270

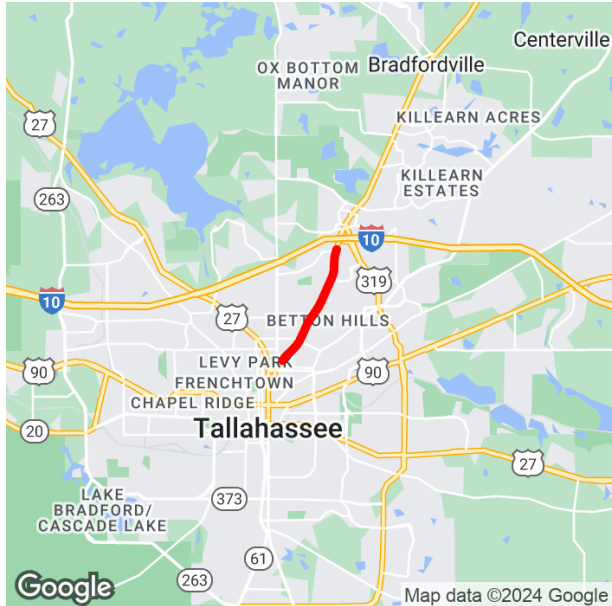
LRTP: 2045 RMP CFP Table 5-4 P. 5-8

SR 366 STADIUM DRIVE FROM PENSACOLA ST TO GAINES ST**4491721 Non-SIS****Project Description:** RESURFACING**Lead Agency:** FDOT**From:** PENSACOLA ST**County:** LEON**To:** GAINES ST**Length:** 0.589**Phase Group:** RAILROAD & UTILITIES, CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
RRU	DS	100,000	0	0	0	0	100,000
CST	ACNR	2,584,140	0	0	0	0	2,584,140
CST	DIH	35,830	0	0	0	0	35,830
CST	DS	12,348	0	0	0	0	12,348
CST	DS	401,657	0	0	0	0	401,657
CST	LF	105,884	0	0	0	0	105,884
		3,239,859					3,239,859

Prior Year Cost: 506,702**Future Year Cost: 0****Total Project Cost: 3,746,561****LRTP: 2045 RMP CFP Table 5-4 P. 5-8**

SR 61 (THOMASVILLE RD) FROM NORTH OF 9TH AVE TO NORTH LIVE OAK DR
4529381 SIS



Project Description: RESURFACING

Lead Agency: FDOT

County: LEON

Length: 4.088

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: NORTH OF 9TH AVE

To: NORTH LIVE OAK PLANTATION DR

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	DIH	160,000	0	0	0	0	160,000
PE	DS	1,440,000	0	0	0	0	1,440,000
CST	ACSS	0	0	180,749	0	0	180,749
CST	DDR	0	0	10,669,227	0	0	10,669,227
CST	DIH	0	0	171,522	0	0	171,522
CST	DS	0	0	1,525,796	0	0	1,525,796
		1,600,000		12,547,294			14,147,294

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 14,147,294

LRTP: 2045 RMP CFP Table 5-4 P. 5-6

SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD
2194842 Non-SIS



Project Description: RESURFACING

Lead Agency: FDOT

County: LEON

Length: 4.049

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

From: FR S OF SR 61 SB

To: ARDEN RD

Phase	Fund Code	2025	2026	2027	2028	2029	Total
RRU	ACSS	0	40,100	0	0	0	40,100
CST	CM	0	733,839	0	0	0	733,839
CST	DIH	0	89,583	0	0	0	89,583
CST	LF	0	291,500	0	0	0	291,500
CST	SA	0	6,268,507	0	0	0	6,268,507
		7,423,529					7,423,529

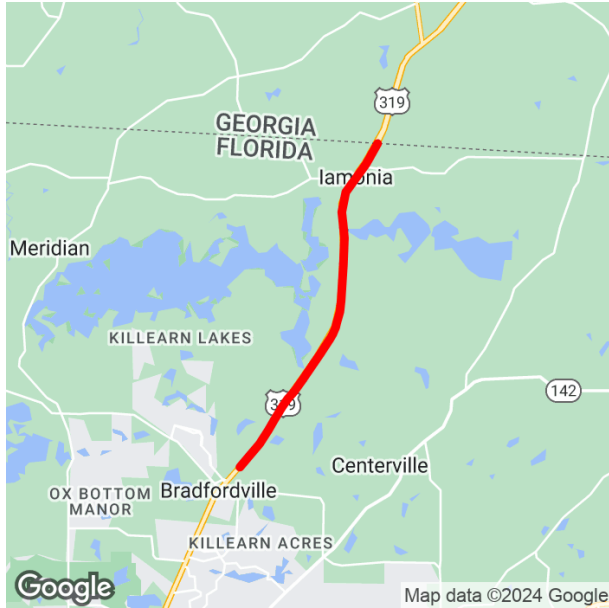
Prior Year Cost: 1,024,094

Future Year Cost: 0

Total Project Cost: 8,447,623

LRTP: 2045 RMP CFP Table 5-4 P. 5-8

SR 61 (US 319) FROM TIMBERWOLF CROSSING TO GEORGIA STATE LINE
4529401 SIS



Project Description: RESURFACING

Lead Agency: FDOT

County: LEON

Length: 8.531

Phase Group: CONSTRUCTION

From: TIMBERWOLF CROSSING

To: GEORGIA STATE LINE

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	ACNR	0	0	14,017,933	0	0	14,017,933
CST	DDR	0	0	2,378,659	0	0	2,378,659
CST	DIH	0	0	264,295	0	0	264,295
				16,660,887			16,660,887

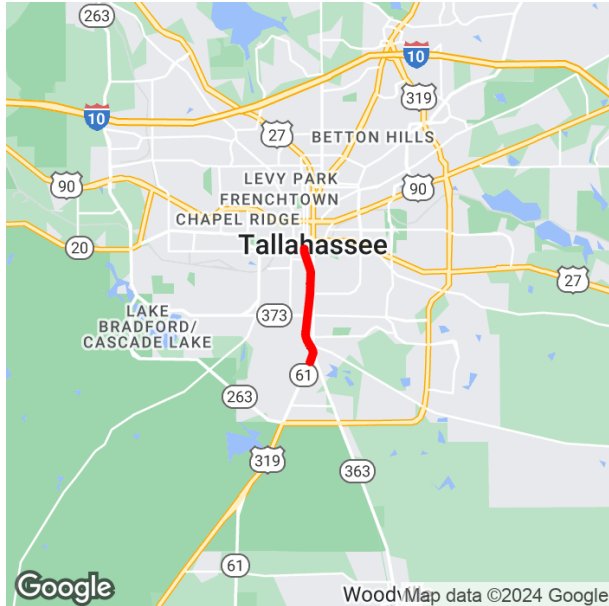
Prior Year Cost: 1,580,636

Future Year Cost: 0

Total Project Cost: 18,241,523

LRTP: 2045 RMP CFP Table 5-4 P. 5-8

SR 61 / 363 (CRAWFORDVILLE HWY/ADAMS ST) FROM ARDEN RD TO GAINES ST
4508111 Non-SIS



Project Description: RESURFACING

Lead Agency: FDOT

County: LEON

Length: 3.341

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

From: ARDEN RD

To: GAINES ST

Phase	Fund Code	2025	2026	2027	2028	2029	Total
RRU	DDR	0	3,000	0	0	0	3,000
RRU	DS	0	20,000	0	0	0	20,000
CST	DIH	0	135,776	0	0	0	135,776
CST	DS	0	1,221,985	0	0	0	1,221,985
CST	LF	0	212,000	0	0	0	212,000
CST	SA	0	8,804,833	0	0	0	8,804,833
		10,397,594					10,397,594

Prior Year Cost: 1,296,032

Future Year Cost: 0

Total Project Cost: 11,693,626

LRTP: 2045 RMP CFP Table 5-4 P. 5-8

SR 61 S MONROE ST FROM PERKINS ST TO N OF JEFFERSON ST
4216354 Non-SIS



Prior Year Cost: 1,155,565

Future Year Cost: 0

Total Project Cost: 10,238,536

LRTP: 2045 RMP CFP Table 5-4 P. 5-8

Project Description: RESURFACING

Lead Agency: FDOT

From: PERKINS ST

County: LEON

To: N OF JEFFERSON ST

Length: 1.241

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
RRU	DDR	175,000	0	0	0	0	175,000
RRU	DS	20,000	0	0	0	0	20,000
RRU	LF	5,659,500	0	0	0	0	5,659,500
CST	ACNR	2,533,853	0	0	0	0	2,533,853
CST	DDR	304,062	0	0	0	0	304,062
CST	DIH	30,406	0	0	0	0	30,406
CST	LF	360,150	0	0	0	0	360,150
		9,082,971					9,082,971

SR 61 THOMASVILLE HWY FR N OF SR 63 (US 27) MONROE ST TO N OF 9TH AVE
2196682 Non-SIS



Project Description: RESURFACING

Lead Agency: FDOT

County: LEON

Length: 0.759

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

From: N OF SR 63 (US 27) MONROE ST

To: N OF 9TH AVE

Phase	Fund Code	2025	2026	2027	2028	2029	Total
RRU	DS	50,000	0	0	0	0	50,000
RRU	LF	4,000,000	0	0	0	0	4,000,000
CST	DDR	6,174	0	0	0	0	6,174
CST	DIH	617	0	0	0	0	617
CST	DS	2,096,187	0	0	0	0	2,096,187
CST	LF	4,945,457	0	0	0	0	4,945,457
		11,098,435					11,098,435

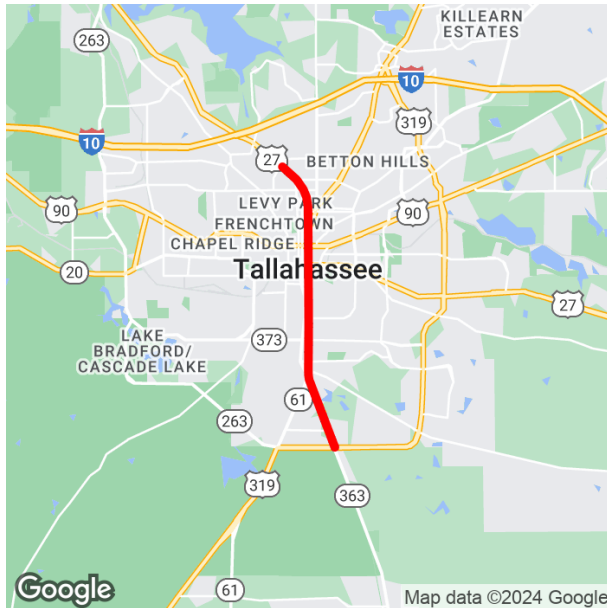
Prior Year Cost: 1,130,836

Future Year Cost: 0

Total Project Cost: 12,229,271

LRTP: 2045 RMP CFP Table 5-4 P. 5-8

SR 63 (US 27/MONROE ST) FROM SR 263 (CAPITAL CIRCLE) TO JOHN KNOX ROAD
4529391 Non-SIS



Project Description: RESURFACING

Lead Agency: FDOT

County: LEON

Length: 6.18

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: SR 263 (CAPITAL CIRCLE)

To: JOHN KNOX RD

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	DIH	190,000	0	0	0	0	190,000
PE	DS	1,710,000	0	0	0	0	1,710,000
CST	ACNR	0	0	16,465,642	0	0	16,465,642
CST	DDR	0	0	2,428,990	0	0	2,428,990
CST	DIH	0	0	269,888	0	0	269,888
		1,900,000		19,164,520			21,064,520

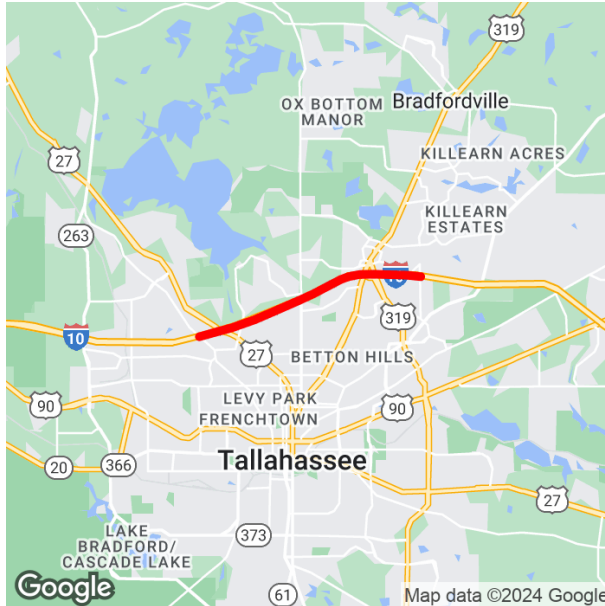
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 21,064,520

LRTP: 2045 Table 5-9 - Page 5-11

SR 8 (I-10) FROM W OF OLD BAINBRIDGE RD TO W OF OLSON RD
2225896 SIS



Project Description: RESURFACING

Lead Agency: FDOT

County: LEON

Length: 8.771

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: W OF OLD BAINBRIDGE RD

To: W OF OLSON RD

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	ACNP	0	26,295,845	0	0	0	26,295,845
			26,295,845				26,295,845

Prior Year Cost: 1,517,665

Future Year Cost: 0

Total Project Cost: 27,813,510

LRTP: 2045 RMP Table 5-1 - Page 5-2

**SR 8 (I-10) FROM W OF OLSON RD TO TOE OF SR 10 (US 90) MAHAN DRIVE
4176432 SIS**



Project Description: RESURFACING

Lead Agency: FDOT

County: LEON

Length: 7.559

Phase Group: CONSTRUCTION

From: W OF OLSON RD

To: E OF SR 10 (US 90) MAHAN DRIVE

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	ACNP	14,124,058	0	0	0	0	14,124,058
		14,124,058					14,124,058

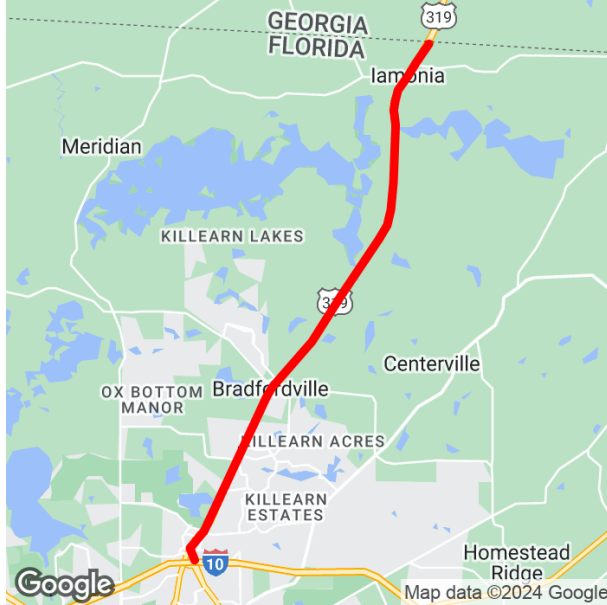
Prior Year Cost: 1,437,229

Future Year Cost: 0

Total Project Cost: 15,561,287

LRTP: 2045 RMP CFP Table 5-4 P. 5-6

SR 369 (US 319) FROM (US 319) NB OFF RAMP TO S OF EAST IVAN ROAD
4193152 Non-SIS



Project Description: RESURFACING

Lead Agency: FDOT

County: WAKULLA

Length: 3.181

Phase Group: CONSTRUCTION

From: (US 319) NB OFF RAMP

To: S OF EAST IVAN ROAD

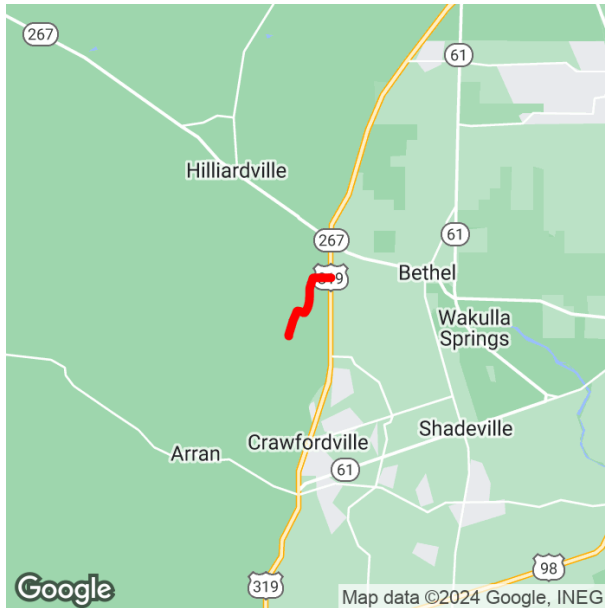
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	ACNR	4,397,288	0	0	0	0	4,397,288
CST	ACSS	739,905	0	0	0	0	739,905
CST	DDR	527,674	0	0	0	0	527,674
CST	DIH	52,767	0	0	0	0	52,767
		5,717,634					5,717,634

Prior Year Cost: 1,196,636

Future Year Cost: 0

Total Project Cost: 6,914,270

LRTP: 2045 RMP CFP Table 5-4 P. 5-8

WHIDDON LAKE RD FROM SR 61 (US319) CRAWFORDVILLE RD TO STOKLEY RD**4486221 Non-SIS**

Project Description: RESURFACING
Lead Agency: WAKULLA COUNTY BOCC
County: WAKULLA
Length: 1.15
Phase Group: CONSTRUCTION

From: CRAWFORDVILLE HWY (SR 61/US319)
To: STOKLEY RD

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	SCRA	573,832	0	0	0	0	573,832
		573,832					573,832

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 573,832****LRTP: 2045 RMP Page 5-8 - Table 5-4**

OLD SHELL POINT RD FROM SR 267 BLOXHAM CUTOFF TO SR61 WAKULLA SPRING
4537921 Non-SIS



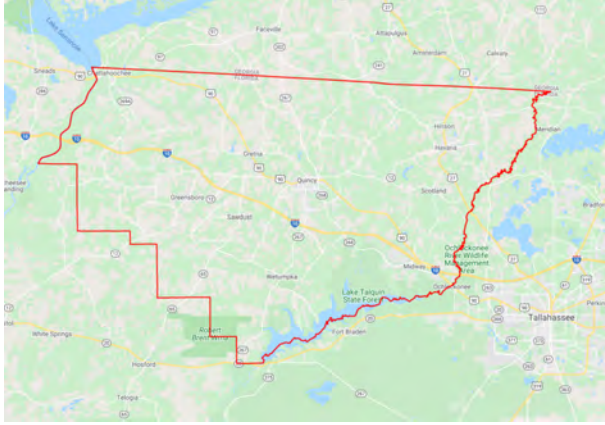
Project Description: WIDEN/RESURFACE EXIST LANES
Lead Agency: WAKULLA COUNTY BOCC
County: WAKULLA
Length: 1.726
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: SR 267 BLOXHAM CUTOFF
To: SR61 WAKULLA SPRINGS

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	SCRA	0	0	1,214,888	0	0	1,214,888
		1,214,888			1,214,888		

Prior Year Cost: 130,167
Future Year Cost: 0
Total Project Cost: 1,345,055
LRTP: 2045 RMP Page 5-6 Table 5-4

SECTION G - TRANSPORTATION SYSTEMS MANAGEMENT (TSM) AND SAFETY (STATE/FEDERALLY FUNDED)

GADSDEN COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS**4367411 Non-SIS****Project Description:** TRAFFIC SIGNALS**Lead Agency:** GADSDEN COUNTY BOCC**County:** GADSDEN**Length:** 0**Phase Group:** OPERATIONS, BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2025	2026	2027	2028	2029	Total
OPS	DITS	85,263	87,869	90,656	0	0	263,788
MNT	D	0	0	0	94,265	100,200	194,465
		85,263	87,869	90,656	94,265	100,200	458,253

Prior Year Cost: 629,984**Future Year Cost: 0****Total Project Cost: 1,088,237****LRTP: 2045 RMP Page 5-8 - Table 5-4**

SR 10 (US 90) FROM W OF BYRD RD TO OPPORTUNITY LN
4456631 Non-SIS



Project Description: SIGNING/PAVEMENT MARKINGS

Lead Agency: FDOT

From: W OF BYRD RD

County: GADSDEN

To: OPPORTUNITY LN

Length: 2.115

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

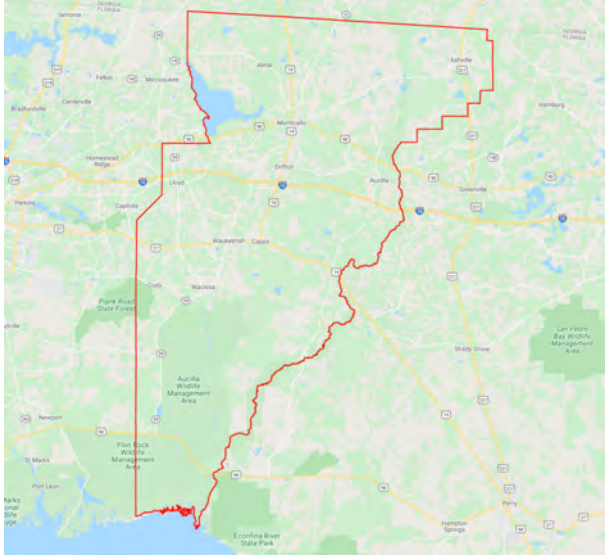
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	ACSS	0	402,374	0	0	0	402,374
		402,374					402,374

Prior Year Cost: 39,719

Future Year Cost: 0

Total Project Cost: 442,093

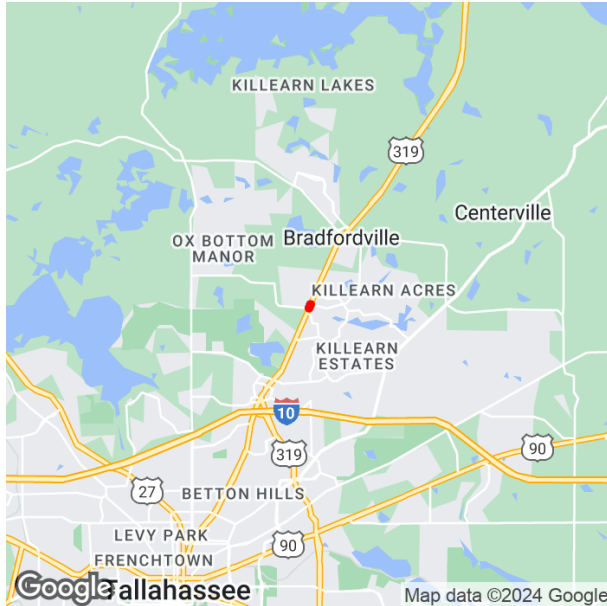
LRTP: 2045 RMP Table 5-1 - Page 5-5

JEFFERSON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS**4367451 Non-SIS****Project Description:** TRAFFIC SIGNALS**Lead Agency:** JEFFERSON COUNTY BOCC**County:** JEFFERSON**Length:** 0**Phase Group:** OPERATIONS, BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2025	2026	2027	2028	2029	Total
OPS	DITS	8,480	8,705	8,952	0	0	26,137
MNT	D	0	0	0	9,252	9,500	18,752
		8,480	8,705	8,952	9,252	9,500	44,889

Prior Year Cost: 53,073**Future Year Cost: 0****Total Project Cost: 97,962****LRTP: 2045 RMP Page 5-8 - Table 5-4**

CR 0346 (VELDA DAIRY RD/OX BOTTOM RD) INTERSECTION REALIGNMENT
4538291 Non-SIS



Project Description: Realignment of Ox Bottom Road and Velda Dairy to controlled intersection at Thomasville Road

Lead Agency: CITY OF TALLAHASSEE

County: LEON

Length: 0.441

Phase Group: CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	CARU	531,954	0	0	0	0	531,954
CST	SU	968,046	0	0	0	0	968,046
		1,500,000					1,500,000

TSM & Safety Project Priority No. 2

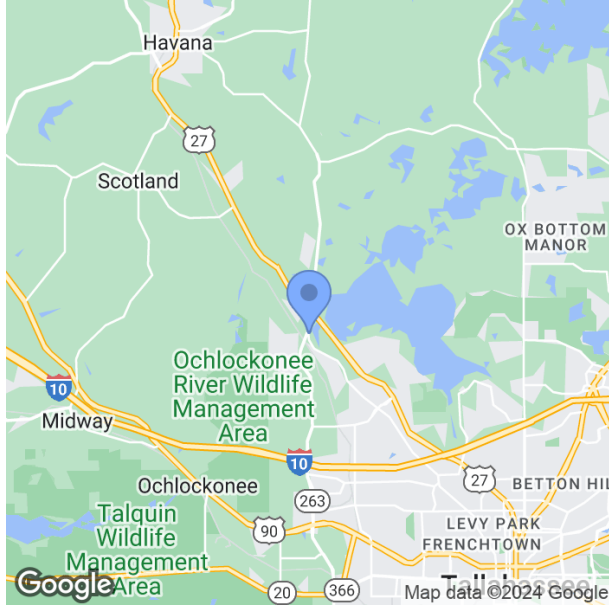
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,500,000

LRTP: 2045 RMP Page 5-6 Table 5-4

CR 0361 OLD BAINBRIDGE RD @ SR 263 CAPITAL CIRCLE
4406552 Non-SIS



Project Description: MISCELLANEOUS CONSTRUCTION

Lead Agency: LEON COUNTY\BOCC

From: CR 0361 OLD BAINBRIDGE RD

To: SR 263 CAPITAL CIRCLE

County: LEON

Length:

0.066

Phase Group: CONSTRUCTION

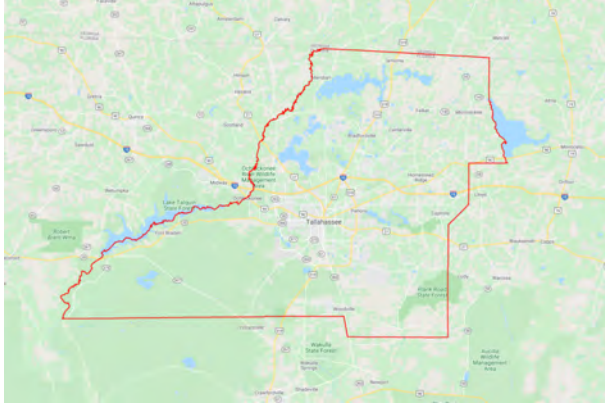
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	CIGP	0	431,086	0	0	0	431,086
CST	LF	0	431,086	0	0	0	431,086
		862,172					862,172

Prior Year Cost: 160,000

Future Year Cost: 0

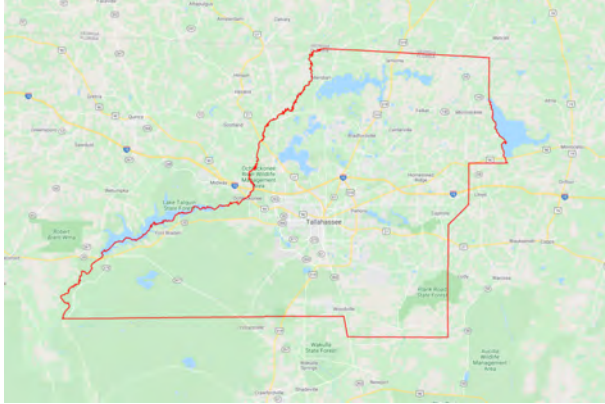
Total Project Cost: 1,022,172

LRTP: 2045 RMP Page 5-6 Table 5-4

LEON COUNTY COMPUTER BASED ATMS IMPLEMENTATION/OPERATIONS**2197852 Non-SIS****Project Description:** ITS COMMUNICATION SYSTEM**Lead Agency:** CITY OF TALLAHASSEE**County:** LEON**Length:** 0**Phase Group:** OPERATIONS, CAPITAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
OPS	DDR	500,000	500,000	500,000	500,000	500,000	2,500,000
		500,000	500,000	500,000	500,000	500,000	2,500,000

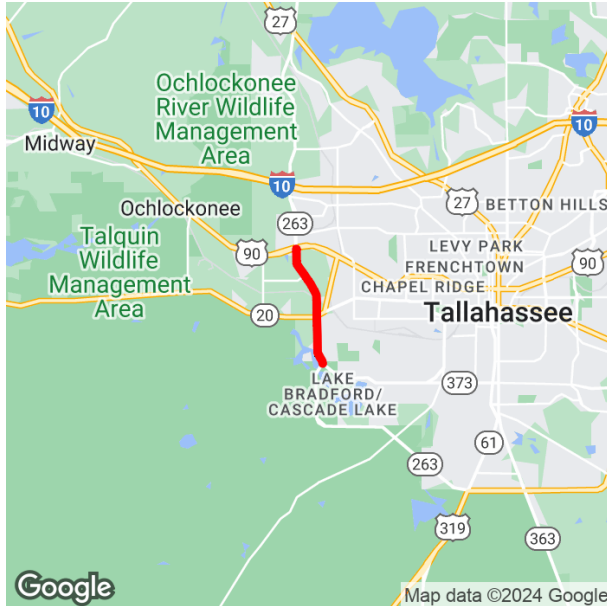
ITS PROJECT PRIORITY NO. 1**Prior Year Cost: 1,250,000****Future Year Cost: 0****Total Project Cost: 3,750,000****LRTP: 2045 RMP Page 5-8 - Table 5-4**

LEON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS**4367461 Non-SIS****Project Description:** TRAFFIC SIGNALS**Lead Agency:** LEON COUNTY BOCC**County:** LEON**Length:** 0**Phase Group:** OPERATIONS, BRDG/RDWAY/CONTRACT MAINT

Phase	Fund Code	2025	2026	2027	2028	2029	Total
OPS	DDR	954,703	983,344	1,257,745	0	0	3,195,792
OPS	DITS	228,545	235,401	0	0	0	463,946
MNT	D	0	0	0	1,815,146	2,000,000	3,815,146
		1,183,248	1,218,745	1,257,745	1,815,146	2,000,000	7,474,884

Prior Year Cost: 8,684,977**Future Year Cost: 0****Total Project Cost: 16,159,861****LRTP: 2045 RMP Page 5-8 - Table 5-4**

SR 263 CAPITAL CIRCLE FROM SR 371 ORANGE AVENUE TO SR 10 (US 90) TENN ST
4464337 SIS



Project Description: OTHER ITS

Lead Agency: FDOT

County: LEON

Length: 2.902

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

From: ORANGE AVENUE

To: SR10(US90)TENNESSEE STREET

Phase	Fund Code	2025	2026	2027	2028	2029	Total
RRU	DS	15,000	0	0	0	0	15,000
CST	DDR	5,609	0	0	0	0	5,609
CST	DIH	26,996	0	0	0	0	26,996
CST	DITS	1,416,384	0	0	0	0	1,416,384
CST	DS	197,755	0	0	0	0	197,755
		1,661,744					1,661,744

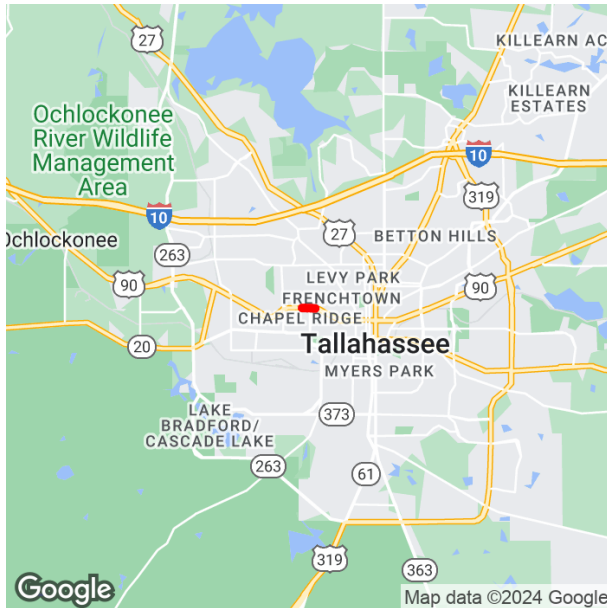
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,661,744

LRTP: 2045 RMP Page 5-6 Table 5-4

SR 10 (US 90) W TENNESSEE ST FROM CALIARK ST TO W BREVARD ST
4456051 Non-SIS



Project Description: SAFETY PROJECT

Lead Agency: FDOT

County: LEON

Length: 0.317

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: CALIARK ST

To: W BREVARD ST

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	ACSS	191,693	0	0	0	0	191,693
CST	ACSS	0	876,346	0	0	0	876,346
		191,693	876,346				1,068,039

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,068,039

LRTP: 2045 RMP Table 5-1 - Page 5-2

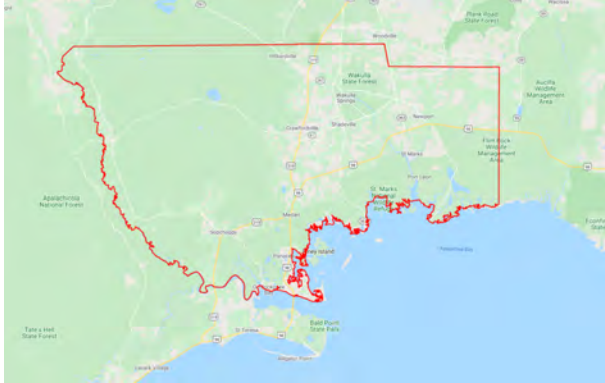
SR 8 (I-10) LEON COUNTY REST AREA TRUCK PARKING AVAILABILITY
4523351 SIS

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,000,000
L RTP: 2045 RMP Page 5-6 Table 5-4

Project Description: REST AREA
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0.416
Phase Group: PRELIMINARY ENGINEERING

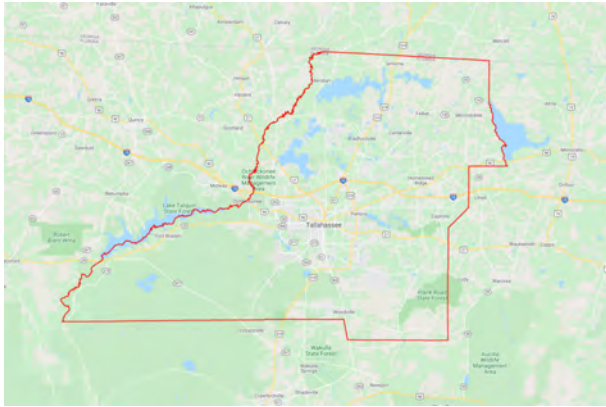


Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	CARB	2,000,000	0	0	0	0	2,000,000
		2,000,000					2,000,000

WAKULLA COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS**4367511 Non-SIS****Project Description:** TRAFFIC SIGNALS**Lead Agency:** WAKULLA COUNTY BOCC**County:** WAKULLA**Length:** 0**Phase Group:** OPERATIONS, BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2025	2026	2027	2028	2029	Total
OPS	DDR	11,000	12,000	13,000	0	0	36,000
OPS	DITS	34,975	36,059	37,152	0	0	108,186
MNT	D	0	0	0	49,000	54,000	103,000
		45,975	48,059	50,152	49,000	54,000	247,186

Prior Year Cost: 277,784**Future Year Cost: 0****Total Project Cost: 524,970****LRTP: 2045 RMP Page 5-8 - Table 5-4**

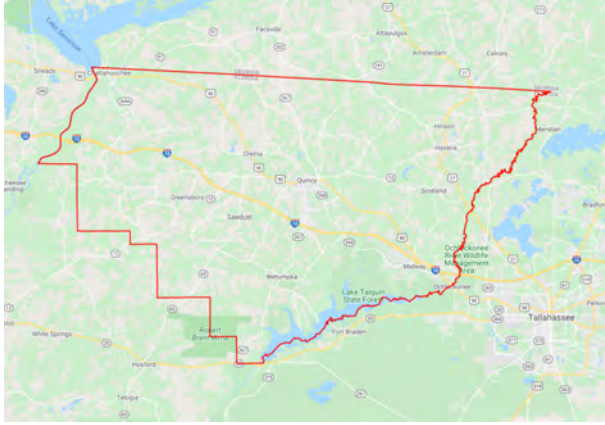
SR 10 TENNESSEE ST FROM AENON CHURCH ROAD (CR 1581) TO BLOUNTSTOWN ST (SR 20)**454522-1 NON-SIS****Project Description:** LIGHTING IMPROVEMENTS**Lead Agency:** MANAGED BY CITY OF TALLAHASSEE**County:** LEON**Length:** 1.816 MI**Phase Group:** Construction (Utilities)**From:** AENON CHURCH ROAD (CR 1581)**To:** BLOUNTSTOWN ST (SR 20)

Phase	Fund Code	2025	2026	2027	2028	2029	Total
RRU	ACSS	100,000	0	0	0	0	100,000
		100,000					100,000

This project was amended into the TIP at the December 2, 2024 Executive Committee Meeting.

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 100,000****LRTP: 2045 RMP Page 5-8 - Table 5-4**

SECTION H - MAINTENANCE/CAPITAL OUTLAY (STATE/FEDERALLY FUNDED)

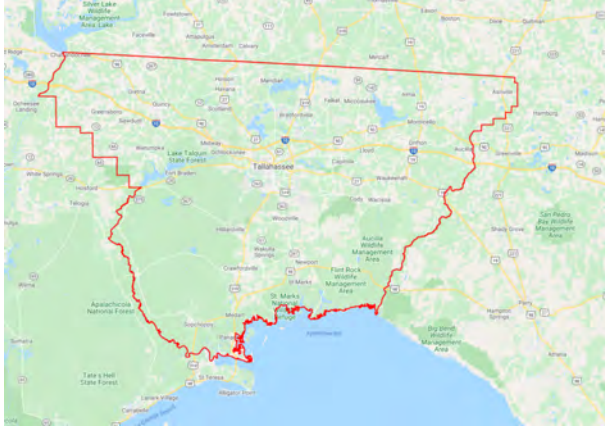
GREENSBORO ENVIROMENTAL SITE RESTORATION**4517611 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** FDOT**County:** GADSDEN**Length:** 0**Phase Group:** CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	110,000	110,000	110,000	110,000	110,000	550,000
		110,000	110,000	110,000	110,000	110,000	550,000

Prior Year Cost: 110,000**Future Year Cost: 0****Total Project Cost: 660,000****LRTP:**

MIDWAY OPERATIONS CENTER CONSTRUCT POLE BARN

4499561 Non-SIS



Project Description: FIXED CAPITAL OUTLAY

Lead Agency: FDOT

County: GADSDEN

Length: 0

Phase Group: CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	0	0	90,000	0	0	90,000
				90,000			90,000

Prior Year Cost: 149,280

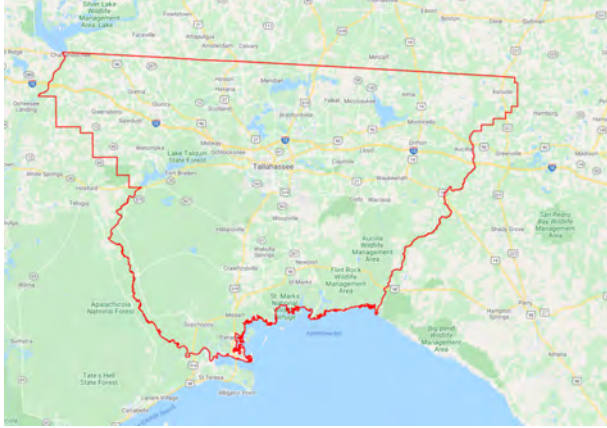
Future Year Cost: 0

Total Project Cost: 239,280

LRTP: Not Applicable

MIDWAY OPERATIONS CENTER EMERGENCY GENERATOR COMPONENTS REPLACEMENT

4483302 Non-SIS



Project Description: FIXED CAPITAL OUTLAY

Lead Agency: FDOT

County: GADSDEN

Length: 0

Phase Group: BRDG/RDWDY/CONTRACT MAINT

Phase	Fund Code	2025	2026	2027	2028	2029	Total
MNT	D	5,500	5,500	5,700	5,700	5,700	28,100
		5,500	5,500	5,700	5,700	5,700	28,100

Prior Year Cost: 20,600

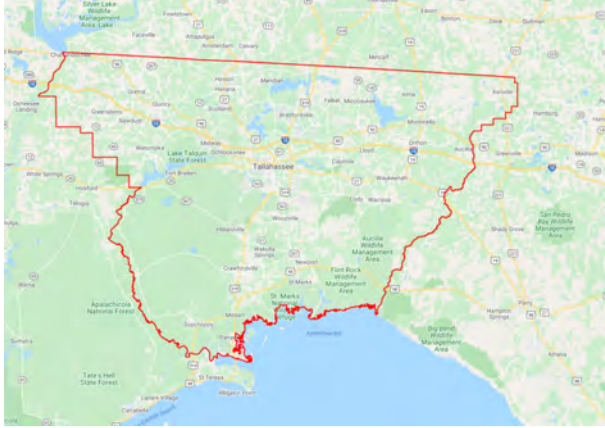
Future Year Cost: 0

Total Project Cost: 48,700

LRTP: Not Applicable

MIDWAY OPERATIONS CENTER HVAC UNIT REPLACEMENT

4483303 Non-SIS



Project Description: FIXED CAPITAL OUTLAY

Lead Agency: FDOT

County: GADSDEN

Length: 0

Phase Group: CONSTRUCTION

To:

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	313,000	0	0	0	0	313,000
		313,000					313,000

Prior Year Cost: 185,971

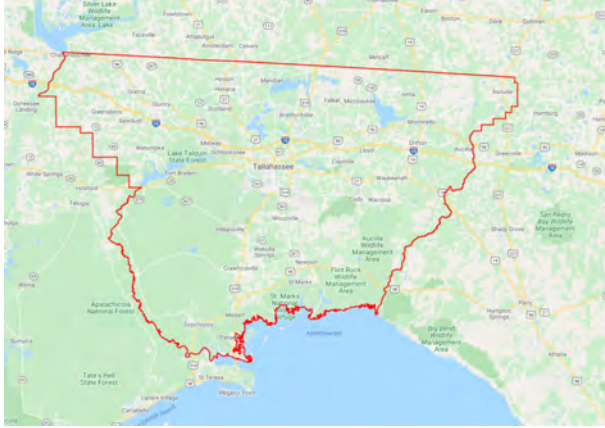
Future Year Cost: 0

Total Project Cost: 498,971

LRTP: Not Applicable

MIDWAY OPERATIONS CENTER PAINTING INTERIOR

4499571 Non-SIS



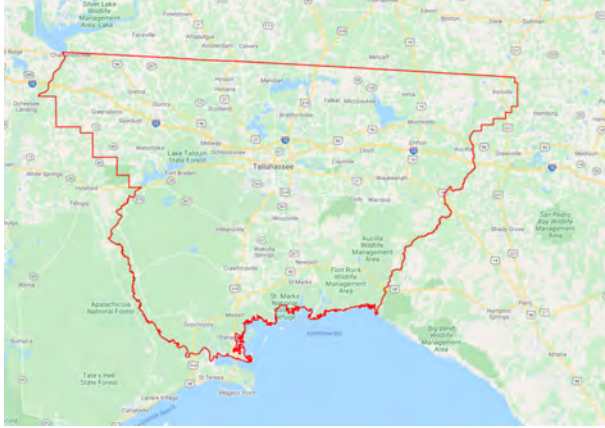
Project Description: FIXED CAPITAL OUTLAY
Lead Agency: FDOT
County: GADSDEN
Length: 0
Phase Group: BRDG/RDWDY/CONTRACT MAINT

Phase	Fund Code	2025	2026	2027	2028	2029	Total
MNT	D	1,500	0	4,000	0	0	5,500
		1,500		4,000			5,500

Prior Year Cost: 5,000
Future Year Cost: 0
Total Project Cost: 10,500
LRTP: Not Applicable

MIDWAY OPERATIONS CENTER PAINTING/CLEANING EXTERIOR

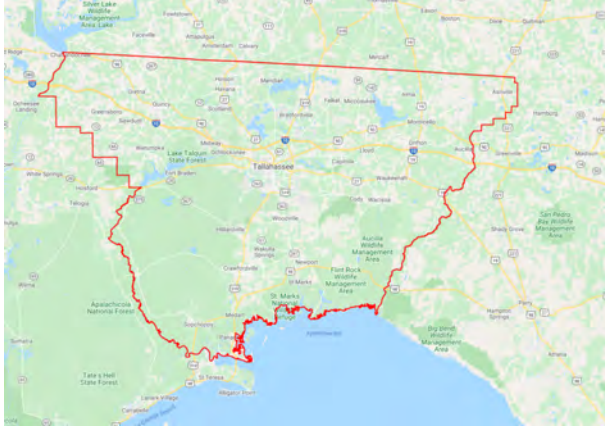
4499581 Non-SIS



Project Description: FIXED CAPITAL OUTLAY
Lead Agency: FDOT
County: GADSDEN
Length: 0
Phase Group: BRDG/RDWDY/CONTRACT MAINT

Phase	Fund Code	2025	2026	2027	2028	2029	Total
MNT	D	2,500	0	0	5,000	0	7,500
		2,500			5,000		7,500

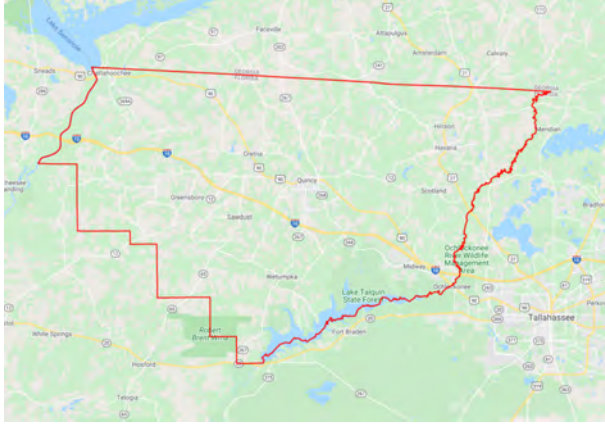
Prior Year Cost: 3,500
Future Year Cost: 0
Total Project Cost: 11,000
LRTP: Not Applicable

MIDWAY OPERATIONS CENTER ROOF REPAIRS**4499601 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** FDOT**County:** GADSDEN**Length:** 0**Phase Group:** BRDG/RDWDY/CONTRACT MAINT

Phase	Fund Code	2025	2026	2027	2028	2029	Total
MNT	D	0	0	5,000	0	0	5,000
				5,000			5,000

Prior Year Cost: 2,500**Future Year Cost: 0****Total Project Cost: 7,500****LRTP: Not Applicable**

SR 8 (I-10) GADSDEN COUNTY REST AREAS EB/WB CAPITAL IMPROVEMENTS
4458982 SIS



Project Description: REST AREA

Lead Agency: FDOT

County: GADSDEN

Length: 0.637

Phase Group: PRELIMINARY ENGINEERING

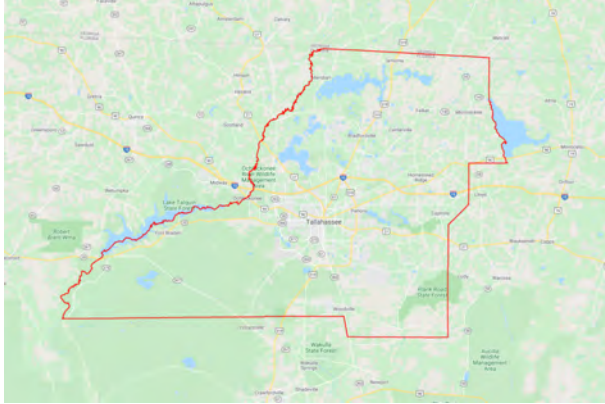
Phase	Fund Code	2025	2026	2027	2028	2029	Total
PE	DIH	0	0	0	0	80,000	80,000
PE	DRA	0	0	0	0	800,000	800,000
						880,000	880,000

Prior Year Cost: 0

Future Year Cost: 0

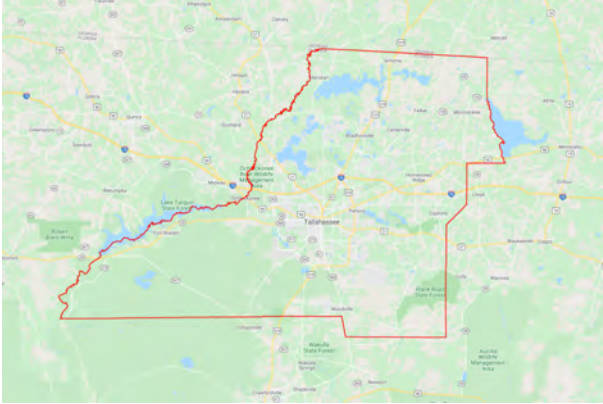
Total Project Cost: 880,000

LRTP: Not Applicable

BURNS BLDG - ADA RENOVATIONS - GROUP AND SINGLE USE RESTROOMS - PHASE II BURNS**4502881 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION

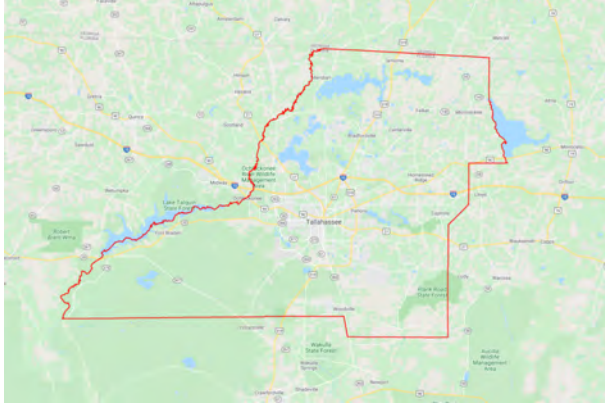
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	192,000	2,190,000	2,300,000	0	0	4,682,000
		192,000	2,190,000	2,300,000			4,682,000

Prior Year Cost: 1,600,000**Future Year Cost: 0****Total Project Cost: 6,282,000****LRTP: Not Applicable**

BURNS BLDG - BATHROOM UTILITY
4541611 Non-SIS**Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION

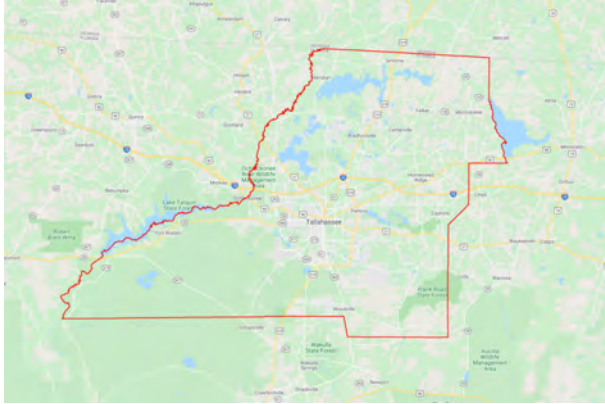
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	45,000	0	0	0	0	45,000
		45,000					45,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 45,000****LRTP: Not Applicable**

BURNS BLDG - BATHROOM UTILITY (SURPLUS)**4541621 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION

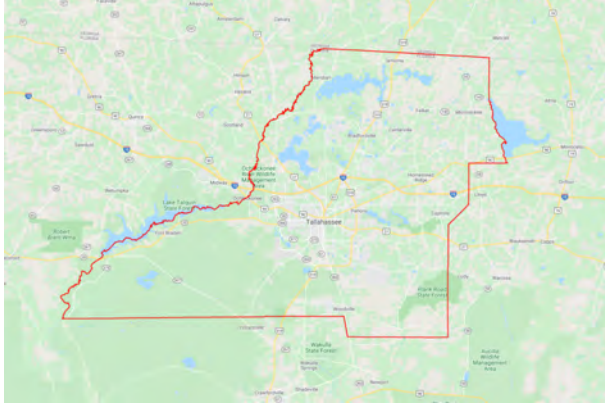
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	50,000	0	0	0	0	50,000
		50,000					50,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 50,000****LRTP: Not Applicable**

BURNS BLDG - BUILDING AUTOMATION UPGRADE**4520921 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION

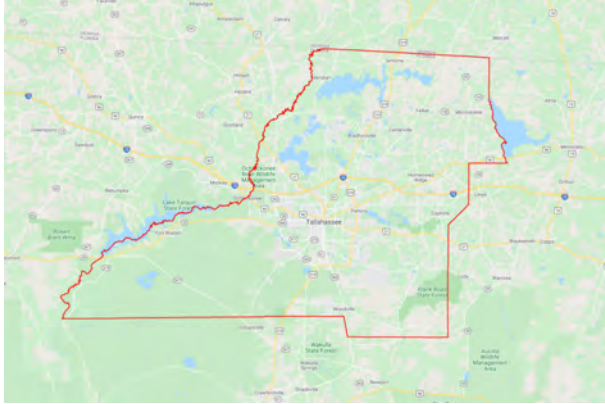
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	0	0	420,000	0	0	420,000
				420,000			420,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 420,000****LRTP: Not Applicable**

BURNS BLDG - CENTRAL UTILITY BLDG. COOLING TOWER**4520931 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION

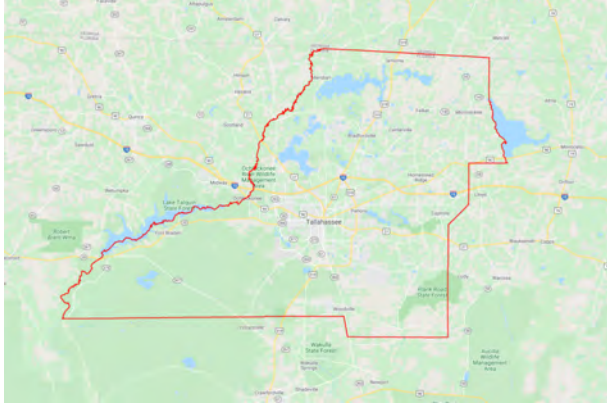
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	0	0	0	940,000	0	940,000
					940,000		940,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 940,000****LRTP: Not Applicable**

BURNS BLDG - CO HEADQUARTERS - PARKING GARAGE STUDY**4502901 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION

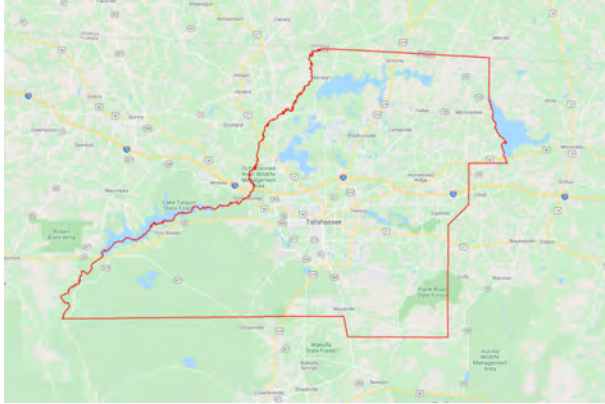
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	0	0	0	0	82,500	82,500
						82,500	82,500

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 82,500****LRTP: Not Applicable**

BURNS BLDG - ELEVATOR SAFETY UPGRADES - MECHANICAL SYS REPLACE**4482691 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** FDOT**County:** LEON**To:****Length:** 0**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	360,000	0	0	0	0	360,000
		360,000					360,000

Prior Year Cost: 2,892,805**Future Year Cost: 0****Total Project Cost: 3,252,805****LRTP: Not Applicable**

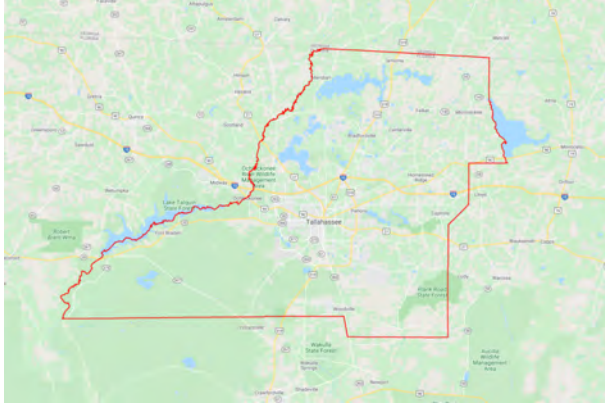
BURNS BLDG - KITCHEN DECOMMISSIONING AND SPACE RECONFIGURE/OPTIMIZATION**4541601 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	400,000	2,000,000	0	0	0	2,400,000
		400,000	2,000,000				2,400,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 2,400,000****LRTP: Not Applicable**

BURNS BLDG - KITCHEN UTILITY DECOMMISSIONING/SPACE RECONFIGURE AND OPTIMIZATION

4541401 Non-SIS



Project Description: FIXED CAPITAL OUTLAY

Lead Agency: FDOT

County: LEON

Length: 0

Phase Group: CONSTRUCTION

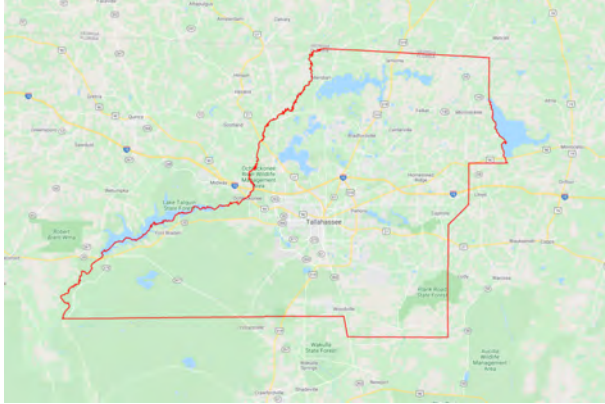
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	265,000	2,650,000	0	0	0	2,915,000
		265,000	2,650,000				2,915,000

Prior Year Cost: 0

Future Year Cost: 0

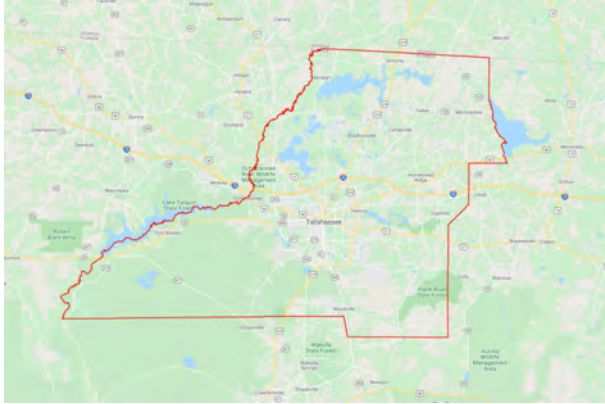
Total Project Cost: 2,915,000

LRTP: Not Applicable

BURNS BLDG - LANDSCAPE AND HARDENING-MASTER CAMPUS PLAN**4502892 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION

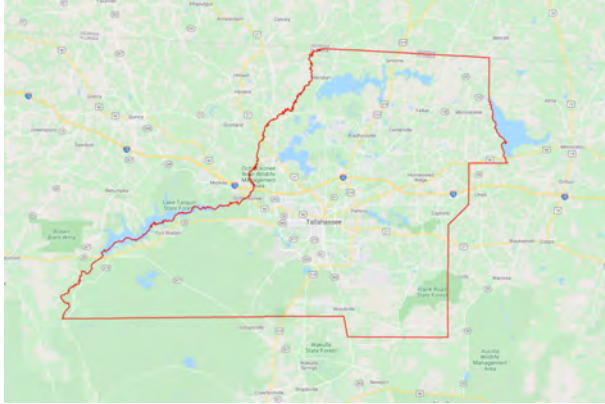
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	0	0	205,950	70,900	129,100	405,950
				205,950	70,900	129,100	405,950

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 405,950****LRTP: Not Applicable**

BURNS BLDG - RENOVATIONS - BUILDING A 2ND FLOOR (APT CONTROL & MONITOR SYSTEM)**4541641 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	0	600,000	0	0	0	600,000
			600,000				600,000

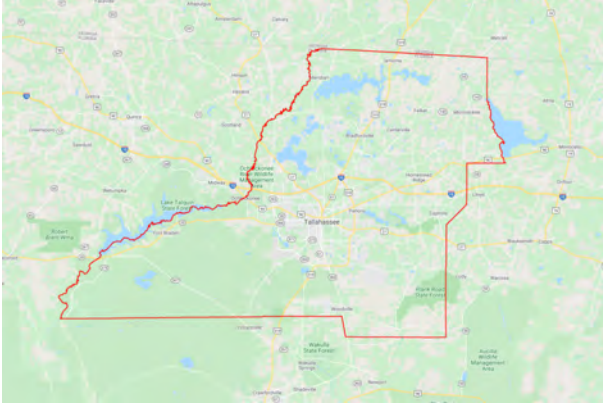
Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 600,000****LRTP: Not Applicable**

BURNS BLDG - ROOF REPLACEMENT - ADMIN BUILDING**4541631 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	0	425,500	0	0	0	425,500
			425,500				425,500

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 425,500****LRTP: Not Applicable**

BURNS BLDG - SECURITY-HARDEN MAIN LOBBY, RE-DESIGN, AND RENOVATE
4520951 Non-SIS



Project Description: FIXED CAPITAL OUTLAY

Lead Agency: FDOT

County: LEON

Length: 0

Phase Group: CONSTRUCTION

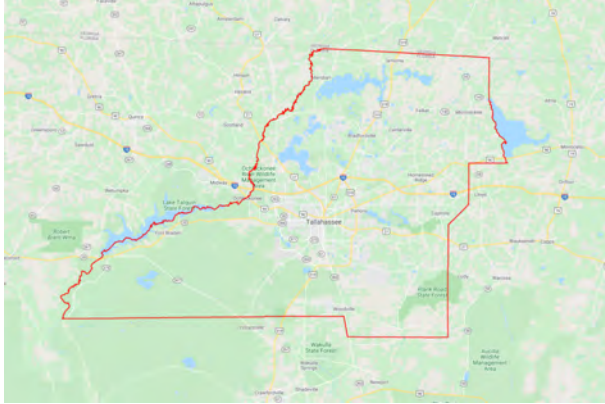
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	0	0	0	1,350,000	0	1,350,000
					1,350,000		1,350,000

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,350,000

LRTP: Not Applicable

BURNS BLDG - WORKSTATION REDESIGN AND REPLACEMENT PROJECT**4520961 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	0	400,000	800,000	800,000	800,000	2,800,000
			400,000	800,000	800,000	800,000	2,800,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 2,800,000****LRTP: Not Applicable**

FDOT CREDIT UNION BUILDING - AC UNIT REPLACEMENT**4512121 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION, BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	77,000	85,000	94,000	0	0	256,000
MNT	D	12,000	29,000	0	0	0	41,000
		89,000	114,000	94,000			297,000

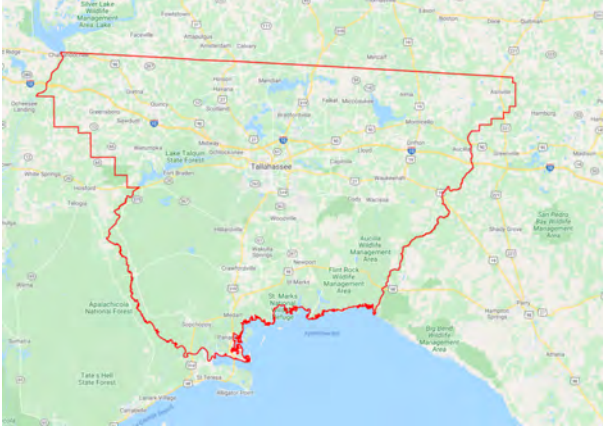
Prior Year Cost: 20,442**Future Year Cost: 0****Total Project Cost: 317,442****LRTP: 2045 Table 5-9 - Page 5-11**

FDOT CREDIT UNION BUILDING - ADA COMPLIANCE RENOVATION**4541651 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	200,000	2,000,000	0	0	0	2,200,000
		200,000	2,000,000				2,200,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 2,200,000****LRTP: 2045 Table 5-9 - Page 5-11**

SPRINGHILL ROAD WELDING SHOP ROOF - CO 4482662 Non-SIS



Project Description: FIXED CAPITAL OUTLAY

Lead Agency: BY FDOT

County: LEON

Length: 0

Phase Group: CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	0	0	48,000	0	0	48,000
				48,000			48,000

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 48,000

LRTP: Not Applicable

UPS AND LITHIUM ION BATTERY SET UP 4541591 Non-SIS

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 150,000

Project Description: FIXED CAPITAL OUTLAY

Lead Agency: MANAGED BY FDOT

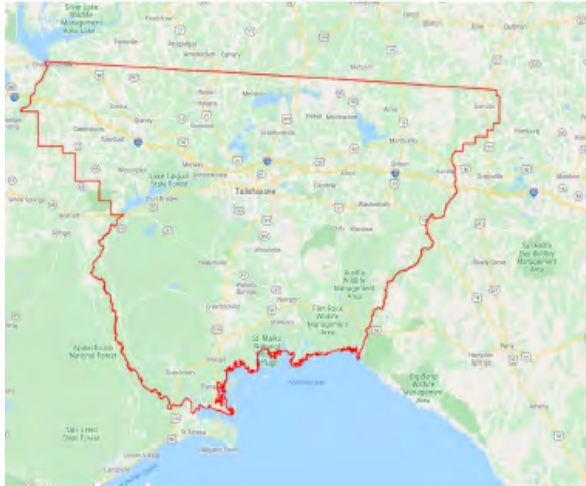
County: LEON

Length: 0

Phase Group: CONSTRUCTION

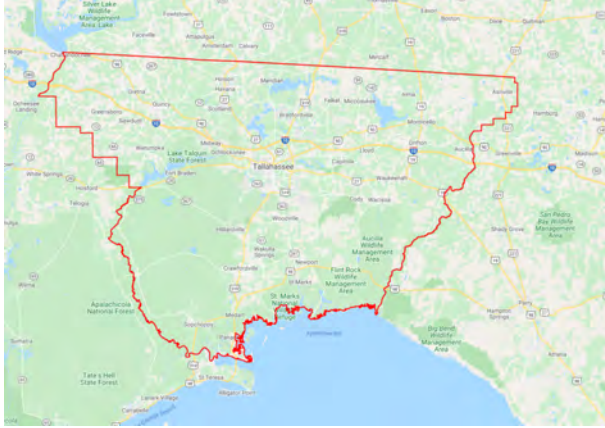
From:

To:



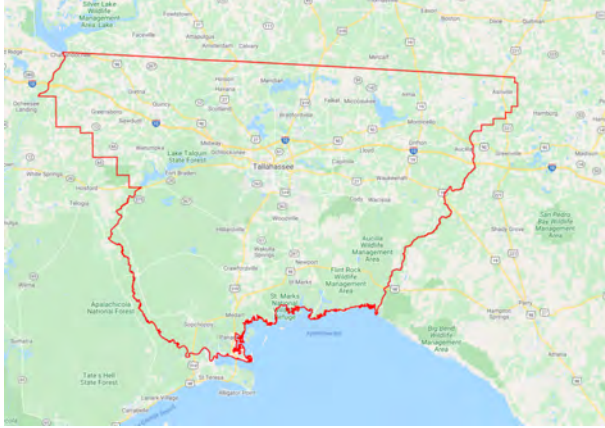
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	FCO	150,000	0	0	0	0	150,000
		150,000					150,000

SECTION I - TRANSPORTATION PLANNING

CAPITAL REGION TPA (TALLAHASSEE) FY 2024/2025-2025/2026 UPWP**4393235 Non-SIS****Project Description:** TRANSPORTATION PLANNING**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE**County:** LEON**Length:** 0**Phase Group:** PLANNING

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PLN	PL	787,487	795,479	0	0	0	1,582,966
		787,487	795,479				1,582,966

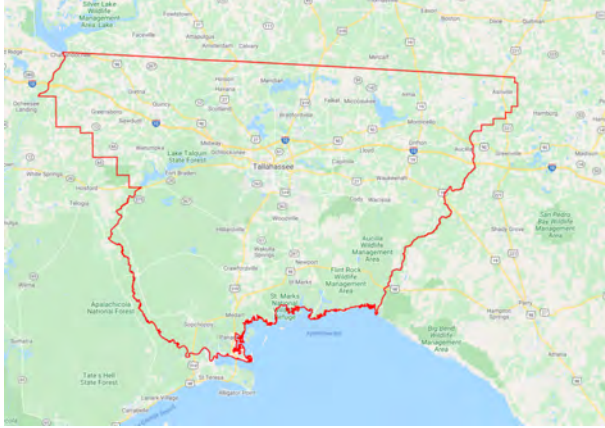
Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 3,969,403****LRTP: 2045 RMP Page 5-8 - Table 5-4**

CAPITAL REGION TPA (TALLAHASSEE) FY 2026/2027-2027/2028 UPWP**4393236 Non-SIS****Project Description:** TRANSPORTATION PLANNING**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE**County:** LEON**Length:** 0**Phase Group:** PLANNING

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PLN	PL	0	0	795,479	795,479	0	1,590,958
				795,479	795,479		1,590,958

Prior Year Cost: 1,582,966**Future Year Cost: 0****Total Project Cost: 3,969,403****LRTP: 2045 RMP Page 5-8 - Table 5-4**

CAPITAL REGION TPA (TALLAHASSEE) FY 2027/2028-2028/2029 UPWP
4393237 Non-SIS



Project Description: TRANSPORTATION PLANNING

Lead Agency: FDOT - CRTPA

County: LEON

Length: 0

Phase Group: PLANNING

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PLN	PL	0	0	0	0	795,479	795,479
						795,479	795,479

Prior Year Cost: 0

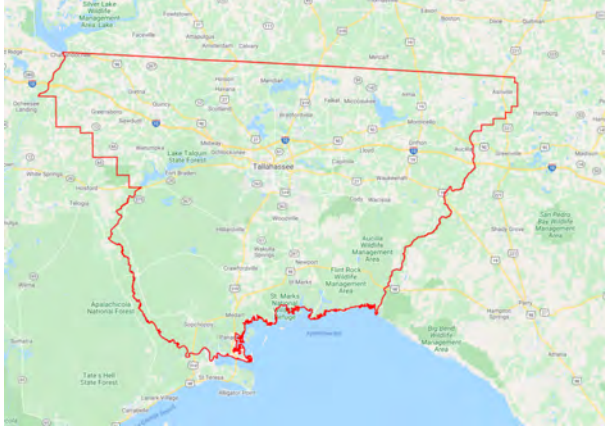
Future Year Cost: 0

Total Project Cost: 3,969,403

LRTP: 2045 RMP Page 5-8 - Table 5-4

CRTPA CONTINGENCY BOX FOR CRTPA URBAN FUNDS

2197939 Non-SIS



Project Description: FUNDING ACTION

Lead Agency: FDOT

County: LEON

Length: 0

Phase Group: CONSTRUCTION

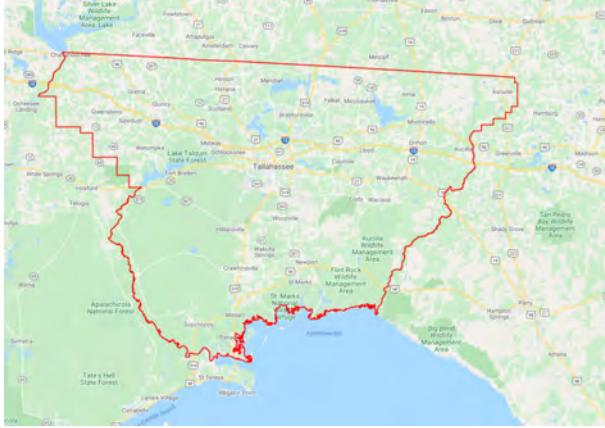
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	SU	505,773	391,915	2,363,818	0	0	3,261,506
		505,773	391,915	2,363,818			3,261,506

Prior Year Cost: 0

Future Year Cost: 0

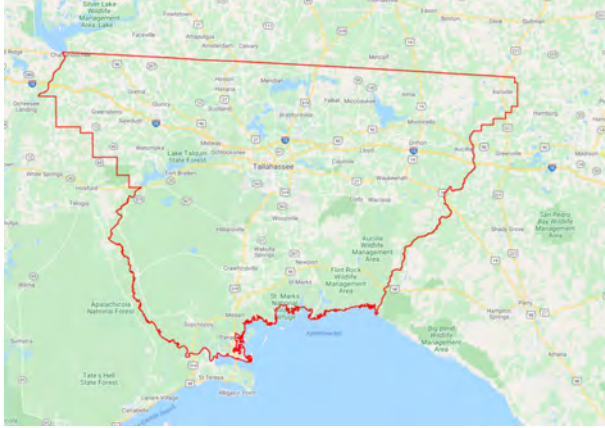
Total Project Cost: 3,261,506

LRTP: 2045 RMP Page 5-8 - Table 5-4

CRTPA RESERVE BOX FOR FUTURE PROJECTS USING URBAN FUNDS**2197935 Non-SIS****Project Description:** FUNDING ACTION**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION

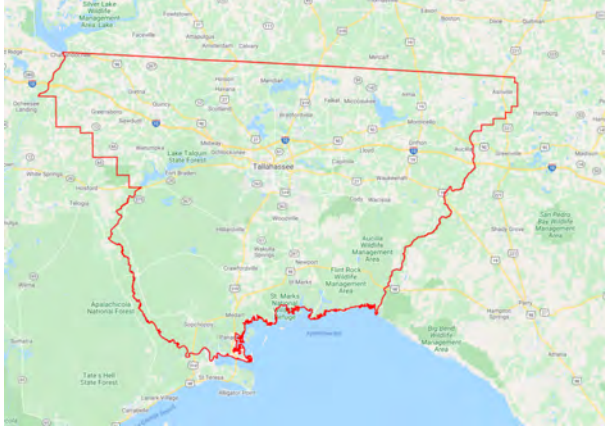
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	SU	0	0	0	4,141,915	4,141,915	8,283,830
					4,141,915	4,141,915	8,283,830

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 8,283,830****LRTP: 2045 RMP Table 5-1 - Page 5-2**

MPO ADVISORY COMMITTEE STAFF FY 2024/2025-2025/2026 UPWP**4393395 Non-SIS****Project Description:** TRANSPORTATION PLANNING**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** PLANNING

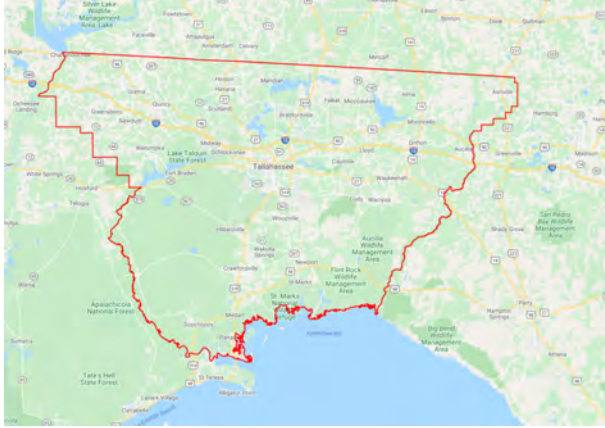
Phase	Fund Code	2025	2026	2027	2028	2029	Total
PLN	PL	800,000	800,000	0	0	0	1,600,000
		800,000	800,000				1,600,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 4,000,000****LRTP: 2045 RMP Page 5-8 - Table 5-4**

MPO ADVISORY COMMITTEE STAFF FY 2026/2027-2027/2028 UPWP**4393396 Non-SIS****Project Description:** TRANSPORTATION PLANNING**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** PLANNING

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PLN	PL	0	0	800,000	800,000	0	1,600,000
				800,000	800,000		1,600,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 4,000,000****LRTP: 2045 RMP Page 5-8 - Table 5-4**

MPO ADVISORY COMMITTEE STAFF FY 2028/2029-2029/2030 UPWP**4393397 Non-SIS****Project Description:** TRANSPORTATION PLANNING**Lead Agency:** FDOT**County:** LEON**Length:** 0**Phase Group:** PLANNING

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PLN	PL	0	0	0	0	800,000	800,000
						800,000	800,000

Prior Year Cost:**Future Year Cost: 0****Total Project Cost: 4,000,000****LRTP: 2045 RMP Page 5-8 - Table 5-4**

Appendix A

TIP Abbreviations, Acronyms and Fund Codes

TIP Abbreviations/Acronyms & Definitions

BPIA	Blueprint Intergovernmental Agency –local agency that implements a portion of the Leon County penny sales tax funding for use on infrastructure and natural resource management in Tallahassee/Leon County.
BIL	Signed into law on November 15, 2021 the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) provides the largest long-term investment in our infrastructure and economy in our Nation’s history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.
CMAC	Citizens Multimodal Advisory Committee – one of the two committees that advises the C RTPA Board and is comprised of individuals in the community.
CPGA	Consolidated Planning Grant Agreement
C RTPA	Capital Region Transportation Planning Agency – the regional transportation planning agency (or Metropolitan Planning Organization) for Florida’s capital region (Gadsden, Jefferson, Leon and Wakulla counties) responsible for coordinating regional transportation planning.
CTD	Florida Commission for the Transportation Disadvantaged, a state agency.
FAA	Federal Aviation Administration – the federal agency within the United States Department of Transportation with authority to regulate and oversee all civil aviation in the United States.
FAST Act	On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.
FDOT	Florida Department of Transportation – the state transportation agency responsible for transportation planning in Florida.
FHWA	Federal Highway Administration – the federal agency within the United States Department of Transportation that provides stewardship over the construction, maintenance and preservation of the Nation’s highways, bridges and tunnels.
FTA	Federal Transit Administration – the federal agency within the United States Department of Transportation that provides technical assistance to local public transit systems.
ITS	Intelligent Transportation Systems – related to transportation, ITS are techniques and methods for relieving congestion, improving road and transit safety, and increasing economic productivity.
PPL	Priority Project List(s) – the annually adopted C RTPA listing of project priorities providing funding guidance to the FDOT.

TIP Abbreviations/Acronyms & Definitions (Cont.)

RMP	Regional Mobility Plan – The CRTPA's long range transportation plan that identifies needed transportation projects in the CRTPA region over a 20-year time period to address the region's mobility.
SIS	Strategic Intermodal System – a transportation system in Florida that is comprised of facilities and services of statewide and interregional significance.
STIP	State Transportation Improvement Program - is a federally mandated document which must include a listing of projects planned with federal participation in the next four fiscal years.
SUNTrail	The Florida Shared-Use Nonmotorized (SUN) Trail Network -state program directing FDOT to make use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP).
TAC	Technical Advisory Committee – one of the two committees that advises the CRTPA Board and comprised of local and state planners and engineers with expertise in the area of transportation planning, engineering or management.
TATMS	Tallahassee Advanced Traffic Management System – the region's traffic management center.
TD	Transportation Disadvantaged - Transportation disadvantaged are those who cannot obtain their own transportation due to a disability, age, or income.
TIP	Transportation Improvement Program – CRTPA document adopted annually that provides a prioritized listing of transportation projects within the CRTPA region over a five-year period that have received identified funding and is consistent with the agency's long range transportation plan.
TPM	Transportation Performance Measures
TRIP	Transportation Regional Incentive Program – competitive FDOT program providing state funding for regionally significant projects.

Project Phase Information

The following provides information detailing the project phase abbreviations contained on the project pages within the TIP.

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

TIP Fund Codes

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

FDOT OWPB - WP Reports; Work Program Instructions Appendix D Fund Codes



Florida Department of Transportation

Funds Codes

Work Program Instructions Appendix D Codes

Fund Code
As Of: 5/13/2024

Code	Description	Fund Group	Fund Group Description
ACBR	ADVANCE CONSTRUCTION (BRT)	F22	NH - AC FUNDING
ACBZ	ADVANCE CONSTRUCTION (BRTZ)	F22	NH - AC FUNDING
ACCM	ADVANCE CONSTRUCTION (CM)	F32	O.F.A. - AC FUNDING
ACER	ADVANCE CONSTRUCTION (ER)	F32	O.F.A. - AC FUNDING
ACFP	AC FREIGHT PROG (NFP)	F22	NH - AC FUNDING
ACID	ADV CONSTRUCTION SAFETY (HSID)	F22	NH - AC FUNDING
ACLD	ADV CONSTRUCTION SAFETY (HSLD)	F22	NH - AC FUNDING
ACNP	ADVANCE CONSTRUCTION NHPP	F22	NH - AC FUNDING
ACNR	AC NAT HWY PERFORM RESURFACING	F22	NH - AC FUNDING
ACPR	AC - PROTECT GRANT PGM	F22	NH - AC FUNDING
ACSA	ADVANCE CONSTRUCTION (SA)	F32	O.F.A. - AC FUNDING
ACSL	ADVANCE CONSTRUCTION (SL)	F32	O.F.A. - AC FUNDING
ACSM	STBG AREA POP. W/ 5K TO 49,999	F32	O.F.A. - AC FUNDING
ACSN	ADVANCE CONSTRUCTION (SN)	F32	O.F.A. - AC FUNDING
ACSS	ADVANCE CONSTRUCTION (SS,HSP)	F22	NH - AC FUNDING
ACSU	ADVANCE CONSTRUCTION (SU)	F32	O.F.A. - AC FUNDING
ARDR	ARPA- SCETS MOTOR FUEL TAX	F49	100% FEDERAL NON-FHWA
ARPA	AMERICAN RESCUE PLAN ACT	F49	100% FEDERAL NON-FHWA
ARSC	AMER. RESCUE PLAN SCOP PGM	F49	100% FEDERAL NON-FHWA
ARSR	AMER. RESCUE PLAN SCRAP PGM	F49	100% FEDERAL NON-FHWA
ART	ARTERIAL HIGHWAYS PROGRAMS	N11	100% STATE
ARTW	ARTERIAL WIDENING PROGRAM	N11	100% STATE
BNBR	AMENDMENT 4 BONDS (BRIDGES)	N31	BONDS
BNDS	BOND - STATE	N31	BONDS
BNIR	INTRASTATE R/W & BRIDGE BONDS	N31	BONDS
BRP	STATE BRIDGE REPLACEMENT	N11	100% STATE
BRRP	STATE BRIDGE REPAIR & REHAB	N11	100% STATE
BRRR	BRIDGE REPAIR RAILROADS	N11	100% STATE
BRTZ	FED BRIDGE REPL - OFF SYSTEM	F21	NH - REGULAR FUNDING
CARB	CARBON REDUCTION GRANT PGM	F31	O.F.A. - REGULAR FUNDS
CARL	CARB FOR URB. LESS THAN 200K	F31	O.F.A. - REGULAR FUNDS
CARM	CARB FOR SM. URB. 5K - 49,999	F31	O.F.A. - REGULAR FUNDS
CARN	CARB FOR RURAL AREAS < 5K	F31	O.F.A. - REGULAR FUNDS
CARU	CARB FOR URB. AREA > THAN 200K	F31	O.F.A. - REGULAR FUNDS

Page 201 of 353

FDOT OWPB - WP Reports; Work Program Instructions Appendix D Codes

CD22	CONGRESS GF EARMARKS HIP 2022	F43	100% FEDERAL DEMO/EARMARK
CD23	CONGRESS GF EARMARKS HIP 2023	F43	100% FEDERAL DEMO/EARMARK
CD24	CONGRESS GF EARMARKS HIP 2024	F43	100% FEDERAL DEMO/EARMARK
CIGP	COUNTY INCENTIVE GRANT PROGRAM	N12	100% STATE - SINGLE AUDIT ACT
CM	CONGESTION MITIGATION - AQ	F31	O.F.A. - REGULAR FUNDS
D	UNRESTRICTED STATE PRIMARY	N11	100% STATE
DC	STATE PRIMARY PE CONSULTANTS	N11	100% STATE
DDR	DISTRICT DEDICATED REVENUE	N11	100% STATE
DEM	ENVIRONMENTAL MITIGATION	N11	100% STATE
DER	EMERGENCY RELIEF - STATE FUNDS	N11	100% STATE
DFTA	FED PASS-THROUGH \$ FROM FTA	F49	100% FEDERAL NON-FHWA
DI	ST. - S/W INTER/INTRASTATE HWY	N11	100% STATE
DIH	STATE IN-HOUSE PRODUCT SUPPORT	N11	100% STATE
DIOH	STATE 100% - OVERHEAD	N11	100% STATE
DIS	STRATEGIC INTERMODAL SYSTEM	N11	100% STATE
DITS	STATEWIDE ITS - STATE 100%.	N11	100% STATE
DL	LOCAL FUNDS - PTO - BUDGETED	N44	LOCAL
DPTO	STATE - PTO	N11	100% STATE
DRA	REST AREAS - STATE 100%	N11	100% STATE
DS	STATE PRIMARY HIGHWAYS & PTO	N11	100% STATE
DSB0	UNALLOCATED TO FACILITY	N41	TOLL CAPITAL IMPROVEMENT
DSB1	SKYWAY	N41	TOLL CAPITAL IMPROVEMENT
DSB2	EVERGLADES PKY/ALLIGATOR ALLEY	N41	TOLL CAPITAL IMPROVEMENT
DSB3	PINELLAS BAYWAY	N41	TOLL CAPITAL IMPROVEMENT
DSB7	MID-BAY BRIDGE AUTHORITY	N41	TOLL CAPITAL IMPROVEMENT
DSBC	GARCON POINT BRIDGE	N41	TOLL CAPITAL IMPROVEMENT
DSBD	I-95 EXPRESS LANES	N41	TOLL CAPITAL IMPROVEMENT
DSBF	I-595	N41	TOLL CAPITAL IMPROVEMENT
DSBG	I-75 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
DSBH	I-4 ML TOLL CAP IMPROVEMENT	N41	TOLL CAPITAL IMPROVEMENT
DSBI	PALMETTO ML TOLL CAP IMPROVE	N41	TOLL CAPITAL IMPROVEMENT
DSBJ	I-295 EXPRESS LANES - CAPITAL	N41	TOLL CAPITAL IMPROVEMENT
DSBK	TAMPA BAY EXPRESS LANES	N41	TOLL CAPITAL IMPROVEMENT
DSBT	TURNPIKE/REIMBURSED BY TOLL	N41	TOLL CAPITAL IMPROVEMENT
DSBW	WEKIVA PARKWAY	N41	TOLL CAPITAL IMPROVEMENT
DSPC	SERVICE PATROL CONTRACT	N11	100% STATE
DU	STATE PRIMARY/FEDERAL REIMB	F49	100% FEDERAL NON-FHWA
DUCA	TRANSIT CARES/CRRSAA ACT	F49	100% FEDERAL NON-FHWA
DWS	WEIGH STATIONS - STATE 100%	N11	100% STATE
EB	EQUITY BONUS	F31	O.F.A. - REGULAR FUNDS
EM19	GAA EARMARKS FY 2019	N11	100% STATE
EM22	GAA EARMARKS FY 2022	N11	100% STATE
ER17	2017 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER20	2020 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER22	2022 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
ER23	2023 EMERGENCY RELIEF EVENTS	F42	100% FEDERAL EMERGENCY FUNDS
F001	FEDERAL DISCRETIONARY - US19	F33	O.F.A. - DEMO/EARMARK FUNDS
FAA	FEDERAL AVIATION ADMIN	F49	100% FEDERAL NON-FHWA
FBD	FERRYBOAT DISCRETIONARY	F33	O.F.A. - DEMO/EARMARK FUNDS
FCO	PRIMARY/FIXED CAPITAL OUTLAY	N11	100% STATE
FEDR	FEDERAL RESEARCH ACTIVITIES	F43	100% FEDERAL DEMO/EARMARK
FEMA	FED EMERGENCY MGT AGENCY	F49	100% FEDERAL NON-FHWA
FHPP	FEDERAL HIGH PRIORITY PROJECTS	F33	O.F.A. - DEMO/EARMARK FUNDS
FINC	FINANCING CORP	N51	FINC - FINANCING CORP.
FLAP	FEDERAL LANDS ACCESS PROGRAM	F41	100% FEDERAL FUNDS
FLEM	FL DIV OF EMERGENCY MANAGEMENT	N49	OTHER NON-FEDERAL FUNDS
FRA	FEDERAL RAILROAD ADMINISTRATN	F49	100% FEDERAL NON-FHWA
FTA	FEDERAL TRANSIT ADMINISTRATION	F49	100% FEDERAL NON-FHWA
FTAT	FHWA TRANSFER TO FTA (NON-BUD)	F43	100% FEDERAL DEMO/EARMARK
GFBR	GEN FUND BRIDGE REPAIR/REPLACE	F21	NH - REGULAR FUNDING
GFBZ	GENERAL FUND BRIDGE OFF-SYSTEM	F31	O.F.A. - REGULAR FUNDS
GFEV	GEN. FUND EVEHICLE CHARG. PGM	F21	NH - REGULAR FUNDING
GNFP	NP FEDERAL RELIEF GENERAL FUND	F31	O.F.A. - REGULAR FUNDS
GFSA	GF STPBG ANY AREA	F31	O.F.A. - REGULAR FUNDS
GFSL	GF STPBG <200K<5K (SMALL URB)	F31	O.F.A. - REGULAR FUNDS
GFSN	GF STPBG <5K (RURAL)	F31	O.F.A. - REGULAR FUNDS
GFSU	GF STPBG >200 (URBAN)	F31	O.F.A. - REGULAR FUNDS
GMR	GROWTH MANAGEMENT FOR SIS	N11	100% STATE

GR23	GAA EARMARKS FY2023	N11	100% STATE
GR24	GAA EARMARKS FY2024	N11	100% STATE
GRD	D FUNDS-GENERAL REVENUE	N11	100% STATE
GRSC	GROWTH MANAGEMENT FOR SCOP	N11	100% STATE
GRTR	FY2024 SB106 TRAIL NETWORK	N11	100% STATE
HP	FEDERAL HIGHWAY PLANNING	F31	O.F.A. - REGULAR FUNDS
HPP	HIGH PRIORITY PROJECTS	F43	100% FEDERAL DEMO/EARMARK
HR	FEDERAL HIGHWAY RESEARCH	F31	O.F.A. - REGULAR FUNDS
HSP	SAFETY (HIWAY SAFETY PROGRAM)	F21	NH - REGULAR FUNDING
HSPT	SAFETY EDUCATIONAL-TRANSFERRED	F31	O.F.A. - REGULAR FUNDS
LF	LOCAL FUNDS	N44	LOCAL
LFB	LOCAL FUNDS BUDGET	N44	LOCAL
LFBN	LOCAL TO RESERVE BNDS BUDGET	N31	BONDS
LFD	"LF" FOR STTF UTILITY WORK	N11	100% STATE
LFF	LOCAL FUND - FOR MATCHING F/A	N44	LOCAL
LFI	LOCAL FUNDS INTEREST EARNED	N44	LOCAL
LFNE	LOCAL FUNDS NOT IN ESCROW	N44	LOCAL
LFP	LOCAL FUNDS FOR PARTICIPATING	N44	LOCAL
LFR	LOCAL FUNDS/REIMBURSABLE	N44	LOCAL
LFRF	LOCAL FUND REIMBURSABLE-FUTURE	N44	LOCAL
LFU	LOCAL FUNDS_FOR UNFORSEEN WORK	N11	100% STATE
MCOR	MULTI-USE COR S.338.2278,F.S.	N11	100% STATE
MFF	MOVING FLORIDA FOWARD	N11	100% STATE
NFP	NATIONAL FREIGHT PROGRAM	F21	NH - REGULAR FUNDING
NFPD	NAT FREIGHT PGM-DISCRETIONARY	F31	O.F.A. - REGULAR FUNDS
NH	PRINCIPAL ARTERIALS	F21	NH - REGULAR FUNDING
NHBR	NATIONAL HIGWAYS BRIDGES	F21	NH - REGULAR FUNDING
NHPP	IM, BRDG REPL, NATNL HWY-MAP21	F21	NH - REGULAR FUNDING
NHRE	NAT HWY PERFORM - RESURFACING	F21	NH - REGULAR FUNDING
NHTS	NATIONAL HWY TRAFFIC SAFETY	F49	100% FEDERAL NON-FHWA
NSTP	NEW STARTS TRANSIT PROGRAM	N11	100% STATE
NSWR	2015 SB2514A-NEW STARTS TRANST	N11	100% STATE
PKBD	TURNPIKE MASTER BOND FUND	N21	TURNPIKE CAPITAL IMPROVEMENT
PKED	2012 SB1998-TURNPIKE FEEDER RD	N11	100% STATE
PKER	TPK MAINTENANCE RESERVE-ER	N24	TURNPIKE EMERGENCY
PKLF	LOCAL SUPPORT FOR TURNPIKE	N45	LOCAL - TURNPIKE
PKM1	TURNPIKE TOLL MAINTENANCE	N21	TURNPIKE CAPITAL IMPROVEMENT
PKOH	TURNPIKE INDIRECT COSTS	N21	TURNPIKE CAPITAL IMPROVEMENT
PKYI	TURNPIKE IMPROVEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
PKYO	TURNPIKE TOLL COLLECTION/OPER.	N22	TURNPIKE OPERATIONS
PKYR	TURNPIKE RENEWAL & REPLACEMENT	N21	TURNPIKE CAPITAL IMPROVEMENT
PL	METRO PLAN (85% FA; 15% OTHER)	F41	100% FEDERAL FUNDS
PLH	PUBLIC LANDS HIGHWAY	F41	100% FEDERAL FUNDS
PLHD	PUBLIC LANDS HIGHWAY DISCR	F43	100% FEDERAL DEMO/EARMARK
POED	2012 SB1998-SEAPORT INVESTMENT	N11	100% STATE
PORB	PORT FUNDS RETURNED FROM BONDS	N11	100% STATE
PORT	SEAPORTS	N11	100% STATE
PROT	PROTECT GRANT PROGRAM	F21	NH - REGULAR FUNDING
RBRP	REIMBURSABLE BRP FUNDS	N11	100% STATE
RECT	RECREATIONAL TRAILS	F31	O.F.A. - REGULAR FUNDS
RED	REDISTR. OF FA (SEC 1102F)	F31	O.F.A. - REGULAR FUNDS
REPE	REPURPOSED FEDERAL EARMARKS	F43	100% FEDERAL DEMO/EARMARK
RHH	RAIL HIGHWAY X-INGS - HAZARD	F31	O.F.A. - REGULAR FUNDS
RHP	RAIL HIGHWAY X-INGS - PROT DEV	F31	O.F.A. - REGULAR FUNDS
ROWR	ROW LEASE REVENUES	N11	100% STATE
S117	STP EARMARKS - 2005	F43	100% FEDERAL DEMO/EARMARK
SA	STP, ANY AREA	F31	O.F.A. - REGULAR FUNDS
SABR	STP, BRIDGES	F21	NH - REGULAR FUNDING
SAFE	SECURE AIRPORTS FOR FL ECONOMY	N11	100% STATE
SB	SCENIC BYWAYS	F33	O.F.A. - DEMO/EARMARK FUNDS
SCED	2012 SB1998-SMALL CO OUTREACH	N11	100% STATE
SCHR	SCOP - HURRICANES	N11	100% STATE
SCMC	SCOP M-CORR S.338.2278,F.S.	N11	100% STATE
SCOP	SMALL COUNTY OUTREACH PROGRAM	N12	100% STATE - SINGLE AUDIT ACT
SCRA	SMALL COUNTY RESURFACING	N12	100% STATE - SINGLE AUDIT ACT
SCRC	SCOP FOR RURAL COMMUNITIES	N11	100% STATE
SCWR	2015 SB2514A-SMALL CO OUTREACH	N12	100% STATE - SINGLE AUDIT ACT
SE	STP, ENHANCEMENT	F31	O.F.A. - REGULAR FUNDS

SIB1	STATE INFRASTRUCTURE BANK	N48	OTHER SIB FUNDS
SIBF	FEDERAL FUNDED SIB	F49	100% FEDERAL NON-FHWA
SIWR	2015 SB2514A-STRATEGIC INT SYS	N11	100% STATE
SL	STP, AREAS <= 200K	F31	O.F.A. - REGULAR FUNDS
SM	STBG AREA POP. W/ 5K TO 49,999	F31	O.F.A. - REGULAR FUNDS
SN	STP, MANDATORY NON-URBAN <= 5K	F31	O.F.A. - REGULAR FUNDS
SPN	PROCEED FROM SPONSOR AGREEMENT	N11	100% STATE
SR2S	SAFE ROUTES - INFRASTRUCTURE	F31	O.F.A. - REGULAR FUNDS
SR2T	SAFE ROUTES - TRANSFER	F31	O.F.A. - REGULAR FUNDS
SROM	SUNRAIL REVENUES FOR O AND M	N49	OTHER NON-FEDERAL FUNDS
SSM	FED SUPPORT SERVICES/MINORITY	F41	100% FEDERAL FUNDS
ST10	STP EARMARKS - 2010	F43	100% FEDERAL DEMO/EARMARK
STED	2012 SB1998-STRATEGIC ECON COR	N11	100% STATE
SU	STP, URBAN AREAS > 200K	F31	O.F.A. - REGULAR FUNDS
TALL	TRANSPORTATION ALTS- <200K	F31	O.F.A. - REGULAR FUNDS
TALM	TAP AREA POP. 5K TO 50,000	F31	O.F.A. - REGULAR FUNDS
TALN	TRANSPORTATION ALTS- < 5K	F31	O.F.A. - REGULAR FUNDS
TALT	TRANSPORTATION ALTS- ANY AREA	F31	O.F.A. - REGULAR FUNDS
TALU	TRANSPORTATION ALTS- >200K	F31	O.F.A. - REGULAR FUNDS
TCP	FUEL TAX COMPLIANCE PROJECT	F41	100% FEDERAL FUNDS
TD24	TD COMMISSION EARMARKS FY 2024	N11	100% STATE
TDDR	TRANS DISADV - DDR USE	N49	OTHER NON-FEDERAL FUNDS
TDED	TRANS DISADV TRUST FUND - \$10M	N49	OTHER NON-FEDERAL FUNDS
TDPD	TD PAYROLL REDIST D FUNDS	N11	100% STATE
TDTF	TRANS DISADV - TRUST FUND	N49	OTHER NON-FEDERAL FUNDS
TGR	TIGER/BUILD GRANT THROUGH FHWA	F43	100% FEDERAL DEMO/EARMARK
TIGR	TIGER/BUILD HIGHWAY GRANT	F49	100% FEDERAL NON-FHWA
TLWR	2015 SB2514A-TRAIL NETWORK	N11	100% STATE
TM01	SUNSHINE SKYWAY	N43	TOLL MAINTENANCE
TM02	EVERGLADES PARKWAY	N43	TOLL MAINTENANCE
TM03	PINELLAS BAYWAY	N43	TOLL MAINTENANCE
TM06	TAMPA-HILLSBOROUGH EXPR. AUTH.	N43	TOLL MAINTENANCE
TM07	MID-BAY BRIDGE AUTHORITY	N43	TOLL MAINTENANCE
TM11	ORLANDO-ORANGE CO. EXPR. SYSTE	N43	TOLL MAINTENANCE
TMBC	GARCON POINT BRIDGE	N43	TOLL MAINTENANCE
TMBD	I-95 EXPRESS LANES	N43	TOLL MAINTENANCE
TMBG	I-75 ML TOLL MAINTENANCE	N43	TOLL MAINTENANCE
TMBI	PALMETTO ML TOLL MAINTENANCE	N43	TOLL MAINTENANCE
TMBJ	I-295 EXPRESS LANES - MAINT	N43	TOLL MAINTENANCE
TMBK	TAMPA BAY EXPRESS LANES-MAINT	N43	TOLL MAINTENANCE
TMBW	WEKIVA PARKWAY TOLL MAINT	N43	TOLL MAINTENANCE
TO01	SUNSHINE SKYWAY	N42	TOLL OPERATIONS
TO02	EVERGLADES PARKWAY	N42	TOLL OPERATIONS
TO03	PINELLAS BAYWAY	N42	TOLL OPERATIONS
TO04	MIAMI-DADE EXPRESSWAY AUTH.	N42	TOLL OPERATIONS
TO06	TAMPA-HILLSBOROUGH EXPR. AUTH.	N42	TOLL OPERATIONS
TO07	MID-BAY BRIDGE AUTHORITY	N42	TOLL OPERATIONS
TO11	ORLANDO-ORANGE CO. EXPR. SYST.	N42	TOLL OPERATIONS
TOBC	GARCON POINT BRIDGE	N42	TOLL OPERATIONS
TOBD	I-95 EXPRESS LANES	N42	TOLL OPERATIONS
TOBF	I-595	N42	TOLL OPERATIONS
TOBG	I-75 ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBH	I-4 ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBI	PALMETTO ML TOLL OPERATIONS	N42	TOLL OPERATIONS
TOBJ	I-295 EXPRESS LANES-OPERATING	N42	TOLL OPERATIONS
TOBK	TAMPA BAY EXP LANES OPERATING	N42	TOLL OPERATIONS
TOBW	WEKIVA PARKWAY TOLL OPERATIONS	N42	TOLL OPERATIONS
TRIP	TRANS REGIONAL INCENTIVE PROGM	N12	100% STATE - SINGLE AUDIT ACT
TRWR	2015 SB2514A-TRAN REG INCT PRG	N12	100% STATE - SINGLE AUDIT ACT
TSM	TRANSPORT SYSTEMS MANAGEMENT	F41	100% FEDERAL FUNDS

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32

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Application Home: [Work Program](#)
Office Home: [Office of Work Program and Budget](#)
Page 204 of 353

APPENDIX B

Project Status

CRTPA REGION PROJECTS - STATUS FY 2025

Project Name/Limits	Project Description & Project No.	Current Status
Capital City to the Sea: Coastal Trails Project <i>US 98 (approximately 24 miles)</i>	Construct multiuse trail on US 98	Completed from Surf Road to St. Marks Trail. The St. Marks Trail to Lighthouse Road construction (CST) in FY 24.
Orange Avenue (SR 373) <i>Capital Circle SW to Monroe Street (SR 61)</i>	Widen Orange Avenue to 4 lanes. Multi-modal enhancements Project No. 4379021 (Leon Co.)	Design (PE), which was funded in FY22, is ongoing through October of 2024. Seeking Right-of-Way funding.
Woodville Highway (SR 363) <i>Capital Circle to Paul Russell Rd (2.1 miles)</i>	Widen roadway to 4 lanes. Multi-modal enhancements Project No. 4240094 & 4240095 (Leon Co.)	Design funded is complete. Right-of-way acquisition is on hold.
Capital Circle, SW (SR 263) <i>Springhill Rd to Orange Ave (3.4 miles)</i>	Construct 6 lane roadway and multi-modal enhancements. Project No. 2197492 (Leon Co.)	Construction (CST) is progressing. Anticipate completion in 2024.
Capital Circle, SW (SR 263, US 319) <i>Crawfordville Rd to Springhill Rd (2.3 miles)</i>	Construct 6 lane roadway and multi-modal enhancements. Project No. 2197492 (Leon County)	ROW acquisition in FY25. CST is funded in FY26. <u>Moving Florida Forward Initiative</u>
Crawfordville Road (US 319) <i>LL Wallace Rd to S of SR61 Intersection Wakulla Co Line to LL Wallace Rd</i>	Widen roadway to 4 lanes from Project Nos. 2198811, 2198814 and 2198815 (Leon Co.)	Design (PE) is underway through the Fall of 2024. ROW programmed in FY26 & FY27.
Crawfordville Road (US 319) <i>S of Ivan Road to Wakulla Arran Rd</i>	Widen roadway to 4 lanes from Project No. (Wakulla Co.)	SR267 to S of SR61 Intersection CST FY 22 Right-of-Way.
Thomasville Road (SR 61) Multi-Use Path <i>Betton Rd to Metropolitan Blvd.</i>	Construct multiuse trail on Thomasville Road. Project No. 4488681 (Leon Co.)	Design (PE) started in FY 22, to be completed in 2024. Seeking Construction (CST) funding
Bloxham Cutoff Road (SR267) Multi-Use Trail <i>Wakulla Springs State Park to St Marks Trail</i>	Construct multiuse trail on Bloxham Cutoff Rd. Project No. 4101722 (Wakulla County)	Design is underway. Seeking Construction (CST) funding through SUN Trails.
N Monroe Street Sidewalk <i>John Knox Rd to Lakeshore Dr</i>	Sidewalk on the west side of Monroe Street. Project No. 445053-1 (Leon Co.)	Right-of-way acquisition (ROW) is funded in FY 24 and Construction (CST) in FY 25.
US 90 Shared Use Trail <i>Pedrick Road to Jefferson County Line</i>	Sidewalk on the west side of Monroe Street. Project No. 445053-1 (Leon Co.)	Feasibility Study completed. PD&E is funded in FY29.

APPENDIX C

TRANSPORTATION DISADVANTAGED SUMMARY (LISTED BY CRTPA COUNTY)

State of Florida
Commission for the Transportation Disadvantaged
Fiscal Year 2022-2023 Annual Performance Report



2022-2023 Annual Operating Report

County Summaries and Data Tables

January 1, 2024

2022-23 COORDINATED TRANSPORTATION OPERATING DATA REPORT

Each September, CTCs are required to compile and submit operating data on their respective service areas within the AOR to CTD (s. 427.0155(2), F.S., and Rule 41-2.007(6), F.A.C.). The AOR provides a **macro-level, systemwide** overview of all coordinated transportation services provided to the TD population, including trips funded by CTD and other purchasing agencies.

The AOR data reflect aggregate totals of all trips (sponsored and non-sponsored) provided in the fiscal year, including:

- Total unduplicated passenger head count (UDPHC) served by the Coordinated System;
- Total number of Coordinated System trips and miles provided by service type (e.g., fixed route, paratransit, Transportation Network Company or Taxicab, etc.), revenue source, passenger type (i.e., person with a disability, older adult, etc.), and trip purpose;
- Total number of unmet trip requests, no-shows, complaints, and commendations;
- A summary of revenues from each of the purchasing agencies and expenses categorized by the source (labor, benefits, services, supplies, taxes, etc.); and
- Qualitative data on the CTC, such as network type (not-for-profit, for-profit, governmental), operating environment (rural or urban), whether the CTC provides out-of-county trips, and listings of any transportation operators.

Additionally, a county's AOR may include data on services provided by "coordination contractors," which are agencies that have a written contract with the CTC to perform some, if not all, of its own transportation services to a segment within the TD population (e.g., a day program serving individuals with IDD). The contractor provides data on its services (trips and miles) to the CTC, which is compiled within the AOR.

As the AOR represents a compilation of data derived from the submission of each individual CTC, there are inconsistencies in the way this data is gathered and reported from some 60 different sources. This inconsistency is increased when the CTC includes information from coordination contractors, where the CTC does not have oversight or ability to verify the data submitted by these organizations. Though the AOR may provide a "summary" of services provided in each county, CTD cannot currently authenticate the accuracy of data reported across all performance measures within the AOR.

Fiscal Year 2022-2023

Statewide Summary

Florida Commission for the
Transportation Disadvantaged
Contact: 605 Suwannee Street, MS 49
Tallahassee, FL 32399-0450
850-410-5700
800-983-2435

Website: <https://ctd.fdot.gov>

Demographics	Number
Statewide Population	21,634,529
Unduplicated Head Count	193,241



Trips by Type of Service	2021	2022	2023
Fixed Route (FR)	1,498,093	3,939,150	3,837,093
Deviated FR	266,244	320,228	376,833
Complementary ADA	1,985,644	2,144,801	2,403,047
Paratransit	3,250,426	4,105,025	4,786,970
TNC	16,526	38,494	96,917
Taxi	52,987	45,765	106,897
School Board (School Bus)	4,943	13,212	14,066
Volunteers	866	5,380	2,446
TOTAL TRIPS	7,075,729	10,612,055	11,624,269

Passenger Trips by Trip Purpose

Medical	1,886,228	2,364,468	2,518,314
Employment	1,160,481	1,694,988	1,668,746
Ed/Train/DayCare	1,458,114	1,915,597	2,484,183
Nutritional	380,393	616,332	911,319
Life-Sustaining/Other	2,190,513	4,020,670	4,041,707
TOTAL TRIPS	7,075,729	10,612,055	11,624,269

Passenger Trips by Revenue Source

CTD	1,577,234	4,190,777	4,327,352
AHCA	134,690	157,399	268,129
APD	564,455	812,500	997,636
DOEA	151,381	230,597	365,056
DOE	47,832	114,065	120,693
Other	4,600,137	5,106,717	5,545,403
TOTAL TRIPS	7,075,729	10,612,055	11,624,269

Trips by Provider Type

CTC	2,918,861	5,257,062	5,421,804
Transportation Operator	2,785,362	3,328,265	3,802,210
Coordination Contractor	1,371,506	2,026,728	2,400,255
TOTAL TRIPS	7,075,729	10,612,055	11,624,269

Vehicle Data	2021	2022	2023
Vehicle Miles	59,227,853	65,359,113	73,258,120
Roadcalls	2,625	2,165	3,020
Accidents	381	401	429
Vehicles	4,694	4,598	4,490
Drivers	5,692	5,904	6,082

Financial and General Data

Expenses	\$254,109,370	\$278,790,926	\$330,857,548
Revenues	\$259,110,385	\$299,488,692	\$335,085,193
Commendations	2,934	2,206	3,930
Complaints	5,606	7,965	8,650
Passenger No-Shows	164,136	189,718	262,699
Unmet Trip Requests	9,349	13,197	8,840

Performance Measures

Accidents per 100,000 Miles	0.64	0.61	0.59
Miles between Roadcalls	22,563	30,189	24,258
Avg. Trips per Passenger	41.41	55.68	60.15
Cost per Trip	\$35.91	\$26.27	\$28.46
Cost per Paratransit Trip	\$45.55	\$41.58	\$42.56
Cost per Total Mile	\$4.29	\$4.27	\$4.52
Cost per Paratransit Mile	\$4.25	\$4.22	\$4.51

2022-2023 County Summaries

County: Gadsden
 CTC: Big Bend Transit, Inc.
 Contact: Shawn Mitchell
 Post Office Box 1721
 Tallahassee, FL 32302
 850-574-6266

Email: smitchell@bigbendtransit.org

Demographics	Number
Total County Population	43,746
Unduplicated Head Count	1,960



Trips by Type of Service	2021	2022	2023
Fixed Route (FR)	0	0	0
Deviated FR	34,001	34,750	41,521
Complementary ADA	0	0	0
Paratransit	17,812	18,225	30,696
TNC	0	0	0
Taxi	0	0	0
School Board (School Bus)	0	0	0
Volunteers	0	0	0
TOTAL TRIPS	51,813	52,975	72,217

Passenger Trips by Trip Purpose	2021	2022	2023
Medical	5,986	4,758	9,292
Employment	34,608	30,051	35,596
Ed/Train/DayCare	0	7,873	11,908
Nutritional	52	12	113
Life-Sustaining/Other	11,167	10,281	15,308
TOTAL TRIPS	51,813	52,975	72,217

Passenger Trips by Revenue Source	2021	2022	2023
CTD	9,302	11,823	15,707
AHCA	3,716	1,489	4,373
APD	0	174	2,034
DOEA	0	0	0
DOE	10	396	395
Other	38,785	39,093	49,708
TOTAL TRIPS	51,813	52,975	72,217

Trips by Provider Type	2021	2022	2023
CTC	51,813	52,975	72,217
Transportation Operator	0	0	0
Coordination Contractor	0	0	0
TOTAL TRIPS	51,813	52,975	72,217

Vehicle Data	2021	2022	2023
Vehicle Miles	589,548	654,608	804,396
Roadcalls	10	6	12
Accidents	0	0	0
Vehicles	19	26	25
Drivers	6	13	14

Financial and General Data	2021	2022	2023
Expenses	\$1,566,572	\$1,467,893	\$1,912,632
Revenues	\$1,747,334	\$1,531,768	\$1,906,128
Commendations	1	0	0
Complaints	3	2	0
Passenger No-Shows	1,088	949	2,020
Unmet Trip Requests	0	7	3

Performance Measures	2021	2022	2023
Accidents per 100,000 Miles	0	0	0
Miles between Roadcalls	58,955	109,101	67,033
Avg. Trips per Passenger	34.50	31.24	36.85
Cost per Trip	\$30.24	\$27.71	\$26.48
Cost per Paratransit Trip	\$30.24	\$27.71	\$26.48
Cost per Total Mile	\$2.66	\$2.24	\$2.38
Cost per Paratransit Mile	\$2.66	\$2.24	\$2.38

County: Jefferson
 CTC: Big Bend Transit, Inc.
 Contact: Shawn Mitchell
 Post Office Box 1721
 Tallahassee, FL 32302
 850-574-6266

Email: smitchell@bigbendtransit.org

Demographics	Number
Total County Population	14,458
Unduplicated Head Count	261



Trips by Type of Service	2021	2022	2023
Fixed Route (FR)	0	0	0
Deviated FR	0	0	226
Complementary ADA	0	0	0
Paratransit	10,492	14,077	16,481
TNC	0	0	0
Taxi	0	0	0
School Board (School Bus)	0	0	0
Volunteers	0	0	0
TOTAL TRIPS	10,492	14,077	16,707

Passenger Trips by Trip Purpose	2021	2022	2023
Medical	4,486	4,122	4,695
Employment	2,883	2,840	2,660
Ed/Train/DayCare	1,404	1,585	512
Nutritional	1,414	2,784	3,950
Life-Sustaining/Other	305	2,746	4,890
TOTAL TRIPS	10,492	14,077	16,707

Passenger Trips by Revenue Source	2021	2022	2023
CTD	7,450	11,598	11,113
AHCA	1,153	536	1,379
APD	1,453	1,512	1,700
DOEA	0	0	0
DOE	0	0	0
Other	436	431	2,515
TOTAL TRIPS	10,492	14,077	16,707

Trips by Provider Type	2021	2022	2023
CTC	10,492	14,077	16,707
Transportation Operator	0	0	0
Coordination Contractor	0	0	0
TOTAL TRIPS	10,492	14,077	16,707

Vehicle Data	2021	2022	2023
Vehicle Miles	280,783	223,537	304,579
Roadcalls	3	1	4
Accidents	0	0	0
Vehicles	11	8	12
Drivers	6	6	7

Financial and General Data	2021	2022	2023
Expenses	\$920,574	\$652,803	\$882,126
Revenues	\$954,176	\$654,619	\$1,048,070
Commendations	2	3	2
Complaints	0	0	1
Passenger No-Shows	135	180	271
Unmet Trip Requests	0	2	2

Performance Measures	2021	2022	2023
Accidents per 100,000 Miles	0	0	0
Miles between Roadcalls	93,594	223,537	76,145
Avg. Trips per Passenger	54.65	75.28	64.01
Cost per Trip	\$87.74	\$46.37	\$52.80
Cost per Paratransit Trip	\$87.74	\$46.37	\$52.80
Cost per Total Mile	\$3.28	\$2.92	\$2.90
Cost per Paratransit Mile	\$3.28	\$2.92	\$2.90

County: Leon
 CTC: StarMetro - City of Tallahassee
 Contact: Jorge J. Puente
 555 South Appleyard Drive
 Tallahassee, FL 32304
 850-891-5412
 Email: Jorge.Puente@TalGov.com

Demographics	Number
Total County Population	294,128
Unduplicated Head Count	1,217



Trips by Type of Service				Vehicle Data			
	2021	2022	2023		2021	2022	2023
Fixed Route (FR)	6,528	5,244	5,232	Vehicle Miles	833,198	826,743	905,991
Deviated FR	4,294	7,800	9,069	Roadcalls	73	80	313
Complementary ADA	37,781	30,715	43,648	Accidents	1	3	3
Paratransit	21,209	19,628	22,629	Vehicles	123	90	134
TNC	0	0	0	Drivers	74	119	125
Taxi	13,434	13,780	40,418				
School Board (School Bus)	0	0	0				
Volunteers	0	0	0				
TOTAL TRIPS	83,246	77,167	120,996				
Passenger Trips by Trip Purpose				Financial and General Data			
	2021	2022	2023		2021	2022	2023
Medical	17,870	17,500	28,071	Expenses	\$1,707,997	\$1,576,991	\$2,556,973
Employment	23,161	20,596	32,067	Revenues	\$1,707,997	\$2,413,902	\$2,556,973
Ed/Train/DayCare	21,751	20,321	19,871	Commendations	2	1	7
Nutritional	1,063	1,250	492	Complaints	115	203	289
Life-Sustaining/Other	19,401	17,500	40,495	Passenger No-Shows	2,482	2,500	3,666
TOTAL TRIPS	83,246	77,167	120,996	Unmet Trip Requests	0	0	0
Passenger Trips by Revenue Source				Performance Measures			
	2021	2022	2023		2021	2022	2023
CTD	20,958	18,096	29,213	Accidents per 100,000 Miles	0.12	0.36	0.33
AHCA	0	0	0	Miles between Roadcalls	11,414	10,334	2,895
APD	2,374	300	6,996	Avg. Trips per Passenger	73.09	61.73	99.42
DOEA	0	0	0	Cost per Trip	\$20.52	\$20.44	\$21.13
DOE	0	0	0	Cost per Paratransit Trip	\$24.70	\$24.53	\$25.88
Other	59,914	58,771	84,787	Cost per Total Mile	\$2.05	\$1.91	\$2.82
TOTAL TRIPS	83,246	77,167	120,996	Cost per Paratransit Mile	\$2.04	\$1.87	\$3.01
Trips by Provider Type							
	2021	2022	2023				
CTC	20,631	0	44,205				
Transportation Operator	62,615	77,167	76,791				
Coordination Contractor	0	0	0				
TOTAL TRIPS	83,246	77,167	120,996				

County: Wakulla
 CTC: Wakulla Senior Citizens Council, Inc.
 Contact: Sandi McDaniel
 33 Michael Drive
 Crawfordville, FL 32327
 850-888-1015

Email: s.mcdaniel@wakullasenioreitizens.com

Demographics	Number
Total County Population	33,732
Unduplicated Head Count	325



Trips by Type of Service				Vehicle Data			
	2021	2022	2023		2021	2022	2023
Fixed Route (FR)	0	0	0	Vehicle Miles	211,535	194,515	334,749
Deviated FR	0	0	0	Roadcalls	0	0	0
Complementary ADA	0	0	0	Accidents	0	0	0
Paratransit	10,748	9,415	13,618	Vehicles	11	9	10
TNC	0	0	5,177	Drivers	7	8	8
Taxi	0	0	0				
School Board (School Bus)	0	0	0				
Volunteers	0	0	0				
TOTAL TRIPS	10,748	9,415	18,795				
Passenger Trips by Trip Purpose				Financial and General Data			
Medical	5,399	3,699	5,332	Expenses	\$480,795	\$477,529	\$752,880
Employment	1,010	1,686	6,006	Revenues	\$510,640	\$582,558	\$668,755
Ed/Train/DayCare	64	424	1,218	Commendations	0	0	0
Nutritional	3,389	3,342	5,717	Complaints	0	0	0
Life-Sustaining/Other	886	264	522	Passenger No-Shows	61	17	50
TOTAL TRIPS	10,748	9,415	18,795	Unmet Trip Requests	41	181	0
Passenger Trips by Revenue Source				Performance Measures			
CTD	6,248	6,097	12,502	Accidents per 100,000 Miles	0	0	0
AHCA	939	443	1,114	Miles between Roadcalls	0	0	0
APD	0	0	0	Avg. Trips per Passenger	29.61	35.53	57.83
DOEA	0	0	0	Cost per Trip	\$44.73	\$50.72	\$40.06
DOE	184	71	57	Cost per Paratransit Trip	\$44.73	\$50.72	\$42.73
Other	3,377	2,804	5,122	Cost per Total Mile	\$2.27	\$2.45	\$2.25
TOTAL TRIPS	10,748	9,415	18,795	Cost per Paratransit Mile	\$2.27	\$2.45	\$2.01
Trips by Provider Type							
CTC	10,748	9,415	13,618				
Transportation Operator	0	0	5,177				
Coordination Contractor	0	0	0				
TOTAL TRIPS	10,748	9,415	18,795				

APPENDIX D

List of FHWA and FTA Federally Obligated Projects

ANNUAL LISTING OF FHWA OBLIGATED FEDERAL FUNDING/IMPLEMENTED PROJECTS FY 2023

FHWA OBLIGATED FUNDING

PROJECT NUMBER	PROJECT NAME	COUNTY	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
2225305	SR 8 (I-10) FROM W OF SR 10 (US 90) TO LEON CO LINE/OCHLOCKONEE RIVER	GADSDEN	PD&E/EMO STUDY	2.714	94,033	NFP	94,033
4286241	CR 159 OVER ATTAPULGUS CREEK BRIDGE NO. 500033	GADSDEN	BRIDGE REPLACEMENT	0.241	4,159	BRTZ	4,159
4366151	CR 268 HIGH BRIDGE RD FROM JOE ADAMS ROAD TO BRICKYARD ROAD E	GADSDEN	SAFETY PROJECT	8.844	164,528	HSP	
					8,720	HSP	173,248
4369921	CR 268 ADAMS ST FROM CR 274 MARTIN LUTHER KING JR BLVD TO CLARK ST	GADSDEN	SIDEWALK	0.576	396,947	CM	
					500	TALU	
					89,631	TALU	
					-2,772	TALT	484,306
4377611	SR 267 FROM SR 10 (US 90) JEFFERSON ST TO THE GEORGIA STATE LINE	GADSDEN	RESURFACING	8.488	883,159	SA	
					159,725	SA	1,042,884
4381271	HAVANA MIDDLE SCHOOL SIDEWALK EXTENSION	GADSDEN	SIDEWALK	0.535	5,000	TALU	5,000
4393741	CR 159 SALEM ROAD OVER SWAMP CREEK BRIDGE NO. 500032	GADSDEN	BRIDGE REPLACEMENT	0.674	1,707	BRTZ	
					96,565	BRTZ	98,272
4393831	CR 268 HIGH BRIDGE RD OVER LITTLE RIVER BRIDGE NO. 500045	GADSDEN	BRIDGE REPLACEMENT	0.133	1,121,213	GFBZ	1,121,213
4403851	RALPH STRONG RD FROM CROSSROADS SCH ENTRANCE TO SR 10 (US 90)	GADSDEN	SIDEWALK	0.863	178	SR2T	178
4406471	CR 159 DOVER/SCOTLAND RD FROM SR 10 (US 90) TO SR 63 (US 27)	GADSDEN	GUARDRAIL	7.570	1,893	HSP	
					810,996	HSP	812,889
4406491	CR 153 IRON BRIDGE RD FROM OCHLOCKONEE RIVER TO CR 157	GADSDEN	GUARDRAIL	0.767	500	HSP	500

PROJECT NUMBER	PROJECT NAME	COUNTY	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
4407241	CR 274 BARACK OBAMA BLVD FROM BEN BOSTIC RD TO MARTIN LUTHER KING BLVD	GADSDEN	SIDEWALK	1.447	791,511	TALT	
					284,608	TALU	1,076,119
4411881	HANNA MILL POND ROAD OVER HANNA POND BRIDGE NO. 504043	GADSDEN	BRIDGE REPLACEMENT	0.012	324,659	GFBR	
					989,823	GFBZ	1,314,482
4436431	SR 10 (US 90) FROM OPPORTUNITY LANE TO W OF SR 8 (I-10)	GADSDEN	RESURFACING	6.234	401,698	SA	401,698
4451011	SR 8 (I-10) CORRIDOR GADSDEN COUNTY SIGN REPAIR HURRICANE MICHAEL	GADSDEN	EMERGENCY OPERATIONS	33.508	-172,721	ER19	-172,721
4451021	SR 10 (US 90) CORRIDOR GADSDEN COUNTY SIGN REPAIR HURRICANE MICHAEL	GADSDEN	EMERGENCY OPERATIONS	13.442	-3,552	ER19	-3,552
4451031	SR 65 CORRIDOR GADSDEN COUNTY SIGN REPAIR HURRICANE MICHAEL	GADSDEN	EMERGENCY OPERATIONS	10.587	-32,530	ER19	-32,530
4452481	SR 8 (I-10) GADSDEN COUNTY FENCE REPAIRS HURRICANE MICHAEL	GADSDEN	EMERGENCY OPERATIONS	33.508	43,918	ER19	
					-484,953	ER19	-441,035
4484511	SR 10/SR 12 (US 90) JEFFERSON ST FROM CHALK ST TO RALPH STRONG RD	GADSDEN	SIDEWALK	1.073	308,246	CARB	
					110,787	SU	
					1,482,951	TALT	
					588,094	TALU	
					-8,127	TALT	2,481,951
4039313	SR 57 (US 19) FL GA PKWY FROM CR 57A DAVID RD TO MARTIN RD	JEFFERSON	BIKE PATH/TRAIL	2.725	-3,582	SU	-3,582
4322891	CR 259 OVER WARD CREEK BRIDGE NO. 540043	JEFFERSON	BRIDGE REPLACEMENT	0.025	2,791	BRTZ	2,791
4340321	CR 257A OVER AUCILLA RIVER BRIDGE NO. 544061	JEFFERSON	BRIDGE REPLACEMENT	0.233	1,000	NHBR	1,000
4377571	SR 57 (US 19) N JEFF. ST FROM SR 10 (US 90) WASH. ST TO GA STATE LINE	JEFFERSON	RESURFACING	8.276	4,229,709	SA	4,229,709
4393661	CR 259 OVER SCL RAILROAD BRIDGE NO. 540027	JEFFERSON	BRIDGE REPLACEMENT	0.359	1,000	NHBR	1,000
4397291	SR 10 (US 90) MONTICELLO HWY FROM WILLOW ST TO MADISON COUNTY LINE	JEFFERSON	RESURFACING	9.911	723,735	SA	723,735

PROJECT NUMBER	PROJECT NAME	COUNTY	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
4439731	SR 8 (I-10) FROM E OF CR 158 OLD LLOYD RD TO E OF SR 57 (US 19)	JEFFERSON	RESURFACING	5.969	5,116,002	NHPP	
					7,693	NHPP	5,123,695
4452502	SR 8 (I-10) JEFFERSON COUNTY FENCE REPAIRS HURRICANE MICHAEL	JEFFERSON	EMERGENCY OPERATIONS	19.487	-50,278	ER19	-50,278
4456571	SR 8 (I-10) FROM LEON COUNTY LINE TO MADISON COUNTY LINE	JEFFERSON	SAFETY PROJECT	19.487	1,349,593	HSP	
					202,052	HSP	1,551,645
4522301	SR 8 (I-10) JEFFERSON COUNTY REST AREA TRUCK PARKING - WB REST AREA	JEFFERSON	REST AREA	0.471	1,133,249	CARB	1,133,249
2197224	SR 263 CAP CIR NW FROM SR 10 (US 90) TO SR 8 (I-10) W RAMP LANDSCAPING	LEON	LANDSCAPING	1.992	518	HPP	518
2197492	SR 263 CAPITAL CIR FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	LEON	ADD LANES & RECONSTRUCT	2.341	42,266	SA	
					1,000	SA	
					1,653,412	SU	1,696,678
2198202	SR 20 BLOUNTSTOWN HWY/SR 366 PENSACOLA ST FROM SR 263 TO APPELYARD DR	LEON	PD&E/EMO STUDY	0.977	1,605,000	SU	1,605,000
2198815	SR 369 (US 319) FROM S OF WAKULLA CO LINE TO S OF L.L. WALLACE ROAD	LEON	ADD LANES & RECONSTRUCT	2.122	300,000	SU	300,000
2225306	SR 8 (I-10) FROM GADSDEN CO LINE TO WEST OF SR 263 CAPITAL CIRCLE	LEON	ADD LANES & RECONSTRUCT	1.488	33,367	NFP	
					460,004	SA	493,371
2225936	SR 8 (I-10) INTERCHANGE AT SR 61 & SR 261 (US 319)	LEON	INTERCHANGE IMPROVEMENT	1.413	11,656,112	NHPP	
					154,454	NHPP	11,810,566
4065853	SR 8 (I-10) FROM E OF SR 261 CAPITAL CIRCLE TO SR 59 GAMBLE RD	LEON	PD&E/EMO STUDY	13.372	36,882	NFP	36,882
4157829	SR 263 CAPITAL CIRCLE FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVE	LEON	ADD LANES & RECONSTRUCT	4.470	30,391,186	NHPP	
					178,000	NHPP	30,569,186
4240095	SR 363 WOODVILLE HWY FROM GAILE AVENUE TO SR 363/PAUL RUSSELL RD	LEON	ADD LANES & RECONSTRUCT	1.483	1,000	SU	

PROJECT NUMBER	PROJECT NAME	COUNTY	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
					1,000	SU	2,000
4379021	SR 371/373 ORANGE AVE FROM SR 263 CAPITAL CIRCLE TO SR 61 S. MONROE ST	LEON	PD&E/EMO STUDY	4.348	1,091,575	GFSU	1,091,575
4395742	SR 10 (US 90) FROM SR 20 BLOUNTSTOWN HWY TO N DUVAL ST	LEON	LIGHTING	4.004	157,085	HSP	157,085
4395793	SR 366 PENSACOLA ST FROM APPLEYARD DR TO STADIUM DRIVE	LEON	INTERSECTION IMPROVEMENT	1.873	2,572	HSP	2,572
4397271	SR 20 (US 27) APALACHEE PKWY FROM SR 261 (US 319) C.C. TO JEFFERSON CL	LEON	RESURFACING	9.252	799,098	SA	799,098
4397281	SR 61 (US 319) TVILLE RD FROM S OF MACLAY RD TO TIMBERWOLF CROSSING	LEON	RESURFACING	4.604	594,555	CM	
					-62,013	GFSA	
					-20,068	GFSU	512,474
4406551	CR 361 (OLD BAINBRIDGE RD) FROM SR 8 (I-10) TO SR 263 (CAPITAL CIRCLE)	LEON	SIGNING/PAVEMENT MARKINGS	4.279	1,229	HSP	
					2,791	HSP	4,020
4429441	MICCOSUKEE ROAD OVER UNNAMED BRANCH BRIDGE NO. 550051	LEON	BRIDGE REPLACEMENT	0.076	1,000	NHBR	1,000
4440302	CR 260 SILVER LAKE RD FROM NFR-358 TO SR 20 BLOUNTSTOWN HWY	LEON	SIGNING/PAVEMENT MARKINGS	3.186	122,702	HSP	122,702
4440381	SR 61 CRAWFORDVILLE RD FROM SR 263 CAPITAL CIRCLE SW TO MCKENZIE DR	LEON	LIGHTING	1.158	91,244	HSP	91,244
4450531	SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD	LEON	SIDEWALK	0.896	1,000	SU	
					325,100	SU	326,100
4451201	SR 8 (I-10) CORRIDOR LEON COUNTY SIGN REPAIR HURRICANE MICHAEL	LEON	EMERGENCY OPERATIONS	22.200	-40,017	ER19	-40,017
4451211	SR 20 CORRIDOR LEON COUNTY SIGN REPAIR HURRICANE MICHAEL	LEON	EMERGENCY OPERATIONS	21.277	-20,097	ER19	-20,097
4452492	SR 8 (I-10) LEON COUNTY FENCE REPAIRS HURRICANE MICHAEL	LEON	EMERGENCY OPERATIONS	22.200	-17,920	ER19	
					-267,522	ER19	-285,442
4456131	ROBERTS ELEMENTARY SCHOOL SAFE ROUTES SIDEWALK PROJECT	LEON	SIDEWALK	0.141	85,230	SR2T	

PROJECT NUMBER	PROJECT NAME	COUNTY	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
					8,523	SR2T	93,753
4466331	BLOUNTSTOWN ST FROM SR 10 (US 90) TENN ST TO CR 158 THARPE ST	LEON	SIDEWALK	0.697	33,769	SA	
					9,666	SU	43,435
4470421	LEON COUNTY RETROFIT PEDESTRIAN SAFETY LIGHTING	LEON	LIGHTING	10.275	13,467	HSP	13,467
4488681	SR 61 THOMASVILLE ROAD FROM BETTON RD TO METROPOLITAN BLVD	LEON	BIKE PATH/TRAIL	2.409	38,978	SU	38,978
4500431	ADAMS ST R/R CROSSING #625587U	LEON	RAIL SAFETY PROJECT	0.000	57,399	RHH	57,399
4510441	SR 10 (US 90) FROM PEDRICK ROAD TO JEFFERSON COUNTY LINE	LEON	BIKE PATH/TRAIL	13.633	1,032,822	CARU	1,032,822
2204957	SR 369 (US 319) FROM SOUTH OF EAST IVAN ROAD TO NORTH OF SR 267	WAKULLA	ADD LANES & RECONSTRUCT	3.878	5,220,368	NHEX	
					9,304,555	NHPP	14,524,923
2204958	SR 369 (US 319) FROM NORTH OF SR 267 TO LEON COUNTY LINE	WAKULLA	ADD LANES & RECONSTRUCT	2.243	252,688	NHPP	252,688
4377561	SR 30 (US 98) FROM E OF SR 61 (US 319) TO W OF WAKULLA RIVER BRIDGE	WAKULLA	RESURFACING	9.319	-126,942	SA	-126,942
4451241	SR 30 (US 98) CORRIDOR WAKULLA COUNTY SIGN REPAIR HURRICANE MICHAEL	WAKULLA	EMERGENCY OPERATIONS	24.083	-2,666	ER19	-2,666
4393233	CAPITAL REGION TPA (TALLAHASSEE) FY 2020/2021-2021/2022 UPWP	LEON	TRANSPORTATION PLANNING	0.000	-20,004	CM	
					-48,034	PL	
					-81,488	SU	-149,526
4393234	CAPITAL REGION TPA (TALLAHASSEE) FY 2022/2023-2023/2024 UPWP	LEON	TRANSPORTATION PLANNING	0.000	835,823	PL	
					797,007	SU	1,632,830
4393393	MPO ADVISORY COMMITTEE STAFF FY 2020/2021-2021/2022 UPWP	LEON	TRANSPORTATION PLANNING	0.000	-174,458	PL	-174,458
4393394	MPO ADVISORY COMMITTEE STAFF FY 2022/2023-2023/2024	LEON	TRANSPORTATION PLANNING	0.000	728,691	PL	728,691
4531201	SR 8 (I-10) FROM WEST OF SR 267 TO WEST OF SR 10 (US 90)	GADSDEN	RESURFACING	11.084	0	ACNP	0

PROJECT NUMBER	PROJECT NAME	COUNTY	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
GRAND TOTAL							88,415,967

List of FTA Federally Obligated Projects

FAIN	Program	Sum of Budget	Sum of Balance
109520225	5307	\$ 5,845,250	1,563,210.99
	5339	\$ 410,135	410,135.00
109520231	5310	\$ 582,256	582,256.00
109520232	5310R	\$ 32,931	32,931.00
109520234	5307	\$ 4,959,373	4,545,293.00
	5339	\$ 421,506	421,506.00
109520235	RAISE	\$ 15,000,000	15,000,000.00
109520241	5339 (B/C)	\$ 20,370,792	20,370,792.00
FL2016020	5307	\$ 1,264,303	4,005.02
FL2017078	5310	\$ 246,614	1,374.95
FL2020100	5339	\$ 1,104,324	120,045.69
FL2021038	5307	\$ 3,441,131	1.00
	5339	\$ 416,161	51,317.13
FL2021045	5310	\$ 565,843	199,400.92
FL2022054	5307A	\$ 10,274,902	21,197.53
FL2023006	5307	\$ 3,793,126	435.84
	5339	\$ 428,068	230,968.00
Grand Total		\$ 93,861,884	43,554,870.17

FTA Federally Obligated Projects

APPENDIX E

CRTPA FY 2025 – FY 2029

Project Priority Lists

(Adopted on June 19, 2023)

(Amended on September 19, 2023)

(Amended on November 21, 2023)



May 23, 2022

Mr. Phillip Gainer, PE, Secretary
Florida Department of Transportation, District Three
PO Box 607
Chipley, FL 32428

Subject: Adopted FY 2024 – FY 2028 CRTPA Project Priority Lists

Dear Secretary Gainer:

The purpose of this letter is to inform you that on May 17, 2022, the Capital Region Transportation Planning Agency (CRTPA) Board adopted the following Fiscal Year (FY) 2024 – FY 2028 Project Priority Lists (PPLs):

- Regional Mobility Plan Roadways PPL
- Regional Mobility Plan Bicycle and Pedestrian PPL
- Regional Mobility Plan Regional Trails PPL
- Transportation Systems Management and Safety PPL
- Intelligent Transportation Systems PPL
- StarMetro PPL
- Tallahassee International Airport PPL
- Transportation Alternatives PPL

Attached please find *Attachment I* containing the adopted Project Priority Lists and *Attachment II* which provides an overview of the changes reflected in the adopted lists from last year's adopted lists. In addition, the CRTPA requests that FDOT program the \$1.4 million of additional SU funding for Planning budget for the CRTPA Work Program in FY 24.

We are looking forward to meeting with you to discuss the programming of the CRTPA's projects. If you have any questions, please do not hesitate to contact me at 850.694.1440 or Greg Burke at 850.891.8627.

Sincerely,

A handwritten signature in blue ink, appearing to read "Greg Slay".

Greg Slay, AICP
Executive Director
Capital Region Transportation Planning Agency

Enclosures: 2

cc: Mr. Tim Smith, P.E., FDOT District Three, with attachments (via email)
Mr. Bryant Paulk, AICP, FDOT District Three, with attachments (via email)

PRIORITY NO.	PROJECT	¹PHASE & FUNDING PROGRAMMED							LENGTH	IMPROV.	NEXT PHASE	COST ESTIMATE	FUTURE PHASE	COST ESTIMATE
		PHASE	FY 24	FY 25	FY 26	FY 27	FY 28							
1	Woodville Highway (SR 363)								Add 2 lanes/multi-modal					
	Capital Circle SE to Gaile Ave	-	-	-	-	-	-	1.49		ROW	\$5.99 M	CST/CEI	\$31.01 M	
	Gaile Ave to Paul Russell Rd	-	-	-	-	-	-	1.48		ROW	\$6.48 M	CST/CEI	\$15.36 M	
	FPN: 424009-4,-5	To date \$2.29 M expended on ROW.								Cost to complete the project - \$58,750,000				
2	Capital Circle SW (SR 263)								Add 4 lanes/multi-modal					
	Crawfordville Rd to Springhill Rd	ROW	\$3.25 M	\$2.77 M	-	-	-	2.34		ROW	\$8.63 M	CST/CEI	\$57.2 M	
	FPN: 219722-5	To date \$20.73 M expended or programmend on ROW.								Cost to complete the project - \$65.8 M				
3	Crawfordville Road (US 319)								Add 2 lanes/multi-modal					
	Wakulla Arran Rd to East Ivan Rd	PE	\$1.43 M	-	-	-	-	2.2		ROW	\$38.23 M	CST/CEI	\$40.08 M	
	FPN: 450896-2	To date \$2.29 M expended on ROW.								Cost to complete the project - \$78.3 M				
4	Orange Avenue (SR 371)								Add 2 lanes/multi-modal					
	Cypress Lake St to Monroe St	-	-	-	-	-	-	1.7		ROW	\$34.93 M	CST/CEI	\$53.78 M	
	S Lake Bradford Rd to Cypress Lake	-	-	-	-	-	-	1.2		ROW	\$16.6 M	CST/CEI	\$20.9 M	
	CCSW to S Lake Bradford Rd	-	-	-	-	-	-	1.6	Multi-modal	ROW	\$12.97 M	CST/CEI	\$21.7 M	
	FPN: 437902-4, -3									Cost to complete the project - \$160.8 M				
5	Crawfordville Road (US 319)								Add 2 lanes/multi-modal					
	LL Wallace Rd to S of SR61 Int.	-	-	-	-	-	-	1.61		ROW	\$1.61 M	CST/CEI	\$22.41 M	
	Wakulla Co Line to LL Wallace Rd	-	-	-	-	-	-	1.69		ROW	\$5 M	CST/CEI	\$40.01 M	
	FPN: 219881-4, -1	To date \$4.4 M expended on design.								Cost to complete the project - \$69 M				
6	Mahan Drive/Capital Circle NE Intersection								Intersection rebuild					
		-	-	-	-	-	-	0.2		PD&E	\$1.8 M	PE	-	
										Project cost estimates developed once PD&E at 60% completion.				
¹Phases:		Feasibility Study (FS)			Project Development & Environmental (PD&E)				Right-of-Way Acquisition (ROW)					
		Design (PE)			Construction (CST)				Construction Engineering & Inspection (CEI)					

PRIORITY NO.	PROJECT NAME AND LIMITS	¹ PHASE & FUNDING PROGRAMMED						LENGTH IN MILES	COUNTY	NEXT PROJECT PHASE	COST ESTIMATE OF PHASE	NOTES/IMPROVEMENT
		PHASE	FY 24	FY 25	FY 26	FY 27	FY 28					
1	Thomasville Rd Multi-Use Path	-	-	-	-	-	-	2.4	Leon	CST	\$9.5 M	<u>Feasibility Study approved January 31, 2022.</u>
	Betton Rd to Metropolitan Blvd							Design is at 60% completion by the Florida Department of Transportation.				
2	² CRA Downtown Sidewalk Improvements	-	-	-	-	-	-	0.2	Leon	CST	\$4.6 M	Work to include landscaping, drainage, ² ADA, signage & pedestrian improvements.
	Jefferson St to Call St							Design is underway by the City of Tallahassee Underground Utilities Department.				
3	Old St. Augustine Rd Sidewalk	-	-	-	-	-	-	1.4	Leon	CST	\$671,700	Sidewalk to connect to existing pedestrian facilities on Lafayette Street.
	Lafayette St to Paul Russell Rd							Design is underway by the Leon County Engineering Department.				
4	Oak Ridge Rd Multi-Use Path	-	-	-	-	-	-	5.2	Leon	FS	\$	Multi-use path to connect to two major arterial roads.
	Crawfordville Rd to Woodville Hwy											
5	Goose Pond Trail	-	-	-	-	-	-	1.2	Leon	FS	\$	Connect existing Goose Pond Trail on Mahan Dr to Weems Rd multimodal path.
	Mahan Dr to Weems Rd											
¹PROJECT PHASES (FS) Feasibility Study (PD&E) Project Development & Environmental (PE) Design (ROW) Right-of-Way (CST) Construction (CEI) Construction Engineering and Inspection ²ACRONYMS ADA -Americans with Disabilities Act CRA - Community Redevelopment Agency												
Previous Priority No. 2 - N Monroe St Sidewalk on the west side of the Street. ROW Acquisition @ \$325,100 is funded in FY 2024 & CST @ \$4,570,270 is funded in FY 25.												

Page 232 of 353
Page 1 of 1

PRIORITY NO.	PROJECT NAME AND LIMITS	¹ PHASE & FUNDING PROGRAMMED						LENGTH IN MILES	COUNTY	NEXT PROJECT PHASE	COST ESTIMATE OF PHASE	NOTES
		PHASE	FY 24	FY 25	FY 26	FY 27	FY 28					
6	Apalachee Pkwy (US 27) Connector Trail	-	-	-	-	-	-	0.6	Leon	PE	\$	
	<i>Sutor Road to Conner Blvd</i>											
7	Monticello Trail Extension FL GA Parkway (US 19)	-	-	-	-	-	-	2.7	Jefferson	PE	1.37 M	
	<i>David Rd (CR 57A) to Martin Rd</i>											
8	Forest Trail North Springhill Rd	-	-	-	-	-	-	5.2	Leon	FS	\$	
	<i>Trout Pond to Lake Henrietta</i>											
9	Nature Coast Multiuse Trail			-	-	-	-	14	Wakulla Jefferson	PD&E	\$	
	<i>Lighthouse Rd to Taylor Co Line</i>											

¹ PROJECT PHASES				ACRONYM	
(FS)	Feasibility Study	(ROW)	Right-of-Way	² FDOT - Florida Department of Transportation	
(PD&E)	Project Development & Environmental	(CST)	Construction	FGTS - Florida Greenways and Trails System	
(PE)	Design	(CEI)	Construction Engineering and Inspection	BPIA -Intergovernmental Agency	
				WPN - FDOT Work Program Number	
				RMP - CRTPA's 2045 Regional Mobility Plan	



Page 234 of 353
Page 1 of 1



PRIORITY NO.	PROJECT NAME AND LIMITS	¹ PHASE & FUNDING PROGRAMMED						LENGTH IN MILES	COUNTY	NEXT PROJECT PHASE	COST ESTIMATE OF PHASE	NOTES
		PHASE	FY 24	FY 25	FY 26	FY 27	FY 28					
1	US 90 Multiuse Trail	PD&E	\$1.52 M	-	-	-	-					The <u>US 90 Multi-Use Trail FS</u> was approved May 17, 2022. Design cost estimates developed once PD&E is at 60%.
	<i>Pedrick Road to Leon County Line at Lake Miccosukee</i> ² WPN 451044-2							9.7	Leon	PE	\$	
	<i>Leon County Line at Lake Miccosukee to the Monticello Trail</i> (UNFUNDED)							10.5	Jefferson	PD&E		
2	Bloxxham Cutoff Road (SR 267) Multiuse Trail	PE	\$630,000	-	-	-	-	4.78	Wakulla	CST	\$	SR 267 Multi-Use Trail FS to be finalized in Fall 2022. Construction cost estimates at 60% design.
	<i>Wakulla Springs State Park to the St Marks Trail</i> WPN 410172-2											
3	Tallahassee to Havana Trail	-	-	-	-	-	-	6.5	Leon & Gadsden	PE	\$	The <u>Tallahassee to Havana Trail FS</u> was approved November 21, 2022.
	<i>Orchard Pond Rd to Havana Main St (US27)</i>											
4	Welaunee Greenway	CST	\$2 M	-	-	-	-	-	Leon			Per ² BPIA the <u>project</u> tentatively funded in FY 2024 for construction.
	<i>Miccosukee Greenway to Centerville Road</i>											
	Bannerman Rd Multi-use Trail	CST	\$2.9 M	-	-	-	-	-	Leon			Per ² BPIA the <u>project</u> tentatively funded in FY 2024 for construction.
	<i>Quail Commons Drive to Meridian Rd</i>											
	Orchard Pond Multi-use Trail	CST	\$1.85 M	-	-	-	-	1.5	Leon			Per ² BPIA the <u>project</u> tentatively funded in FY 2024 for construction.
	<i>Meridian to Phipps Toll Road Trailhead</i>											
5	Apalachee Pkwy (US 27) Connector Trail	-	-	-	-	-	-	0.6	Leon	PE	\$	
	<i>Sutor Road to Conner Blvd</i>											
 ¹ PROJECT PHASES (FS) Feasibility Study (PD&E) Project Development & Environmental (PE) Design (ROW) Right-of-Way (CST) Construction (CEI) Construction Engineering and Inspection ² ACRONYM FDOT - Florida Department of Transportation FGTS - Florida Greenways and Trails System BPIA - Blueprint Intergovernemntal Agency WPN - FDOT Work Program Number RMP - CRTPA's 2045 Regional Mobility Plan												

Page 235 of 353

PRIORITY NO.	PROJECT NAME AND LIMITS	¹ PHASE & FUNDING PROGRAMMED						LENGTH IN MILES	COUNTY	NEXT PROJECT PHASE	COST ESTIMATE OF PHASE	NOTES
		PHASE	FY 24	FY 25	FY 26	FY 27	FY 28					
5	Monticello Trail Extension FL GA Parkway (US 19)	-	-	-	-	-	-	2.7	Jefferson	PE	1.37 M	
	David Rd (CR 57A) to Martin Rd											
6	Forest Trail North Springhill Rd	-	-	-	-	-	-	5.2	Leon	FS	\$	
	Trout Pond to Lake Henrietta											
7	Nature Coast Multiuse Trail			-	-	-	-	14	Wakulla Jefferson	PD&E	\$	
	Lighthouse Rd to Taylor Co Line											

¹ PROJECT PHASES

- (FS)

Feasibility Study
- (PD&E)

Project Development & Environmental
- (PE)

Design
- (ROW)

Right-of-Way
- (CST)

Construction
- (CEI)

Construction Engineering and Inspection

ACRONYM

- ²FDOT

- Florida Department of Transportation
- FGTS

- Florida Greenways and Trails System
- BPIA

-Intergovernmental Agency
- WPN

- FDOT Work Program Number
- RMP

- CRTPA's 2045 Regional Mobility Plan



PRIORITY NO.	² WPN	PROJECT NAME & ROADWAY	¹ PHASE & FUNDING PROGRAMMED						NEXT PROJECT PHASE	COST ESTIMATE TO FUND THE PHASE	NOTES
			PHASE	FY 24	FY 25	FY 26	FY 27	FY 28			
1	219785-2	Annual Funding	OPS	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	-	OPS	500,000	Request for annual funding for the TMC in FY 28 & FY 29
		Various Locations ² WPN 219785-2									
2		ATC Cabinet Upgrades							CAP	\$1.5M	Request funding annually beginning in FY26 for 5 years. ITS Master Plan Project #5
		Various Locations									
3		Adaptive Traffic Signal Control (US90)	-		-	-	-	-	CAP	\$1.43M	Request funding in FY24. ITS Master Plan Project #14
		Capital Circle NW to Monroe St									
4		Adaptive Traffic Signal Control (US 27)	-	-	-	-	-	-	CAP	\$1.12M	Request Funding in FY25. ITS Master Plan Project #16
		Monroe St to Conner Blvd									
 CRTPA CAPITAL REGION TRANSPORTATION PLANNING AGENCY ¹ PROJECT PHASES (OPS) Operations (CAP) Capital ² ACRONYM WPN - FL Department of Transportation Work Program Number											

Fiscal Year 2025

Priority Ranking	FDOT WP#	Description	Local	FDOT	BIL-AIG	FAA	Total
1	446641-1	Terminal Modernization - Elevator & Air Handler Improvements	\$ 500,000	\$ 900,000	\$ 1,400,000		\$ 2,800,000
2	446640-1	Terminal Modernization – Landside Restroom Renovations		\$ 750,000	\$ 1,250,000		\$ 2,000,000
FY25 Total							\$ 4,800,000

Fiscal Year 2026

Priority Ranking	FDOT WP#	Description	Local	FDOT	BIL-AIG	FAA	Total
1	448565-1	Taxiway Charlie, Zulu and Helicopter Parking (Design)		\$ 175,000	\$ 575,000		\$ 750,000
2		Terminal Passenger Loading Bridge Replacement - A5/A6		\$ 1,300,000	\$ 2,400,000		\$ 3,700,000
FY26 Total							\$ 4,450,000

Fiscal Year 2027

Priority Ranking	FDOT WP#	Description	Local	FDOT	BIL-AIG	FAA	Total
1	448565-1	Taxiway Charlie, Zulu and Helicopter Parking (Construction)	\$ 1,000,000			\$ 7,000,000	\$ 8,000,000
2	450038-1	Air Carrier Apron Improvements	\$ 550,000	\$ 550,000		\$ 2,000,000	\$ 3,100,000
FY27 Total							\$ 11,100,000

Fiscal Year 2028

Priority Ranking	FDOT WP#	Description	Local	FDOT	BIL-AIG	FAA	Total
1	416010-7	Airport Access and Roadway Realignment Phase II	\$ 2,500,000	\$ 2,000,000			\$ 4,500,000
FY28 Total							\$ 4,500,000

¹ Abbreviations & Acronyms

BIL Bipartisan Infrastructure Law
AIG Formula Infrastructure Allocations
FAA Federal Aviation Authority

WP# Work Program Number
FDOT Florida Department of Transportation

PRIORITY NO.	PROJECT NAME and DESCRIPTION	COST
<i>Monitor and Audio Equipment at C.K. Steele Plaza</i>		
1	C.K. Steele Plaza, located downtown and serving as StarMetro’s main transit center with 24 bus bays, does not have digital signage or a digital information kiosk and has substandard speakers and audio equipment. This project will provide digital signage at C.K. Steele Plaza for real-time service schedules, emergency messages, and other information for customers. StarMetro will also update and upgrade the public announcement system simultaneously with digital sign installation and implementation and two digital information kiosks which have audio capabilities for ADA compliance.	\$500,000
<i>Construction of multi-bay South Side Transit Center - (Meridian and Orange)</i>		
2	This SuperStop will provide an off-street location and possibly on street bus bays for customers to transfer between multiple routes, serve as a layover point for operators, will assist to improve system performance, will have public restrooms, an information booth, supervisor offices, and meeting space. The building will be constructed with solar panels on the roof, overhead charging stations for transit buses and plug in chargers for staff vehicles. In addition, the SuperStop will allow StarMetro to develop neighborhood circulators on the Southside to efficiently provide transportation options for elderly, disabled and low-income individuals located in the area and improve service to the Veteran’s Administration Clinic.	\$5 M
<i>Charging Infrastructure to support an all-Electric Bus Fleet</i>		
3	Install depot charging for 66 buses at StarMetro’s bus barn including electrical, structural, and civil engineering, design, and remote monitoring,	\$500,000
<i>Redevelopment of C.K. Steele Plaza Planning Study</i>		
4	Initiate an environmental assessment, feasibility study, and preliminary design of C.K. Steele Plaza to identify the needs, challenges, opportunities, and funding options to transform the Plaza from a single-use transit facility into a mixed-use, multistory intermodal facility with opportunities for housing StarMetro Administrative Staff; leasable space for office, restaurants, and retail activities; and connections to intercity transportation such as the Gadsden Express, Monticello Express, Greyhound, Megabus, Flixbus.	\$500,000

PRIORITY NO.	PROJECT NAME	¹ PROGRAMMED						COST ESTIMATE OF PHASE	PHASE AND FUNDING SOUGHT
		PHASE	FY 24	FY 25	FY 26	FY 27	FY 28		
SU FUNDING									
1	CRTPA UPWP	Oper/Plan	\$1,574,250	-	-	-	-	\$ 2 M	FY 2025 Operational and Planning
	Urban Area SU Allocation								
2	CRTPA UPWP	Oper/Plan	\$ 2M	-	-	-	-	\$ 2 M	FY 2026 Operational and Planning
	Urban Area SU Allocation								
3	CRTPA UPWP	Oper/Plan	\$ 2M	-	-	-	-	\$ 2 M	FY 2027 Operational and Planning
	Urban Area SU Allocation								
4	CRTPA UPWP	Oper/Plan	\$ 2M	-	-	-	-	\$ 2 M	FY 2028 Operational and Planning
	Urban Area SU Allocation								
5	CRTPA UPWP	Oper/Plan	\$ 2M	-	-	-	-	\$ 2 M	FY 2029 Operational and Planning
	Urban Area SU Allocation								
² BIL CARBON REDUCTION FUNDING									
1	Electrification ² COT Fleet	-	-	-	-	-	-	\$ 2M	COT Goal to achieve 100% net clean, renewable energy by 2050.
	Urban Area Carbon Reduction Funding								
¹ PROJECT PHASES (Oper) Operations (Plan) Planning ²ACRONYM UPWP - United Planning Work Program COT - City of Tallahassee BIL - Infrastructure Investment and Jobs Act									

Roadway Project Priority List			
Project	Ranking	Action	Notes
Thomasville Rd Multi-modal	-	Funded	Removed as work is programmed with resurfacing.

- *Previous Project Priority No. 6, Thomasville Rd multi-modal improvements, is funded and therefore removed.*
- *All subsequent projects moved up one in the ranking. The total number of projects was reduced from 16 to 15.*

Regional Trails Project Priority List			
Project	Ranking	Action	Notes
Bloxham Cutoff Trail	No. 2	Added	Moved from the Bike-Ped to Trail PPL
Tallahassee North Connectors	No. 4	Added	Project added this year
Apalachee Parkway Connector	No. 5	Added	Moved from the Bike-Ped PPL to Trail PPL
Monticello Trail Extension	No. 6	Ranking	Moved from Priority No. 3 to No. 6
Forest Trail North	No. 7	Ranking	Moved from Priority No. 4 to No. 7
Nature Coast Trail	No. 8	Ranking	Moved from Priority No. 5 to No. 8

- *Project Priority No. 2, the Bloxham Cutoff Trail, is added to the list. Previously this project was ranked No. 4 on the Bicycle Pedestrian PPL.*
- *Project Priority No. 4, the Apalachee Parkway Connector Trail, is added to the list. Previously this project was ranked No. 6 on the Bicycle Pedestrian PPL.*
- *Project Priority No. 4 is introduced to the list. The three segments listed are associated with the trail system in North Leon County being developed by the Blueprint Intergovernmental Agency.*

Transportation Systems Management Project Priority List			
Project	Ranking	Action	Notes
Orange Avenue – Nims School	-	Removed	FDOT constructed safety improvements.
Lk Bradford Dr & Stadium Dr Int.	No. 1	Ranking	Moved from Priority No. 2 to No. 1.
Thomasville Rd Intersection	No. 2	Added	Request from City to add intersection improvement.
Pensacola St Safety Improvement	-	Removed	FDOT programmed safety improvements.

- *Project Priority No. 2, Signalization/Realignment of Ox Bottom Rd and Velda Dairy Rd at Thomasville Rd is added this year.*

Intelligent Transportation Systems Project Priority List			
Project	Ranking	Action	Notes
I-10 Trailblazers	-	Removed	City TMC staff requested the project be removed.
ATC Cabinet Upgrades	No. 2	Ranking	Moved from Priority No. 4 to No. 2.
Adaptive Traffic Signal Control (US 90)	No. 3	Revised	Specifies requested improvement is to US 90. Previously listed major arterials.
Adaptive Traffic Signal Control (US 27)	No. 4	Revised	Specifies requested improvement is to US 27. Previously listed major arterials.

- *I-10 Trailblazers, previously ranked as Priority No. 2, is removed.*
- *Adaptive Traffic Signals was listed as a single priority (No.3) for improvements to major arterials. As revised it splits the request into two ranked projects and lists specific arterials.*

APPENDIX F

FHWA – Eastern Federal Lands Highway Division Projects and Informational Items

(This information will be provided by FHWA and included once received.)

APPENDIX G

Public Involvement

PUBLIC MEETINGS TO PRESENT CAPITAL REGION'S TRANSPORTATION PLANS AND PROGRAMS

Capital Region Virtual Meeting: Monday, June 10, 2024 from 11:30 AM – 1 PM

**In-Person Meeting: Thursday, June 6, 2024 from 10 AM – 2 PM
Renaissance Community Center, 457 W. Virginia Street, Tallahassee, FL 32301**

The Capital Region Transportation Planning Agency (CRTPA) is hosting a series of meetings to provide the public the opportunity to learn about the transportation projects in the CRTPA Capital Region (Gadsden, Jefferson, Leon, and Wakulla Counties) that have received funding, as well as the agency's proposed project priorities for the region. The Fiscal Year (FY) 2025 – FY 2029 Transportation Improvement Plan (TIP) and Project Priority Lists (PPLs) are scheduled to be adopted at the June 17, 2024, CRTPA Board meeting.

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Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. If you have a disability requiring accommodations or need translation services, please contact the Capital Region Transportation Planning Agency at (850) 891-8630. The telephone number of the Florida Relay TDD Service is # 711.

This notice and meetings satisfy StarMetro's Program-of-Projects requirements of the Section 5307 Urbanized Area Formula Program Grant as administered by the Federal Transit Administration.

Challenges to 6-member juries rejected

Jim Saunders

The U.S. Supreme Court on Tuesday rejected constitutional challenges to Florida’s use of six-member juries in most felony trials, with Florida one of only a handful of states not requiring 12-member juries in criminal cases.

The Supreme Court, as is common, did not explain its reasons for declining to take up 13 cases about the issue. But Justice Neil Gorsuch wrote a dissenting opinion that said the court should reconsider a 1970 ruling in a Florida case, saying the constitutional right to trial by a jury is not met by six-member juries.

Gorsuch also wrote that “nothing prevents the people of Florida and other affected states from

revising their jury practices to ensure no government in this country may send a person to prison without the unanimous assent of 12 of his peers.”

“If we (justices) will not presently shoulder the burden of correcting our own mistake, they have the power to do so,” Gorsuch wrote. “For, no less than this (Supreme) Court, the American people serve as guardians of our enduring Constitution.”

Gorsuch wrote the dissent in a challenge filed by attorneys for Natoya Cunningham, who was sentenced to eight years in prison in 2022 after being convicted by a six-member Martin County jury on charges of aggravated battery and retaliation against a wit-

ness or informant, both second-degree felonies.

Cunningham’s attorneys went to the U.S. Supreme Court after the state’s 4th District Court of Appeal rejected the challenge to use of the six-member jury.

Florida uses six-member juries except in capital cases, where 12-member juries are required. The state’s use of six-member juries dates to 1877, according to documents filed at the Supreme Court.

Attorney General Ashley Moody’s office said in an October 2023 brief that Arizona, Connecticut, Indiana, Massachusetts and Utah also use juries of fewer than 12 people in criminal cases.

Moody’s office argued that the Supreme Court

ruled correctly in the 1970 case, known as Williams v. Florida, that six-member juries could be used. Also, the brief pointed to potential far-reaching effects for courts if the 1970 decision were overturned.

“Florida is the third most populous state in the country and tries all noncapital crimes before six-person juries,” the brief said. “Currently, roughly 5,000 criminal convictions are pending on direct appeal in Florida. Overruling Williams would force the use of public resources to conduct thousands of retrials on top of the trials already pending and might well result in the release of convicted criminals into the public.”

The Cunningham case focused on the use of

six-member juries in felony cases, not cases involving misdemeanor charges. In a petition filed last year, her attorneys wrote that Florida began using six-member juries as the Reconstruction era ended and Jim Crow laws began.

“The jury-of-six thus first saw light at the birth of the Jim Crow era as former Confederates regained power in southern states and state prosecutors made a concerted effort to prevent blacks from serving on jurors,” the petition said.

A brief filed in October by Cunningham’s attorneys, including former U.S. Solicitor General Seth Waxman, cited studies and said 12-member juries “deliberate longer and share more facts, ideas, and

challenges to conclusions during higher-quality deliberations.” It also said empaneling a “smaller jury also decreases the probability that members of minority groups (be they racial, religious, political, or socio-economic) will serve.”

But Moody’s office disputed that Florida’s use of six-member juries was approved to suppress minority participation.

“Beyond noting that the rule dates from Reconstruction ... petitioner cites no evidence suggesting that is so, and makes no attempt to explain how a rule establishing the size of juries without regard to race could be a covert instrument of racism,” the brief said.

Vouchers for home education increase

Ryan Dailey

A state voucher program that began in the 2023-2024 school year is on pace to double in size — at least — as applications roll in from families who educate children at home and are seeking funds to make a range of purchases.

What’s known as the Personalized Education Program provides voucher funds to students who are not enrolled full-time at public or private schools. The program was established through a 2023 law (HB 1) that massively expanded the state’s voucher programs.

The law allowed for the Personalized Education Program to provide vouchers for 20,000 students in its inaugural year, and the program almost hit its cap, with vouchers for 19,514 students funded.

The program is allowed to grow by 40,000 students a year under the law, meaning the maximum capacity would grow in the 2024-2025 school year to 60,000 students.

As of Thursday, 39,690 applications had been submitted for the coming school year, and 31,991 vouchers had been awarded — with months to go for applications to come in, potentially increasing the number toward the maximum of 60,000.

Step Up for Students, an organization that administers vouchers for the state, will continue to accept applications through the beginning of the school year. More applications come in every day.

Scott Kent, director of media and strategic communications for Step Up for Students, said in an email to The News Service of Florida that not every scholarship that gets awarded ultimately results in money being used. That means the final number of PEP vouchers funded next school year will not become clear for months.

“As with every scholarship program, not every student who is awarded a scholarship uses it,” Kent said.

Money from the Personalized Education Program can be used to

purchase such things as instructional materials, virtual education courses, tutoring and contracted services at public schools. It is provided to students through what are known as education savings accounts.

Money for the PEP vouchers comes from the longstanding Florida Tax Credit Scholarship program, which provides tax credits to businesses that contribute money for vouchers. Voucher amounts typically range from about \$7,000 to \$9,000 per student, depending on what counties they live in.

But a notice on the Step Up for Students website said 2024-2025 award amounts will not be finalized until after Gov. Ron DeSantis has signed a state budget for the fiscal year that will start July 1. As of Tuesday morning, the Legislature had not formally sent the budget to DeSantis.

A fact sheet on the Florida Department of Education website describes PEP recipients as part of a broader home-education population. It says the PEP program “was created to serve Florida’s home education population who would like access to an education saving account to fund their student’s learning.”

Families whose students receive PEP vouchers have to follow various requirements, such as submitting “student learning plans” each year to Step Up for Students. Parents develop the plans to guide instruction for students and to address needed

services, according to the Department of Education fact sheet.

Meanwhile, the overall number of homeschooled students has more than doubled in Florida during the past decade.

DeSantis on Friday posted information on social media that said 77,000 Florida students were homeschooled 10 years ago, compared to 155,000 home-schooled students in 2023.

DeSantis also spoke Thursday at the Florida Homeschool Convention in Orlando, where he touted Florida as the “number one state for home-school in all of these United States.”

“When you think about education and your kids, as a parent, the kids are in many ways an open book. And do you want to turn them over for eight hours a day to some indoctrination factory? Of course not. And so you want to be able to have choice to be able to direct the education and upbringing of your kids,” DeSantis said.



PUBLIC MEETINGS TO PRESENT

CAPITAL REGION’S TRANSPORTATION PLANS AND PROGRAMS

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In-Person Meeting: Thursday, June 6, 2024 from 10 AM – 2 PM
Renaissance Community Center, 457 W. Virginia Street, Tallahassee, FL 32301

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The TIP and PPLs are scheduled to be adopted at the June 17, 2024 CRTPA meeting.

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MEETING NOTICE

The next regular meeting of the Gadsden County Board of County Commissioners will be on Tuesday, June 4, 2024, starting at 6:00 p.m. The following items have been agendaed: **Awards, Presentations, and Appearances:** Proclamation National Homeownership Month, Recognition of Anita Green, Recognition of Rev. and Mrs. William Hinson, Presentation by the Apalachee Regional Planning Council (ARPC) of progress to develop the Gadsden County Economic Development & Resiliency Plan, Presentation by Purvis and Gray of Gadsden County 09/30/2023 Audited Financial Statements. **Consent:** Ratification Memo, BOCC Meeting/Workshop Minutes: May 07, 2024, Regular BOCC Meeting, May 11, 2024, Emergency Meeting, Approval of Supplemental Agreement for Iron Bridge Road, Approval of the GA Food Service Agreement with Gadsden County Elderly Affairs, Approval to Accept the Florida E911 Rural County Grant Program Agreement to Replace the Current 911 Call Handling System with Motorola VESTA 911 Call Handling System, Approval of Modification #3 to the State-Funded Small County Emergency Operations Center Design Initiative Grant F0073, Approval of the Agreement for Gadsden County Emergency Debris Removal Services with Crowder Gulf, Approval of the Agreement for Gadsden County Emergency Debris Removal Services with DRC Emergency Services, Approval of the Agreement for Gadsden County Emergency Debris Monitoring Services with Tetra Tech, Inc., Approval of the Agreement for Gadsden County Emergency Debris Monitoring Services with Thompson Consulting Services, Approval for An Emergency Purchase and Replacement of Two HVAC (Heating, Venting, and Air Conditioning) Units for the Simon Scott Building, Approval to Apply for the Healthy Kids Initiative Funding Provided by Play & Park Structures for Shiloh Park, St. John Park, Sawdust Park, and Fantana Trail Park, Approval of the Florida Council on Aging Partnership Memorandum of Understanding with Gadsden County Elderly Affairs. **(Items Pulled for Discussion: Citizens Requesting to be Heard on Non-Agenda Items (3-minute limit):** The Gadsden County Board of County Commissioners welcomes and encourages public participation at all meetings of the Board. Citizens are free to speak for up to three (3) minutes on non-agenda items. Public comments and participation are also encouraged for items on the agenda. Additionally, if you cannot attend a meeting in person, comments from the Public can also be submitted via email to CitizensToBeHeard@gadsdencounty-fl.gov until noon on the date of the meeting. Comments submitted after the deadline, but prior to the meeting, will be added to the official record, but the County cannot guarantee that Commissioners and staff will have adequate time to review comments prior to the meeting. Citizens are further encouraged to participate on the County’s website at www.gadsdencountyfl.gov. **Public Hearings:** Adoption of Ordinance No. 2024-02: School Zones Speed Detection System. **General Business:** Approval of Lease Agreement for St. Hebron Park. **Clerk of Court:** Updates; **County Administrator:** Updates; **County Attorney:** Updates; **Discussion Items by Commissioners:** Updates. (This agenda, as well as a listing of the Receipt/File items, may be viewed in electronic format on the County’s website at www.gadsdencountyfl.gov.) If a person decides to appeal any decision by the Board of County Commissioners with respect to any matter considered at such public meeting, he/she will need a record of the proceedings and for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes testimony and evidence to which the appeal is to be heard. In accordance with Section 286.26, Florida Statutes, persons needing a special accommodation to participate in this meeting should contact the Facilities Management Office, 9-B East Jefferson Street, Quincy, FL 32351, by written request at least 48 hours prior to the meeting. Telephone: (850) 875-8658 or 850-694-2227.

PUBLIC MEETINGS TO PRESENT CAPITAL REGION'S TRANSPORTATION PLANS AND PROGRAMS

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NATIONAL SECURITY MATTERS

Our Economy



Joe Boyles
Guest Columnist

Whenever President Biden is asked about the state of the American economy, he claims that his economy is better than Trump’s and his economic plan is working. In his dreams. The evidence shows that by most measurable indicators, our economy has suffered mightily since Biden took office in January 2021.

Let’s examine a few of those measures to ensure I have facts to back up my assertion. The stock market is off about 30 percent since Biden was elected in November 2020. Together with a drop in home values, the American investor is far worse off than under the previous administration.

Inflation has risen about three times historic rates over the last four decades. In an effort to damp out inflation, the Federal Reserve has increased the federal funds rate, the cost that your bank must pay to borrow money for loans, ten times in the past year. The Fed is trying to cool the economy until inflation calms down. This has created a credit

crunch. Small businesses are having trouble getting loans. New home buyers are backing out of contracts because the cost of borrowing has increased so much. Not surprising, new construction is down about 17 percent.

The biggest factors that have driven the biden-flation are federal spending (like pouring fuel on a fire) and restricting energy driving up the price. This has caused inflation on so many other goods and services. Since taking office, the Biden Administration has spent in excess of \$5 trillion of unearned income, dumping it into our economy; result – inflation. It has also caused labor participation to fall to record low, especially among young men. Why should I work if the government is going to pay me to do nothing? Instead, maybe I can write poetry or work on flower design, as Nancy Pelosi once suggested.

But you might counter that wages are up under Biden. That’s true, but it doesn’t over the price of inflation. All during the Trump years, wages topped the cost of goods and services, but that reversed in March of 2021, two months after ‘old tired Joe’ took office and ever since then, inflation has outstripped wages, a net loss in income. So, we are not only poorer (stocks and home prices declining), but we are not improving our situation with net

positive income. The short-lived Covid-recession of mid-2020 was over by election time and recovery was well underway...until Biden put his hand on the tiller.

So much of the cause of this economic wreckage is the result of the Biden Administration’s ideological war on fossil fuels. The so-called Climate Crisis is a myth. These green zealots wouldn’t know a crisis if it hit them in the face. Sure, temperatures have been rising over the last forty years and there is a responsible way to address this through mitigation and technology. Challenge yes; crisis no.

Each of these problems can be easily addressed by a new administration. The results of more responsible policies would have immediate effect; however, it will take time and healing to climb out of the economic hole dug by the current administration.

This business of raising the debt ceiling goes back to foundational policy. Democrats want to spend whatever the consequences. Republicans spend plenty too, but not like the other side. Democrats want to lift the debt ceiling with no strings attached. Republicans, led by Speaker McCarthy, are willing to raise the debt, but only on condition of spending restraint.

As we approach \$32 trillion in public debt, don’t we need to promise in some way to restrain our tendency to spend money we don’t have? Or maybe these politicians think we can print our way out of debt by deflating the currency? Is somehow the federal government immune to a ‘kitchen table’ understanding of mounting deficits and endless red ink? When is enough enough?

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VIRTUAL PUBLIC MEETING

JEFFERSON COUNTY

TRANSPORTATION PLANS AND PROGRAMS

Wednesday, May 31, 2023, from 11:30 AM – 1 PM

The Capital Region Transportation Planning Agency (CRTPA) is hosting a virtual meeting to provide the public the opportunity to learn about the transportation projects in the CRTPA Capital Region (Gadsden, Jefferson, Leon, and Wakulla Counties) that have received funding, as well as the agency’s proposed project priorities for the Region. The Fiscal Year (FY) 2024 – FY 2028 Transportation Improvement Plan (TIP) and Project Priority Lists (PPLs) are scheduled to be adopted at the June 19, 2023, CRTPA meeting.

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PARTICIPATE VIRTUALLY: The virtual meeting will be streamed live on May 31st from 11:30 am – 1:00 pm. Access the May 31, 2023 virtual meeting and the TIP and PPL documents on the CRTPA webpage (www.crtpa.org) Latest News.

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PRODUCTION

- Carl Painter Graphic Design & Layout
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CRTPA TIP and PPL Public Meeting - Wakulla County
DATE: Tuesday, June 4, 2024

Wakulla County Library - Large Conference Room - 4330 Crawfordville Hwy, Crawfordville, FL 32326

#	Print Name	Zip Code	E-Mail	How did you hear about this meeting
1	Alan Reese	32327	alareese@uphoo.com	E mail
2	Brandon Geiger	32327	Bgeiger@mywakulla.com	
3	Cliff Hansen	"	40-satit	C.M.C. Facebook
4	Edmund H. Hansen	"	ehansen@mywakulla.com	Facebook
5	William Shouder	32327	editore@thenebulasun.com	
6	Samer Pell	32327	Spelle@mywakulla.com	email
7	Michelle Metcalf	32327	mmetcalf@mywakulla.com	email
8	Jane Brand	32327	jeb 318@hotmail.com	
9	Jack Rudloe	32346	Jrudloe@BETHLEHEM.net	EMAIL
10	Greg Burke		CRTPA	
11	Andrew Riddle	32327	Andrew.riddle33@gmail.com	Facebook
12	David Edwards	32358	dcedwards@mywakulla.com	
13	Cal Jamison	32327	caljamison@MSN.com	FB
14	Melissa Corbett	32327	mcorbett@mywakulla.com	Email
15				

Schedule
319

Study names long COVID symptoms

Findings a critical step for effective treatment

Karen Weintraub
USA TODAY

A clearer picture of what’s become known as long COVID-19 is starting to emerge, which should eventually allow researchers to treat symptoms that can devastate people’s lives for months or years after a COVID-19 infection.

In a new study funded by the National Institutes of Health, researchers identified symptoms that are the most distinctive to long COVID, including: fatigue, especially after exercise; brain fog; dizziness; gastrointestinal symptoms; heart palpitations; issues with sexual desire or capacity; loss of smell or taste; thirst; chronic cough; chest pain; and abnormal movements.

Each self-reported symptom is given a score and someone with a score of 12 or more “is a person who very likely has long COVID,” said Dr. Leora Horwitz, who helped lead the research from the New York University Grossman School of Medicine. “It doesn’t mean these symptoms are the most common, or the most severe, or the most burdensome, or the most important to people. It just means that these are the ones that help us identify people who have long-term consequences.”

More than 20% of people who’ve had COVID score high enough six months after their infection to meet this working definition of long COVID, although one-third of them no longer meet the criteria at nine months. But just because someone no longer meets this standard doesn’t mean they are free from suffering or fully recovered, Horwitz noted.

It’s not yet clear from this study whether people with long COVID can be classified into different groups according to their symptoms, Horwitz said, though other research has tried to do that. It’s possible that long COVID has



Fatigue, brain fog, dizziness, thirst and heart palpitations are a few of the symptoms of long COVID. RICK CRUZ/PACIFIC DAILY NEWS VIA IMAGN CONTENT SERVICES

different causes in different people, or that some people are affected by a combination of factors.

The survey of nearly 10,000 Americans found long COVID is more common among people infected before the omicron variant emerged in late 2021 and among those who were not vaccinated. Reinfection and severity of infection were also linked to a higher incidence of long COVID, according to the study, published Thursday in the Journal of the American Medical Association.

Researchers now plan to connect the survey responses with biological data, such as blood samples and scans, to delve into the causes of these symptoms.

Although the process seems slow – this study was started more than a year ago – it is essential to precisely define long COVID before researchers can pursue treatments, said Andrea Foulkes, the study’s other lead author. If they don’t have a way to distinguish people with long COVID from those without,

they won’t be able to tell if a treatment is making a difference.

“By coming up with a way of classifying people as having long COVID, we can now take the next step of really unraveling the mechanisms of disease,” said Foulkes, director of biostatistics at Massachusetts General Hospital and a Harvard Medical School professor. “Knowing who has long COVID, we can start to look at what are the factors that contribute to these different manifestations. And that’s of course important because ultimately it’s going to inform treatments.”

Long COVID has a long potential list of causes, including tiny blood clots affecting organ function, lingering virus or viral particles, and dysautonomia, where activities that happen without thought, like maintaining heart rate and blood pressure, are out of whack.

A number of the symptoms – such as gastrointestinal problems, brain fog, fatigue and thirst – are indicative of dysautonomia, said Tanayott Thaweethai,

a co-author on the study and a biostatistician at Massachusetts General Hospital and Harvard Medical School. Others, such as feeling worse after exercise, are known to occur after other post-viral illnesses like chronic fatigue syndrome.

Foulkes said she wants to continue to follow study participants to learn more about the characteristics of those who no longer meet the definition of having long COVID. It’s too soon to know if the recovery seen at nine months is real or if symptoms simply ebb and flow over time, said Foulkes, who wants “to really understand what recovery means.”

The RECOVER trial includes adults who were infected with the SARS-CoV-2 virus that causes COVID, along with people who were not knowingly infected and do not have COVID antibodies. Many of these people were enrolled right after getting COVID, so it was too soon to know whether they would develop long-lasting symptoms.

Of those – who began enrolling in December 2021, just as the omicron wave was sweeping the country – 10% meet the criteria for long COVID, a smaller percentage than in the group overall.

Vaccination clearly reduces the risk of long COVID, she said.

Horwitz said she’s very sympathetic to the fact that people who are suffering today don’t want to wait for a deeper understanding of the disease before they feel better. Science moves deliberately but, unfortunately, not quickly.

“From my perspective as a scientist, this is actually moving at warp speed,” she said. “We have enrolled over 10,000 people in under a year. We have a phenomenal amount of data here, looking at all parts of the body in a way that no one has put together in a study like this before.”

Health and patient safety coverage at USA TODAY is made possible in part by a grant from the Masimo Foundation for Ethics, Innovation and Competition in Healthcare. The Masimo Foundation does not provide editorial input.



VIRTUAL PUBLIC MEETINGS

LEON COUNTY TRANSPORTATION PLANS AND PROGRAMS

Wednesday, May 31, 2023, from 11:30am – 1pm

The Capital Region Transportation Planning Agency (CRTPA) is hosting a virtual meeting to provide the public the opportunity to learn about the transportation projects in the CRTPA Capital Region (Gadsden, Jefferson, Leon, and Wakulla Counties) that have received funding, as well as the agency’s proposed project priorities for the Region. The Fiscal Year (FY) 2024 – FY 2028 Transportation Improvement Plan (TIP) and Project Priority Lists (PPLs) are scheduled to be adopted at the June 19, 2023, CRTPA meeting.

- The TIP identifies transportation projects (including roadway, transit, bicycle, pedestrian, and aviation) located within the Capital Region that have received state and federal funding.
- The PPLs are adopted annually and identify the agency’s regional and/or local transportation priorities.

PARTICIPATE VIRTUALLY: The virtual meeting will be streamed live on May 31st from 11:30 AM – 1:00 PM. Access the May 31, 2023 virtual meeting and the TIP and PPL documents on the **CRTPA webpage (www.crtpa.org) Latest News.**

The public may submit questions or comments prior to or at the June 19, 2023 CRTPA meeting. Comments may be provided in several ways. Written comments may be provided via the CRTPA website under Contact Us (www.crtpa.org/contact-us/), or emailed to Suzanne.Lex@crtpa.org. Comments can also be mailed to: CRTPA, 300 S. Adams St. A-19, Tallahassee, FL 32301. In-person comments may be made at the June 19, 2023 CRTPA meeting (1:30 PM) held at City Hall, 300 S. Adams St. Tallahassee. Comments received by 5 PM Sunday June 18, 2023 will be provided to the CRTPA members at their June 19th Meeting.

Public participation is solicited without regard to race, color, national origin, age, The Capital Region Transportation Planning Agency (CRTPA) is hosting a virtual meeting to provide the public the opportunity to learn about the transportation projects in the CRTPA Capital Region (Gadsden, Jefferson, Leon and Wakulla Counties) that have received funding, as well as the agency’s proposed project priorities for the region.

The TIP and PPLs are scheduled to be adopted at the June 19, 2023 CRTPA meeting.

This notice and meeting satisfy StarMetro’s Program-of-Projects requirements of the Section 5307 Urbanized Area Formula Program Grant as administered by the Federal Transit Administration.

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STUDY VOLUNTEERS NEEDED

To examine how functional performance, vascular health, and sleep are affected by 12 weeks of almond consumption

Who Can Participate?

- Men and Women: Ages 50-64
- Participates in ≥30 minutes of moderate physical activity 3x/ a week
- Does not consume >2 servings of almonds/week

What?

- Functional exercise testing
- Body composition measurements
- Blood flow and cardiovascular measurements
- Physical activity and sleep tracking

Where?

- Florida State University Main Campus – Sandels Building
- Florida State University Main Campus – William Johnston Building

Compensation of up to **\$200.00** will be provided for those who complete the entire study.

For further information, please email or leave a voicemail at:

Saiful Singar • chhs-caenra@fsu.edu • (850) 644-4889



From: [Lex, Suzanne](#)
To: [Colleen Roland](#)
Subject: RE: Invitation to Participate and Comment - Capital Region's Transportation Project, Priorities and Plans
Date: Thursday, May 30, 2024 3:40:00 PM

No, last year in Havana. It rotates each year. Hope you are doing okay!

From: Colleen Roland <colleen2630@gmail.com>
Sent: Thursday, May 30, 2024 3:36 PM
To: Lex, Suzanne <Suzanne.Lex@talgov.com>
Subject: Re: Invitation to Participate and Comment - Capital Region's Transportation Project, Priorities and Plans

*****EXTERNAL EMAIL*****

Please report any suspicious attachments, links, or requests for sensitive information.

Is there a live meeting for Gadsden County?

Sent from my iPhone

On May 30, 2024, at 3:22 PM, Lex, Suzanne <Suzanne.Lex@talgov.com> wrote:

PUBLIC MEETINGS TO PRESENT

CAPITAL REGION'S TRANSPORTATION PLANS, PROJECTS AND PROGRAMS

Wakulla County In-Person Meeting: Tuesday, June 4, 2024 from 4 PM – 7 PM

Wakulla County Public Library, 4330 Crawfordville Hwy, Crawfordville, FL 32326

Leon County In-Person Meeting: Thursday, June 6, 2024 from 10 AM – 2 PM
Renaissance Community Center, 435 Macomb Street, Tallahassee, FL 32301

Capital Region Virtual Meeting: Monday, June 10, 2024 from 11:30 AM – 1 PM

Access the FY 2025 – FY 2029 TIP and PPL documents on the CRTPA webpage.
www.crtpa.org Latest News.

To participate virtually: The virtual meeting will be streamed live on June 10, 2024.

To access the virtual meeting see the CRTPA webpage
(www.crtpa.org) Latest News.

The Capital Region Transportation Planning Agency (CRTPA) is hosting a series of meetings to provide the public the opportunity to learn about the transportation projects in the CRTPA Capital Region (Gadsden, Jefferson, Leon, and Wakulla Counties) that have received funding, as well as the agency's proposed project priorities for the region. The Fiscal Year (FY) 2025 – FY 2029 Transportation Improvement Plan (TIP) and

Project Priority Lists (PPLs) are scheduled to be adopted at the June 17, 2024, CRTPA Board meeting.

- **The TIP identifies transportation projects (including roadway, transit, bicycle, pedestrian, and aviation) located within the Capital Region that have received state and federal funding.**
- **The PPLs are adopted annually and identify the agency's regional and/or local transportation priorities.**

In addition, the draft update to the CRTPA's Public Involvement Plan (PIP) is available for review and comment. [CRTPA PIP](#)

The public may also submit questions or comments prior to or at the June 17, 2024 CRTPA meeting.

Comments may be provided in several ways. Written comments may be provided via the CRTPA website under Contact Us (www.crtpa.org/contact-us/), or emailed to Suzanne.Lex@crtpa.org. Comments can also be mailed to: CRTPA, 300 S. Adams St. A-19, Tallahassee, FL 32301. In-person comments may be made at the June 17, 2024 CRTPA meeting (1:30 PM) held at City Hall, 300 S. Adams St. Tallahassee. Comments received by 5 PM Sunday June 16, 2024 will be provided to the CRTPA Board members at their June 17th Meeting.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. If you have a disability requiring accommodations or need translation services, please contact the Capital Region Transportation Planning Agency at (850) 891-8630. The telephone number of the Florida Relay TDD Service is # 711.

Suzanne

Suzanne K. Lex, AICP
300 South Adams Street
Tallahassee, FL 32301
Desk (850) 891-8627
Suzanne.Lex@crtpa.org

[CRTPA | Capital Region Transportation Planning Agency](#)



CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA)

PUBLIC MEETING

CAPITAL REGION'S TRANSPORTATION PROJECTS AND PRIORITIES

PUBLIC WELCOME

SECOND FLOOR RENAISSANCE COMMUNITY CENTER

LOOK FORWARD TO MEETING YOU!

**PUBLIC MEETINGS TO PRESENT
CAPITAL REGION'S TRANSPORTATION PLANS AND PROGRAMS**

**Wakulla County In-Person Meeting: Tuesday, June 4, 2024 from 4 PM – 7 PM
Wakulla County Public Library, 4330 Crawfordville Hwy, Crawfordville, FL 32326**

**Leon County In-Person Meeting: Thursday, June 6, 2024 from 10 AM – 2 PM
Renaissance Community Center, 457 W. Virginia Street, Tallahassee, FL 32301**

Capital Region Virtual Meeting: Monday, June 10, 2024 from 11:30 AM – 1 PM

The Capital Region Transportation Planning Agency (CRTPA) is hosting a series of meetings to provide the public the opportunity to learn about the transportation projects in the CRTPA Capital Region (Gadsden, Jefferson, Leon, and Wakulla Counties) that have received funding, as well as the agency's proposed project priorities for the region. The Fiscal Year (FY) 2025 – FY 2029 Transportation Improvement Plan (TIP) and Project Priority Lists (PPLs) are scheduled to be adopted at the June 17, 2024, CRTPA Board meeting.

- The TIP identifies transportation projects (including roadway, transit, bicycle, pedestrian, and aviation) located within the Capital Region that have received state and federal funding.
- The PPLs are adopted annually and identify the agency's regional and/or local transportation priorities.

Access the FY 2025 – FY 2029 TIP and PPL documents on the CRTPA webpage.

www.crtpa.org Latest News.

To participate virtually: The virtual meeting will be streamed live on June 10, 2024. ***To access the virtual meeting see the CRTPA webpage (www.crtpa.org) Latest News.***

The public may also submit questions or comments prior to or at the June 17, 2024 CRTPA meeting.

Comments may be provided in several ways. Written comments may be provided via the CRTPA website under Contact Us (www.crtpa.org/contact-us/), or emailed to Suzanne.Lex@crtpa.org. Comments can also be mailed to: CRTPA, 300 S. Adams St. A-19, Tallahassee, FL 32301. In-person comments may be made at the June 17, 2024 CRTPA meeting (1:30 PM) held at City Hall, 300 S. Adams St. Tallahassee. Comments received by 5 PM Sunday June 16, 2024 will be provided to the CRTPA Board members at their June 17th Meeting.

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This notice and meetings satisfy StarMetro's Program-of-Projects requirements of the Section 5307 Urbanized Area Formula Program Grant as administered by the Federal Transit Administration.

Sports

School's Out

Summer sports begin

By **KELLY HARPER**
Sport's Correspondent

School is out for the summer, so your local teams are taking a much-deserved break. We've included two pictures for a couple teams

who just played at the Rec Park this past week. But now we ask the community to share their summer adventures with the community. Show us what you're up to out their in the great outdoors. Tell us your stories. Submit your photos and info to Editor @TheWakullaNews.com



Tristen Runyon with a massive red caught about 3 miles from the lighthouse! On a Redhead Moon-walker from Salt Strong!



2024 Cal Ripken Minors Champions, The Rays.

Photo courtesy of Kelly Harper



Brian Porter with a big catch in a private local pond caught on scum frog, top water.



Justin Bishop, 8, with his first sailcat caught at the St. Marks Lighthouse.



2024 Cal Ripken Majors Champions The Cubs.

BUST

From page A1

Additionally, the investigation identified Matthew Stewart of Panama as selling large amounts of methamphetamine from his residence and a search warrant was obtained. Upon execution of the search warrant, 11.8 grams Methamphetamine, 6.7 grams cocaine, prescription medication, suspected LSD, and multiple firearms were located. Stewart was taken into custody on multiple felony warrants obtained from this investigation. Jared Harvey was present at Stewart's residence and taken into



Photo courtesy of WCSO

11.8 grams Methamphetamine, 6.7 grams cocaine, prescription medication, suspected LSD, and multiple firearms were located at Stewart's residence in Panama.

custody for Possession of Methamphetamine.

During the investigation, arrest warrants were ob-

tained for Brian Taff and Summer Harris. Both were located and taken into custody.

D-DAY

From page A1

The Carrabelle Beach Assault video will be shown throughout the day running every 10 minutes. This Army training short film shows the D-Day training as it happened on Carrabelle Beach during March of 1943. There are several well-recognized photos of the Carrabelle Beach as-

saults taken from this video footage, which was filmed by the U.S. Signal Corps. The amphibious training conducted at this site was to be the last training before shipping out to England. Also during this exhibit, there will be other displays to honor D-Day, including the three WWII military vehicles and the replica Higgins Boat on display.

Camp Gordon Johnston WWII Museum is located at

1873 Hwy 98 West, directly across from the very beach where the beach assault training occurred in 1942-1943. Carrabelle Beach was the site of many practice beach assault landings. For more information, contact Camp Gordon Johnston Museum at (850) 697-8575 or museum@campgordonjohnston.com. Funded in part by the Franklin County Tourist Development Council.

LIGHTNING

From page A1

best protection for nearby structures is a properly installed system which is securely grounded.

A lightning protection system is important when an older tree has had cabling or rodding placed on it for structural support. This practice is common on stately live oaks when the owners or land managers want to extend the life of an exceptional tree while minimizing the risk of damage or injury from falling limbs.

The installation of metal cables or rods does not increase the chance of a lightning strike. However, if a strike occurs the metal fixtures and fittings will act as conductors. The lightning hit will like-

ly result in the energy being conducted into the woody part of the tree. The consequences will be extreme damage to the tree which would necessitate its removal.

If the tree has a lightning protection system properly installed which grounds all metal parts, it can serve to safely direct the strike away from the tree. This outlay

will serve to protect the investment made in the structural enhancement of a valuable and/or historic tree.

Lastly, hire a company with certified personnel who are trained and have experience in proper installation techniques. Industry approved methods for tree care can be found at American National Standards Institute ANSI-A300 website.

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TRANSPORTATION PLANNING AGENCY

PUBLIC MEETINGS TO PRESENT
CAPITAL REGION'S TRANSPORTATION PLANS AND PROGRAMS

Wakulla County In-Person Meeting: Tuesday, June 4, 2024 from 4 PM – 7 PM
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- The PPLs are adopted annually and identify the agency's regional and/or local transportation priorities.

Access the FY 2025 – FY 2029 TIP and PPL documents on the CRTPA webpage
[www.crtpa.org Latest News.](http://www.crtpa.org/LatestNews)

To participate virtually: the virtual meeting will be streamed live on June 10, 2024. To access the virtual meeting see the CRTPA webpage
[www.crtpa.org Latest News.](http://www.crtpa.org/LatestNews)

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Public participation is solicited without regard to race, color, national origin, age, The Capital Region Transportation Planning Agency (CRTPA) is hosting in-person and virtual meetings to provide the public the opportunity to learn about the transportation projects in the CRTPA Capital Region (Gadsden, Jefferson, Leon and Wakulla Counties) that have received funding, as well as the agency's proposed project priorities for the region.

The TIP and PPLs are scheduled to be adopted at the June 17, 2024 CRTPA meeting.

This notice and meetings satisfy StarMetro's Program-of-Projects requirements of the
on 5307 Urbanized Area Formula Program Grant as administered by the Federal
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 Capital Region Transportation Planning Agency

Intro

CRTPA is the region's metropolitan planning organization (MPO). CRTPA is responsible for coordinating transportation planning within the Capital Region.

 Page · Government organization

 300 South Adams Street, 4th Floor, Tallahassee, FL, United States, Florida

 yulonda.mitchell@talgov.com

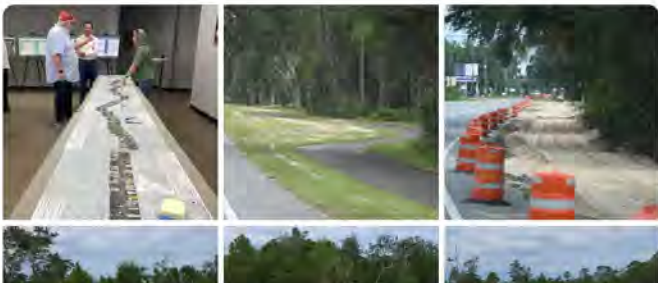
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MON, JUN 17
CRTPA Board Meeting

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 Capital Region Transportation Planning Agency
June 3 at 1:25 PM

PUBLIC MEETINGS TO PRESENT
CAPITAL REGION'S TRANSPORTATION PLANS AND PROGRAMS

Capital Region Virtual Meeting: Monday, June 10, 2024 from 11:30 AM – 1 PM
In-Person Meeting: Thursday, June 6, 2024 from 10 AM – 2 PM... [See more](#)



CRTPA.ORG

Contact Us | CRTPA

Contact Us Greg Slay, AICP Executive Director Phone: 850-891-8630Email: <mailto:greg.slay@crtpa.org> Jack Kostrzewa Assistant Director Phone: 850-891-8625Email: <mailto:john.kostrzewa@crtpa.org> Greg Burke, AICP Plannin...

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From: [Mitchell, Yulonda](#)
To: [Lex, Suzanne](#)
Subject: interested parties
Date: Tuesday, May 28, 2024 3:23:22 PM

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powell_barber@comcast.net; ray.holloway@tpam.biz; Rcstrong@hotmail.com;
reaganblock@icloud.com; Ronnieevans62@yahoo.com; sccapstick@gmail.com;
Sciandra.helen@gmail.com; sean_nyberg@hotmail.com; Shawnlinton5@gmail.com;
Shelbykodah@gmail.com; sherir06@gmail.com; Shomarilng@gmail.com; Skatercami@live.com;
Spiralnorma@gmail.com; ssimmonsling@gmail.com; sweetrssugar@yahoo.com;
Tankgirl35@aol.com; Thedinominer@gmail.com; tlhresident@gmail.com; Tmwalk@live.com;
Treighnor@yahoo.com; tylermaldonado88@gmail.com; Tylerwoolson@gmail.com;
Vineet_sn@yahoo.com; zpk05@comcast.net; Grant Gelhardt grant.gelhardt@gmail.com; Lex,
Suzanne <Suzanne.Lex@talgov.com>; Gomez, Ed <Eduardo.Gomez2@talgov.com>;
kristen.allen@madd.org; Davis, Sally (DavisSal@leoncountyfl.gov); Michael.Lewis@dot.state.fl.us;
Andrew.White@dot.state.fl.us; Dukens Methellus <MethellusD@leoncountyfl.gov>;
crashsites@embarqmail.com; McNealy, Laura <Laura.McNealy@talgov.com>;
Claudia.Machado@madd.org; Varble III, Robert <Robert.VarbleIII@talgov.com>; Adams, Robert
<Robert.Adams@talgov.com>; jmaloy@fsu.edu; jtrumbower@fsu.edu; rwooten@fsu.edu;
jwbaker@admin.fsu.edu; PatriciaJefferson-Shaw@flhsmv.gov; etoaksford@gmail.com;
mcecitlh@gmail.com; sth@curg.org;
dana.crosby@dot.state.fl.us; Gail.holley@dot.state.fl.us; Kathryn.frizzell@talgov.com;
jgadams@fsu.edu; godfreyrw@outlook.com; mc1736@comcast.net; SK08g@fsu.edu;
leigh.miles@flhealth.gov; tcarr2@fsu.edu; colleen2630@gmail.com
B T <budtaylorus@yahoo.com>

Yulonda Mitchell
Capital Region Transportation Planning Agency (CRTPA)
300 South Adams Street
Tallahassee, FL 32301
850.891.8630 or 850.891.8628
WWW.CRTPA.ORG
<https://www.facebook.com/CapitalRegTPA/>

From: [Lex, Suzanne](#)
To: [Justin Kinsley](#); [Elizabeth Hughes](#)
Cc: [Somer Pell](#); [Melissa Corbett](#); [Quincee Messersmith](#)
Subject: Fixed layout! Please send this version!
Date: Friday, May 31, 2024 11:19:00 AM

Hi Elizabeth and Kinsey,

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Thanks, Suzanne and CRTPA staff!

PUBLIC MEETINGS TO PRESENT
CAPITAL REGION'S TRANSPORTATION PLANS, PROJECTS AND PROGRAMS

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from 4 PM – 7 PM

Wakulla County Public Library, 4330 Crawfordville Hwy, Crawfordville, FL 32326

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Suzanne

Suzanne K. Lex, AICP
300 South Adams Street
Tallahassee, FL 32301
Desk (850) 891-8627
Suzanne.Lex@crtpa.org

[CRTPA | Capital Region Transportation Planning Agency](#)

From: [Mitchell, Yulonda](#)
To: [Lex, Suzanne](#)
Subject: TAC/CMAC Addresses
Date: Tuesday, May 28, 2024 3:23:30 PM

[Michael.Clark@talgov.com](#); [chanson@pewtrusts.org](#); [Realestatepro2008@gmail.com](#);
[RogerSunbeam66@yahoo.com](#); [bryant.paulk@dot.state.fl.us](#); [johanvantol@yahoo.com](#);
[dbeaty@hntb.com](#); [vantol@magnet.fsu.edu](#); [drmkbikes@hotmail.com](#);
[Greg.Burke@talgov.com](#); [Greg.Slay@talgov.com](#); [John.Kostrzewa@talgov.com](#);
[Suzanne.Lex@talgov.com](#); [christy.johnson@dot.state.fl.us](#); [vantol@magnet.fsu.edu](#);
[dunnet@talstar.com](#)

Sullivan, Joseph(FHWA) [Joseph.Sullivan@dot.gov](#)

[Marcus.thompkins1@gmail.com](#)

[Grimaldo, Ingris IGrimaldo@benesch.com](#)

[Longstreet35@hotmail.com](#); [jared.kirkland@dot.state.fl.us](#);

[Farmer, Damian J Damian.Farmer@talgov.com](#); [Hinkle, Christina](#)

[Christina.Hinkle@talgov.com](#)

[Yulonda.mitchell@talgov.com](#)

[C.hale@halecontracting.net](#)

[hugh@theaarons.com](#);

[jfaris@kjfparters.com](#)

[Thomas, Curlene \(FHWA\) curlene.thomas@dot.gov](#)

[jon sewell jsewell48@yahoo.com](#); [esgreenfl@outlook.com](#)

TAC

[cassidy.kearney@talgov.com](#)

[Autumn.calder@Blueprintia.org](#); [Megan.Doherty@Blueprintia.org](#);

[Steve.Shafer@talgov.com](#); [Justin.Baldwin@FloridaDEP.gov](#); [brocmeierS@leoncountyfl.gov](#);

[Keith.Burnsed@talgov.com](#); [GuffeyR@leoncountyfl.gov](#); [KEastberg@thearpc.com](#);

[MorrisK@leoncountyfl.gov](#); [MuehlemannC@leoncountyfl.gov](#); [lcruz@mywakulla.com](#);

[Bryant.Paulk@dot.state.fl.us](#); [christy.johnson@dot.state.fl.us](#); [David.Pollard@talgov.com](#);

[Andrea.Rosser@talgov.com](#); [Steve.Shafer@talgov.com](#); [WuC@leoncountyfl.gov](#);

[Greg.Burke@talgov.com](#); [Greg.Slay@talgov.com](#); [Suzanne.Lex@talgov.com](#);

[John.Kostrzewa@talgov.com](#); [Pmaurer@arpc.org](#); [Eric.Houge@talgov.com](#);

[Michael.Alfano@Blueprintia.org](#); [smetty@jeffersoncountyfl.gov](#); [spell@mywakulla.com](#);

[keastberg@thearpc.com](#); [EAndrews@gadsdencountyfl.gov](#);

-

[joshua.hollingsworth@talgov.com](#); [Mary O'Brien mobrien@arpc.org](#)

[Beshoy.Elnemr@talgov.com](#);

[allen.secreast@talgov.com](#); [eric.gooch@talgov.com](#); [jared.kirkland@dot.state.fl.us](#);

[mmetcalf@mywakulla.com](#);

[Grimaldo, Ingris IGrimaldo@benesch.com](#);

[jfaris@kjfparters.com](#)

Megan Doherty <[Megan.Doherty@Blueprintia.org](#)>; Autumn Calder
<[autumn.calder@Blueprintia.org](#)>

Daniel, Kate [Kate.Daniel@talgov.com](#); [michael.alfano@talgov.com](#)

From: [Lex, Suzanne](#)
To: [Justin Kinsley](#); [Elizabeth Hughes](#)
Cc: [Somer Pell](#); [Melissa Corbett](#); [Quincee Messersmith](#)
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Suzanne

Suzanne K. Lex, AICP
300 South Adams Street
Tallahassee, FL 32301
Desk (850) 891-8627
Suzanne.Lex@crtpa.org

[CRTPA | Capital Region Transportation Planning Agency](#)

CRTPA Identifies “Take the Safe Route” Schools

By Staff on May 31, 2024 · 1 Comment



Like



On May 21st, the Capital Region Transportation Planning Agency (CRTPA) held their monthly meeting and discussed the “Safe Access to School Study” and their Public Involvement Plan.

The Board received a presentation from staff on Phase 2 of the CRTPA’s “Take the Safe Route – Safe Access to School Study”. This study was developed in two phases, the first being a comprehensive study of schools in the CRTPA Region (elementary, middle and high school) to identify those with the greatest need for capital improvements related to biking and walking facilities. Phase 1 identified 12 schools in the CRTPA region.

The Leon County schools identified include, Amos P. Godby High School, John G. Riley Elementary School, Raa Middle School, Ruediger Elementary School, Griffin Middle School, Leon High School, Nims Middle School, Rickards High School, Pineview Elementary School and Fairview Middle School.



The timeline for the implementation of the CRTPA "Take the Safe Route" program.

Staff explained that Phase 2 of the study (which was recently initiated) will involve an analysis for the recommended schools in Phase 1. This analysis includes on-site visits and an inventory of the existing facilities and infrastructure at the selected schools. The assessment will consider things such as sidewalk gaps, lighting and intersection improvements.

The Board was also given an update by staff on the CRTPA Public Involvement Plan (PIP) update. The CRTPA's PIP contains the policies, goals, objectives, and techniques used by the CRTPA to encourage public participation. Staff noted a major update is that information regarding CRTPA's meetings, plans, programs have been streamlined onto one page to make the information more accessible to the public.

Additionally, staff noted some of the desired outcomes of developing the PIP will be providing adequate public notice of public participation activities and time, providing timely notice and reasonable access to information, and holding public meetings at convenient and accessible locations and time.

CRTPA Identifies "Take the Safe Route" Schools added by Staff on May 31, 2024

View all posts by Staff →

Like





Capital Region Transportation Planning Agency (CRTPA)

Fiscal Year 2025 – Fiscal Year 2029 Transportation Improvement Program (TIP)

Fiscal Year 2026 – Fiscal Year 2030 Project Priority Lists (PPLs)

Virtual Public Meeting, June 10, 2024

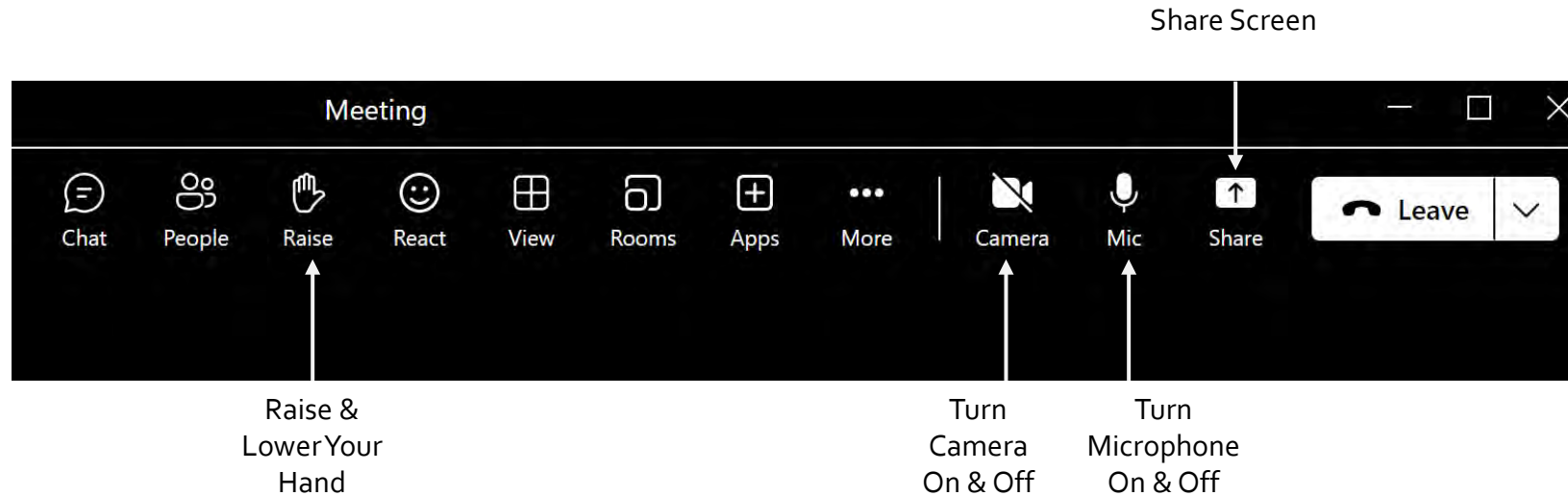
Capital Region Transportation Planning Agency (CRTPA)

Virtual Public Meeting – June 10, 2024

**Fiscal Year 2025 – Fiscal Year 2029
Transportation Improvement Program (TIP)
&
Fiscal Year 2026 – Fiscal Year 2030
Project Priority Lists (PPLs)**

Today's meeting will be recorded.

Housekeeping



- Comment or question, please raise your hand.
- Video is optional for participants. We are glad you are with us today.
- Informal meeting – dialogue encouraged.

Nondiscrimination Statement

“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 CRTPA meeting at 850-891-8627 (Suzanne.Lex@crtpa.org”) and for the hearing impaired, telephone 711 or 800-955-8771 (TDY).”

Declaración de no Discriminación

“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 CRTPA reunión.”

*CRTPA Title VI
Statement*

Public Participation and Comment Welcome

Comments may also be provided via the CRTPA Website.

Contact Us Online: crtpa.org/Contact-Us

Any comments or questions please contact Suzanne Lex.

Email: Suzanne.Lex@crtpa.org

Telephone: (850) 891-8627

Comments may also be provided via the CRTPA Website.

Contact Us Online: crtpa.org/Contact-Us

For additional information on the CRTPA, and the TIP and PPLs.

Visit: www.crtpa.org/What's New

Purpose of the Public Meeting

The purpose of this meeting is to:

- ✓ Educate Who is the CRTPA? Why a regional planning agency?
- ✓ Inform What & where are the transportation projects & priorities.
- ✓ Engage Staff encourages questions and comments.
- ✓ Include Participants comments are incorporated into the TIP & are provided to the CRTPA Board.



CRTPA Program Documents

- Fiscal Year 2025 – Fiscal Year 2029
Transportation Improvement Program (TIP)
- Fiscal Year 2026 – Fiscal Year 2030 Project
Priority Lists (PPLs)



The CRTPA is an MPO

- MPOs are federally mandated transportation planning organizations comprised of representatives from local governments and transportation authorities.
- CRTPA serves as the Capital Region's metropolitan planning organization (MPO).
- As such, the CRTPA is responsible for coordinating transportation planning within Florida's Capital Region
- CRTPA is to ensure Federal funds support local priorities.



CRTPA Board and Committees

CRTPA voting board members include elected officials representing all four counties, a representative for the six municipalities of Gadsden County and a member of the Leon County School Board; along with representatives from StarMetro and the Florida Department of Transportation who serves as advisory members.

Two committees serve the CRTPA Board, Citizens Multimodal and Technical Advisory Committees.



The CRTPA Mission and Vision

Mission Statement

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

Vision Statement

“Create an integrated regional multimodal transportation network that provides the most options for moving people and goods economically, effectively and safely while protecting the environment, promoting economic development and maintaining a high quality of life with sustainable development patterns.”

Capital Region - CRTPA's Planning Area

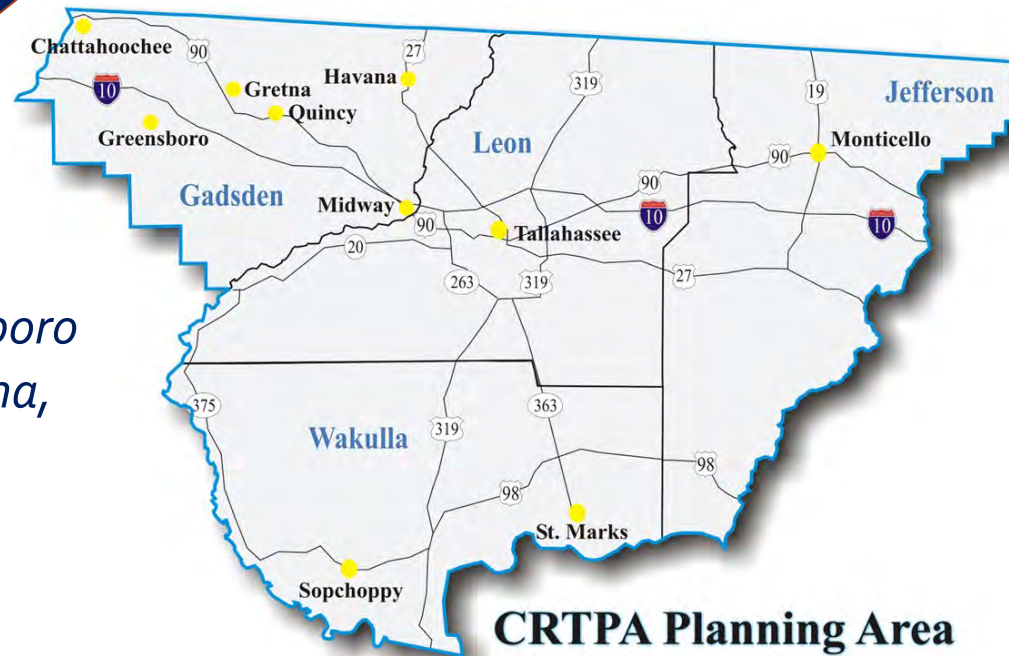
The four-county Capital Region is the CRTPA's Metropolitan [Transportation] Planning Area

JEFFERSON COUNTY
City of Monticello

GADSDEN COUNTY
*Towns of Havana and Greensboro
Cities of Chattahoochee, Gretna,
Midway & Quincy*

LEON COUNTY
City of Tallahassee

WAKULLA COUNTY
Cities of Sopchoppy and St. Mark's



Public Involvement

MEETINGS



VIRTUAL (TEAMS)



IN-PERSON

- Noticed as a Display Ad in the Local Paper for each County
- Posted on the CRTPA Facebook Page
- Distributed to Interested Parties Contact List
- Sent to Local Governments' Contacts
- Advertised on CRTPA Website


**PUBLIC MEETINGS TO PRESENT
CAPITAL REGION'S TRANSPORTATION PLANS AND PROGRAMS**

Capital Region Virtual Meeting: Monday, June 10, 2024 from 11:30 AM – 1 PM

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This notice and meetings satisfy StarMetro's Program-of-Projects requirements of the Section 5307 Urbanized Area Formula Program Grant as administered by the Federal Transit Administration.



Capital Region Transportation Planning Agency


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CAPITAL REGION'S TRANSPORTATION PLANS AND PROGRAMS**

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Public Involvement Meeting Information

Wakulla County
Public Library

June 4, 2024, 4 pm – 7pm

4330 Crawfordville Hwy,
Crawfordville, FL 32326



Virtual

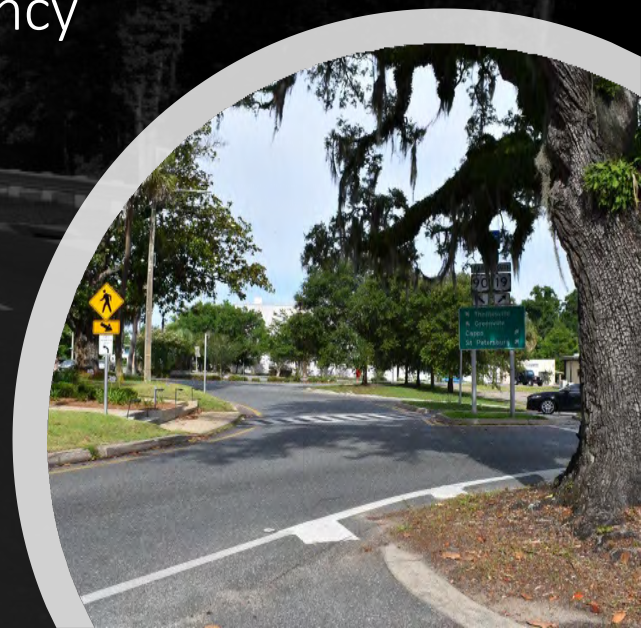
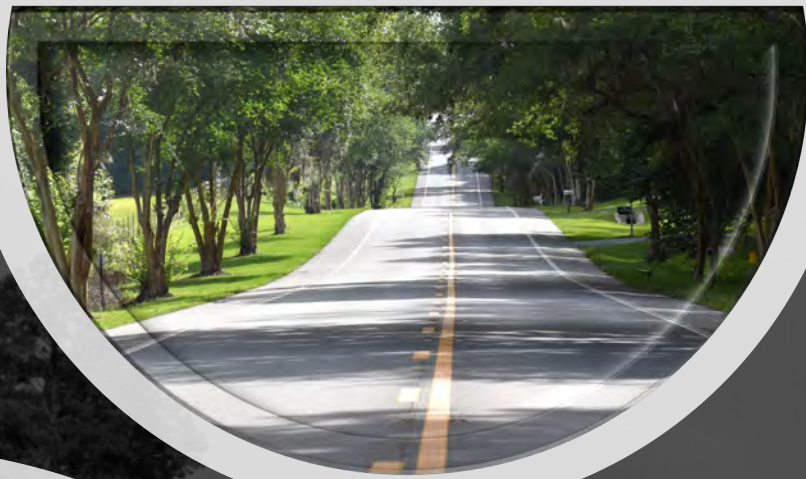
June 10, 2024, 11:30 am – 1 pm

[Microsoft Teams Meeting](#)



Leon County/City of
Tallahassee
Renaissance
Community Center
June 6, 2024, 10 am – 2 pm
453 N. Macomb Street





Capital Region Transportation Planning Agency
Fiscal Year 2025 – Fiscal Year 2029
Transportation Improvement Program

Adopted: June 17, 2024

Amended:



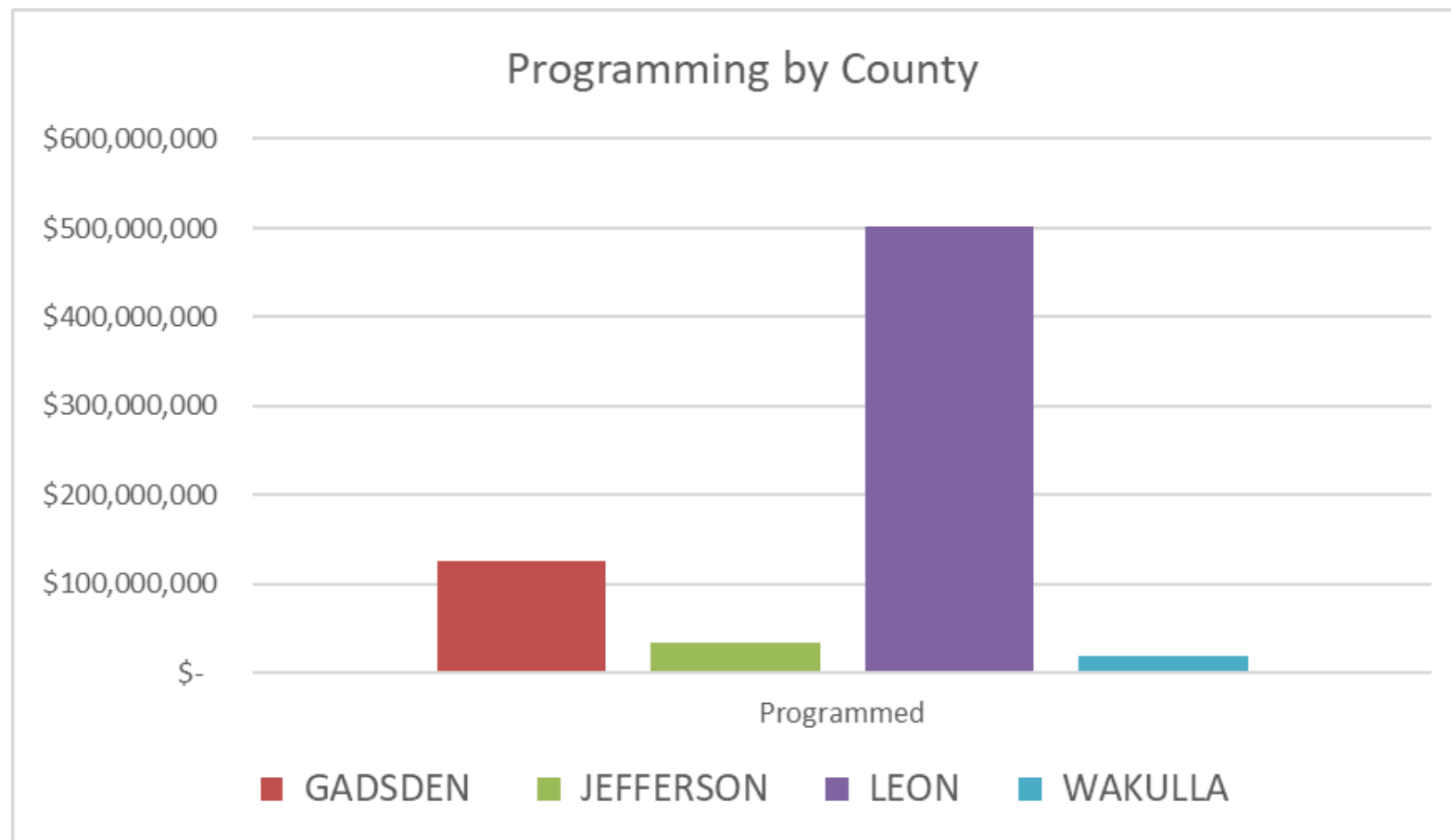
Purpose of the TIP

- ❖ To develop a five-year program of transportation projects.
- ❖ To fulfill state and federal requirements to have coordinated transportation projects consistent with local & regional goals.
- ❖ To demonstrate the transportation projects are financially feasible.

Transportation Improvement Program (TIP)

- Approved annually with a new fifth year added.
- Allocates resources among capital, planning and operating needs.
- Includes a schedule of improvements to the transportation system.
- Assigns available funding to specific projects.
- Consist of federal, state & locally funded transportation projects.
- Covers all modes of transportation in the Capital Region.
- Consistent with Connections 2045 Regional Mobility Plan; and,
- Consistent with the State Transportation Improvement Plan.

FY 25 – FY29 TIP by the Numbers



GADSDEN
\$125,866,115

Jefferson
\$34,367,637

Leon
\$502,063,077

Wakulla
\$19,798,458

TOTAL PROGRAMMED \$ 682,095,287

Projects by TIP Category



Section A
Aviation



Section B
Bike & Ped



Section C
Bridge



Section D
Major
Capacity



Section E
Public
Transportation



Section F
Resurfacing



Section G
Transportation Systems Management

Airport Improvement Projects

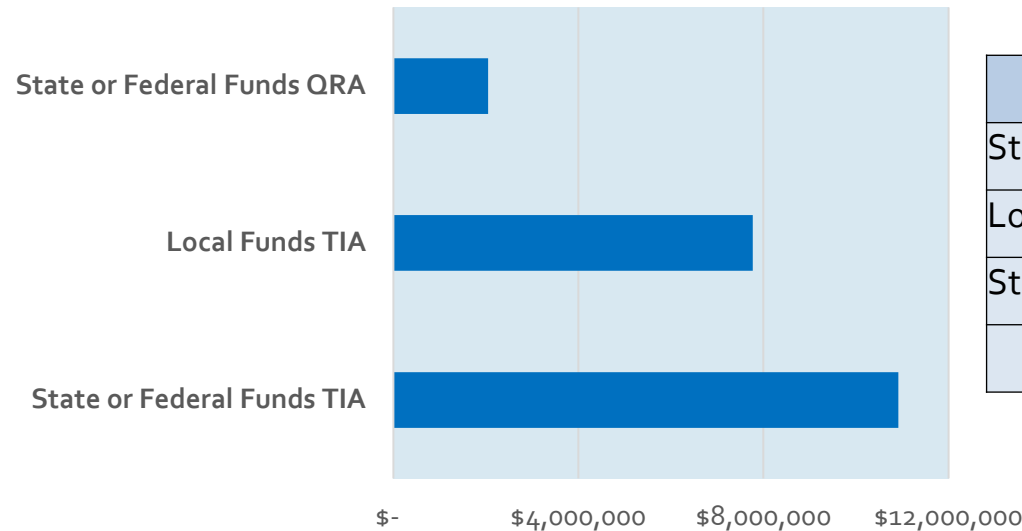


Section A - Aviation

Tallahassee International Airport & Quincy Regional Airport

Airport Funding Programmed

- ❖ Capacity
- ❖ Preservation
- ❖ Operational
- ❖ Safety



Funding by Type	Programmed
State or Federal Funds TIA	\$ 10,917,536
Local Funds TIA	\$ 7,767,536
State or Federal Funds QRA	\$ 2,050,000
TOTAL	\$ 20,735,072

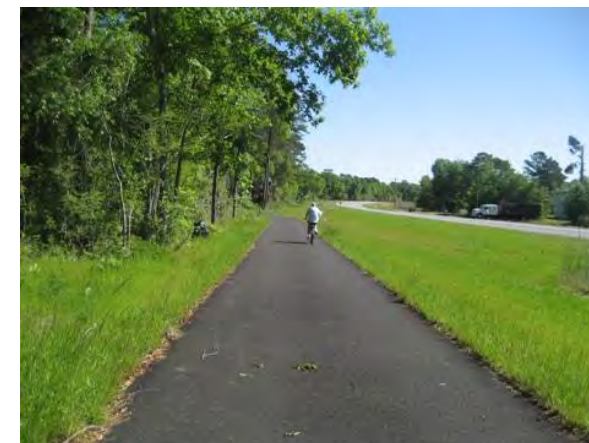
Bike-Ped Projects



Section B - Bike & Ped

❖ Sidewalks

- Old St. Augustine Sidewalk Project
- N Monroe St Sidewalk Project
- Safe Routes to School Project (*Leon*)
 - *Sabal Palms Elementary School*
 - *Woodville K-8 School*
- Transportation Alternative Program (*Wakulla*)
 - *Dr. MLK Shared Use Path* (*Wakulla*)
 - *Paul Russell Rd* (*Leon*)



❖ Shared Use Paths Thomasville Rd

- - *Thomasville Road Shared Use Path*



SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD
4450531 SIS



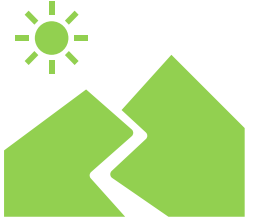
Prior Year Cost: 1,045,394
Future Year Cost: 0
Total Project Cost: 5,654,713
LRTP: 2045 Page 5-11 - Table 5-9

Project Description: SIDEWALK
Lead Agency: FDOT
County: LEON
Length: 0.896
Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION

From: LAKESHORE DRIVE
To: JOHN KNOX RD

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	ACSU	218,822	0	0	0	0	218,822
CST	CARB	165,145	0	0	0	0	165,145
CST	CARU	439,881	0	0	0	0	439,881
CST	LF	25,725	0	0	0	0	25,725
CST	SU	3,759,746	0	0	0	0	3,759,746
		4,609,319					4,609,319

Bicycle/Pedestrian Project Priority
Fully Funded



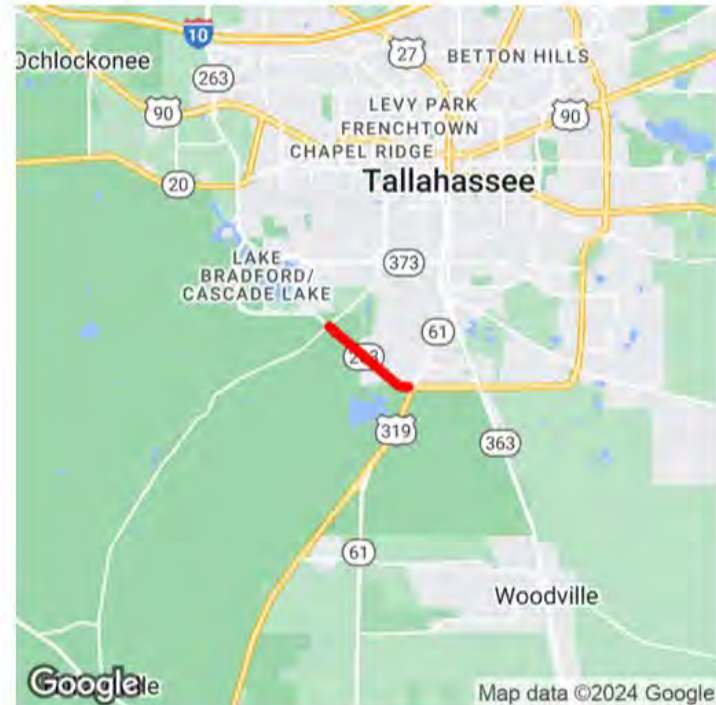
Major Capacity Projects

Section D - Major Capacity

Capacity

- SR 263 Capital Circle – Construction (*Leon*)
- Welaunee Boulevard – Construction (*Leon*)
- SR 61/US 319 – Right-of-Way Acquisition (*Wakulla*)

**SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD
2197492 SIS**



Prior Year Cost: 33,564,398

Future Year Cost: 0

Total Project Cost: 134,960,659

LRTP:RMP Cost Feasible Roadway Plan -

Page 5-4

Project Description: ADD LANES & RECONSTRUCT

Lead Agency: FDOT

County: LEON

Length: 2.341

Phase Group: RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

From: SR 61 CRAWFORDVILLE

To: CR 2203 SPRINGHILL RD

Phase	Fund Code	2025	2026	2027	2028	2029	Total
ROW	DDR	1,067,436	0	0	0	0	1,067,436
ROW	DIH	100,000	0	0	0	0	100,000
ROW	FINC	178,000	0	0	0	0	178,000
RRU	DS	0	100,000	0	0	0	100,000
RRU	FINC	0	25,000,000	0	0	0	25,000,000
CST	DIH	0	854,909	0	0	0	854,909
CST	FINC	0	70,143,980	0	0	0	70,143,980
CST	LF	0	3,881,826	0	0	0	3,881,826
ENV	FINC	0	70,110	0	0	0	70,110
		1,345,436	100,050,825				101,396,261

Transit Projects



Section E Public Transportation

- Big Bend Transit Commuter Route and Transit Assistance
Transportation Assistance for Gadsden & Jefferson

StarMetro

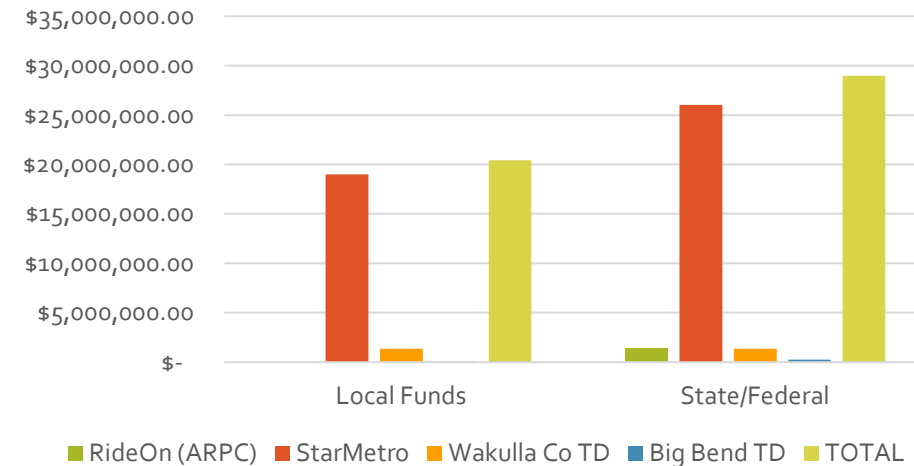
- 5307 Operating for Fixed Route
- 5311 Transit Non-Urbanized Area
- 5307 Capital for Fixed Route
- 5339 Capital Assistance
- 5310 Capital & Operating for Fixed Route

Transportation Assistance Rural and Urban Leon County

- Wakulla County Section 5311 Transit Non-Urbanized Area
Transportation Assistance for Wakulla

- Apalachee Regional Planning Council Commuter Assistance
Commuter Assistance for the Capital Region

Transit Funding by Source and by Agency



Agency	Local Funds	State/Federal
RideOn (ARPC)	\$ -	\$ 1,333,591
StarMetro	\$ 18,999,911	\$ 26,019,235
Wakulla Co TD	\$ 1,355,000	\$ 1,355,000
Big Bend TD	\$ 55,554	\$ 260,108
TOTAL	\$ 20,410,465	\$ 28,967,934

Bridge Projects



Section C - Bridge

❖ Replacement

❖ Maintenance

The TIP reflects a commitment to bridge safety and reconstruction and includes the following projects programmed at **\$59,191,600**.

407304	2	SR 8 (I-10) OVER FG&A R/R & LITTLE RIVER BRIDGE NOS. 500097 & 500098	GADSDEN	BRIDGE REPAIR	\$ 526,247
439383	1	HIGH BRIDGE ROAD/CR 268 OVER LITTLE RIVER BRIDGE NO. 500045	GADSDEN	BRIDGE REPLACEMENT	\$ 18,226,953
441188	1	HANNA MILL POND ROAD OVER HANNA POND BRIDGE NO. 504043	GADSDEN	BRIDGE REPLACEMENT	\$ 13, 821,509
451030	1	SR 63 (US 27) OVER OCHLOCKONEE RIVER & RELIEF BR #500124, 25, 26, 27	GADSDEN	BRIDGE REPAIR	\$ 1,367,712
409485	5	I-10 (SR 8) OVER LLOYD CREEK BRIDGE NO. 540019	JEFFERSON	BRIDGE REPAIR	\$ 2,264,334
445749	2	SR 10 (US 90) OVER WOLF CREEK BRIDGE NO. 540005	JEFFERSON	BRIDGE REPAIR	\$ 539,262
453072	1	SR 265 MAGNOLIA DR. OVER FG&A RR BRIDGE NO. 550011	LEON	BRIDGE REPAIR	\$ 1,096,538
452687	1	SR 8 (I-10) OVER CR 146 MICCOSUKEE RD BRIDGE NO. 550069	LEON	BRIDGE REPAIR	\$ 5,672,022
449079	1	SPRINGHILL ROAD OVER MUNSON SLOUGH BRIDGE NO 550054	LEON	BRIDGE REPLACEMENT	\$ 7,168,472
442951	1	CR 372 SURF ROAD OVER OTTER CREEK RISE BRIDGE NO. 594049	WAKULLA	BRIDGE REPLACEMENT	\$ 8,508,551

Resurfacing Projects



Section F - Resurfacing

413425	3	SR 10 (US 90) FROM JACKSON COUNTY LINE TO BATES ST	GADSDEN	RESURFACING	\$ 3,686,732
219485	2	SR 366 PENSACOLA ST FROM RAILROAD OVERPASS TO SR 366 STADIUM DR	LEON	RESURFACING	\$ 14,483,177
449172	1	SR 366 STADIUM DRIVE FROM PENSACOLA ST TO GAINES ST	LEON	RESURFACING	\$ 3,239,859
446637	2	CR 12 FAIRBANKS RD FROM CR 157 CONCORD RD TO LEON CO LINE - PHASE II	GADSDEN	RESURFACING	\$ 1,867,495
413425	2	SR 10 (US 90) FROM W OF 4 LANE TO SR 65 / CR 12 MADISON ST	GADSDEN	RESURFACING	\$ 12,947,236
222589	6	SR 8 (I-10) FROM W OF OLD BAINBRIDGE RD TO W OF OLSON RD	LEON	RESURFACING	\$ 26,295,845
417643	2	SR 8 (I-10) FROM W OF OLSON RD TO E OF SR 10 (US 90) MAHAN DRIVE	LEON	RESURFACING	\$ 14,124,058
219484	2	SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD	LEON	RESURFACING	\$ 7,423,529
421635	4	SR 61 S MONROE ST FROM PERKINS ST TO N OF JEFFERSON ST	LEON	RESURFACING	\$ 9,082,971
219668	2	SR 61 THOMASVILLE HWY FR N OF SR 63 (US 27) MONROE ST TO N OF 9TH AVE	LEON	RESURFACING	\$ 11,098,435
448613	2	CR 149 BOSTON HWY FROM STILL ROAD TO GILEY ROAD (PH II)	JEFFERSON	WIDEN/RESURFACE	\$1,919,861
219722	5	SR 263 CAP CIR NW FROM W OF SR 10 (US 90) TENN ST TO N OF SR 8 (I-10)	LEON	RESURFACING	\$ 7,103,667
218845	2	SR 267 FROM LIBERTY COUNTY LINE TO S OF SR 8 (I-10)	GADSDEN	RESURFACING	\$ 12,927,559
403942	3	SR 10 (US 90) TENN ST FR SR 61 (US 27) MONROE ST TO SR 265 MAGNOLIA DR	LEON	RESURFACING	\$ 9,496,783

\$40,419,903
I-10

Resurfacings Total
\$304,216,943

Resurfacing Projects



Section F - Resurfacing

450817	1	COASTAL HWY (SR 30/US 98) FROM WAKULLA COUNTY LINE TO TAYLOR COUNTY LINE	JEFFERSON	RESURFACING	\$ 6,689,895
451753	1	CR 158A (OLD LLOYD ROAD) FROM E OF LLOYD CREEK ROAD TO I-10 OVERPASS	JEFFERSON	RESURFACING	\$ 685,264
451773	1	CR 161A DOGTOWN RD FROM CR 161 PT MILLIGAN RD TO CR 159 SALEM RD	GADSDEN	WIDEN/RESURFACE	\$ 1,692,780
451777	1	CR 274 PROVIDENCE RD FROM CR 65A JUNIPER CRK RD TO SR 65 HOSFORD HWY	GADSDEN	RESURFACING	\$ 2,732,527
450811	1	CRAWFORDVILLE RD (SR 61/ADAMS ST) FROM ARDEN RD TO GAINES ST	LEON	RESURFACING	\$ 10,397,594
450121	1	SR 10 (US 90) FROM DUVAL ST TO W OF QUINCY CREEK	GADSDEN	RESURFACING	\$ 3,104,610
450809	1	SR 63 (US 27) FROM SR 159 TO CR 270 SHADY REST RD	GADSDEN	RESURFACING	\$ 9,602,519
453120	1	SR 8 (I-10) FROM W OF SR267 TO W OF SR10 (US90)	GADSDEN	RESURFACING	\$ 37,838,525
452941	1	SR 20 (US 27) FROM W OF CR 259 TO W OF SR 57 (US 19)	JEFFERSON	RESURFACING	\$ 6,625,214
453152	1	SR 59 GAMBLE RD FROM SR 30 (US98) TO CR 259 TRAM RD	JEFFERSON	RESURFACING	\$ 15,598,918
403942	3	SR 10 (US 90) MAHAN DR FROM CR0353 (DEMPSEY MAYO RD) TO APEX DR	LEON	RESURFACING	\$ 9,593,483
452946	1	SR 261 (US 319) CAPITAL CIRCLE FROM CENTERVILLE RD TO SR 61 THOMASVILLE RD	LEON	RESURFACING	\$ 8,050,149
453096	1	SR 263 (US 319) CAPITAL CIRCLE SW FROM SR 363 (US 27) WOODVILLE TO E OF SR 61	LEON	RESURFACING	\$ 4,035,557
452938	1	SR 61 (THOMASVILLE RD) FROM NORTH OF 9TH AVE TO NORTH LIVE OAK PLANTATION DR	LEON	RESURFACING	\$ 14,147,294
452940	1	SR 61 (US 319) FROM TIMBERWOLF CROSSING TO GEORGIA STATE LINE	LEON	RESURFACING	\$ 16,660,887
452939	1	SR 63 (US 27/MONROE ST) FROM SR 263 (CAPITAL CIRCLE) TO JOHN KNOX ROAD	LEON	RESURFACING	\$ 21,064,520

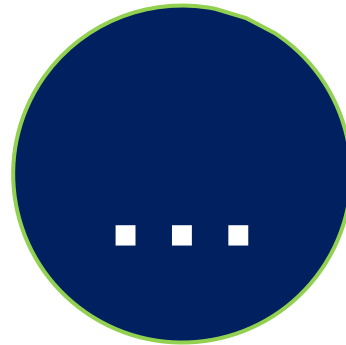
\$37,838,525

Total Programmed
on Resurfacing of
I-10
\$78,258,428

Questions on the FY 2025 – FY 2029 TIP



Comments



Project Priority Lists

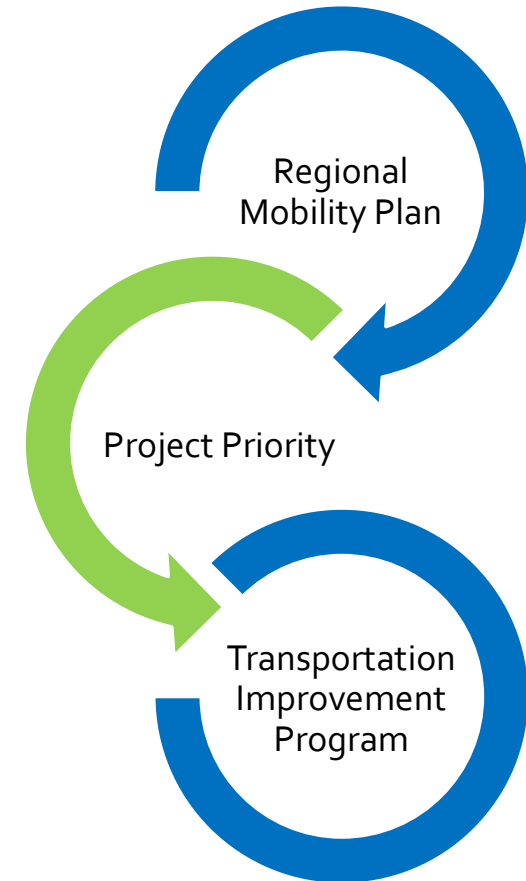


Project Priority Lists

- Provide the public additional opportunities to comment on the TIP & PPLs
- Present the Draft FY 2025 – FY 2029 TIP for CRTPA Board Approval
- In-Person Meetings held in Leon and Wakulla Counties
- CRTPA Meeting - Monday, June 10, 2024, Virtual (11:30 A.M – 1:00 P.M.)
- Transmit the adopted FY 2024 – FY 2028 TIP to FDOT District 3 Secretary
- Governor approves final TIP/State Transportation Improvement Program

Project Priority Lists (PPLs)

- Are developed for all modes of transportation.
- Long-term needs are identified in the Regional Mobility Plan.
- Establishes project priorities for the Capital Region.
- Approved annually.
- Identify projects, or projects phases that are not fully funded.
- When funding becomes available the project is programmed in the FDOT Five-year Work Program.



"Each M.P.O. annually shall prepare a list of project priorities and shall submit the list to the appropriate district of the [Florida] department [of Transportation] by October 1st of each year..."

(Chapter 339.175 (8)(b) Florida Statutes

How are the projects identified?

Through agency and local government plans:

- CRTPA Long Range Transportation Plan “The 2045 Regional Mobility Plan”
- CRTPA Congestion Management Plan
- StarMetro’s Transit Development Plan
- Tallahassee International Airport’s Master Plan
- Intelligent Transportation Systems Master Plan

Or through a competitive project search:

- Transportation Alternatives Program



Connections 2045 Regional Mobility Plan



Project Priority Lists by Category



Aviation

Tallahassee International Airport



Bike & Ped



Regional Trails



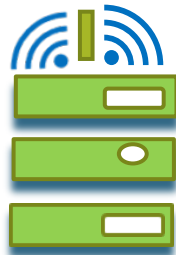
Highways



Transit

StarMetro

Intelligent Transportation System



Transportation Systems Management & Safety

Phases

Phases and Types of Projects

- (FS) Feasibility Study
- (PD&E) Project Development & Environmental Study
- (PE) Design
- (ROW) Right-of-Way
- (CST) Construction
- (CEI) Construction Engineering and Inspection

Types

Operational
Capital Investments
Safety
Planning
Maintenance



Capital Region Transportation Planning Agency

Roadway and Capacity

Project Priority List

PRIORITY NO.	PROJECT	PHASE & FUNDING PROGRAMMED						LENGTH	IMPROV.	NEXT PHASE	COST ESTIMATE	FUTURE PHASE	COST ESTIMATE	DESCRIPTION
		PHASE	FY 25	FY 26	FY 27	FY 28	FY 29							
1	Woodville Highway (SR 363)													
	Capital Circle SE to Gaile Ave	-	-	-	-	-	-	1.49	Capacity	ROW	\$6 M	CST/CEI	\$38.15 M	Divided 4 lane w/ bicycle lanes and sidewalks
	Gaile Ave to Paul Russell Rd	-	-	-	-	-	-	1.48		ROW	\$6.5 M	CST/CEI	\$17.83 M	
	FPN: 424009-4,-5									Cost to complete: \$68.83 M				
2	Crawfordville Road (US 319)													
	Wakulla Arran Rd to East Ivan Rd	PE	\$1.4 M	-	-	-	-	2.2	Capacity	ROW	\$38 M	CST/CEI	\$63.5 M	Divided 4 lane w/ bicycle lanes and sidewalks
	FPN: 450896-2									Cost to complete: \$101.5 M				
3	Orange Avenue (SR 371)													
	Cypress Lake St to Monroe St	-	-	-	-	-	-	1.7	Capacity	ROW	\$35 M	CST/CEI	\$68.96 M	Divided 4-lane w/ shared use path and sidewalks
	S Lake Bradford Rd to Cypress Lake	-	-	-	-	-	-	1.2		ROW	\$16.5 M	CST/CEI	\$25.06 M	
	CCSW to S Lake Bradford Rd	-	-	-	-	-	-	1.6	Reconstruct	PE/ROW	\$13 M	CST/CEI	\$26.11 M	Divided 2-lane w/ shared-use path and sidewalks
	FPN: 437902-4, -3									Cost to complete: \$184.63 M				
4	Crawfordville Road (US 319)													
	LL Wallace Rd to S of SR61 Int.	ROW	-	-	\$5M	-	-	1.61	Capacity	ROW	\$1.61 M	CST/CEI	\$28.48 M	Divided 4 lane w/ bicycle lanes and sidewalks
	Wakulla Co Line to LL Wallace Rd	ROW	-	\$4M	\$1.5M	-	-	1.69		ROW	\$5 M	CST/CEI	\$49.69 M	
	FPN: 219881-4, -1		Design underway							Cost to complete: \$84.69 M				
5	Mahan Drive/Capital Circle NE Intersection													
	FPN: 441215-1	-	-	-	-	-	-	0.2	Capacity	PD&E	\$1.8 M	PE	-	Reconstruct to add capacity
6	Pensacola St (SR 366)													
	Capital Circle SW to Appleyard Dr	-	-	-	-	-	-	0.97	Capacity	PE	\$ 3.35 M	CST		Divided 4 lane w/ bicycle lanes and sidewalks
	FPN: 219820-2		PD&E underway							ROW/CST estimate & total cost to be finalized.				

Capital Region Transportation Planning Agency

Roadway and Capacity

Project Priority List

PRIORITY NO.	PROJECT	1PHASE & FUNDING PROGRAMMED						LENGTH	IMPROV.	NE XT PH ASE	COS T ESTIMATE	FUTU RE PHAS E	COS T ESTIMATE	DESCRIPTION
		PHAS E	FY 25	FY 26	FY 27	FY 28	FY 29							
7	Lake Bradford Road/Springhill Road ^{BPIA}								Corridor Improvement					
	Springhill Rd-Capital Circle SW to Orange Ave		-	-	-	-	-	-		ROW		CST	\$23.2 M	Divided 2-lane w/ BL, SW
	Lk Bradford Rd - Orange Ave to Gaines St		-	-	-	-	-	-		PE	\$4.75 M	CST	\$25 M	Median modifications
8	Crawfordville Road (US 319)													
	Lost Creek Bridge to Wakulla Arran Road	-	-	-	-	-	-	2.4	Capacity	PE/ROW	\$ 3.5 M	CST/CEI		Divided 4 lane w/ bicycle lanes and sidewalks
	FPN: 451896-1									CST/CEI estimate and total cost to be finalized.				
9	Crawfordville Road (US 319)													
	N of Alaska Way to Lost Creek Bridge	-	-	-	-	-	-	3.4	Capacity	PE/ROW		CST/CEI		Divided 4-lane w/ bicycle lanes
10	Tharpe Street ^{BPIA}		PE		ROW	ROW								
	Capital Circle SW to Ocala Rd		\$2 M	-	\$ 7M	\$ 1M	-	2.7	Capacity			CST	\$ 24.5 M	Intersection capacity w/ bicycle lanes and sidewalks
11	Thomasville Road													
	Betton Rd to Seventh Ave	-	-	-	-	-	-	0.8	Safety					Median and signal modifications
12	Bannerman Road ^{BPIA}													
	Preservation Rd to Quail Commons Dr			-	-	-	-	3.4	Capacity	CST	\$64.2 M			Divided 4-lane w/ shared-use path and sidewalks
13	Northeast Gateway/Welaunee Blvd Ext. ^{BPIA}													
	I-10 to Roberts Rd			-	-	-	-	2.7	New Road	CST	\$66.05 M			Divided 4-lane w/ shared-use path, sidewalks
14	I-10 Interchange ^{BPIA}								New Interchange					
	at Welaunee Boulevard		-	-	-	-	-	0.5		IJR				New Interchange

Fiscal Year 2026 - Fiscal Year 2030
Transportation Systems Management and Safety

PRIORITY NO.	PROJECT NAME AND LIMITS	¹ PHASE & FUNDING PROGRAMMED						LENGTH IN MILES	COUNTY	NEXT PROJECT ¹ PHASE	COST ESTIMATE OF PHASE	NOTES
		PHASE	FY 25	FY 26	FY 27	FY 28	FY 29					
1	Lake Bradford Dr and Stadium Dr Intersection	-	-	-	-	-	-	0.4	Leon	PE	\$	<u>CRTPA Presentation November 15, 2022.</u>
	<i>Lake Bradford Rd/Stadium Dr/Gaines St/Varsity Dr</i>											
2	Orange Ave and Springhill Rd Intersection	-	-	-	-	-	-	0.1	Leon	Study	\$	Study to examine intersection to include recommended improvements.
	<i>Operational and safety improvements.</i>											
3	Thomasville Road	-	-	-	-	-	-	0.8	Leon	CST	\$	<u>Midtown Area Plan</u> was approved Oct. 19, 2020. <u>Complete Street</u>
	<i>7th Avenue to Betton Road</i>											

**Previous Priority No. 2**

Thomasville Rd Signalization/Realignment of Ox Bottom Rd \$ 1.5 M - Funding contribution for construction to be completed by the City of Tallahassee.
Corridor improvements to enhance traffic circulation for vehicular & multimodal users.

PRIORITY NO.	PROJECT NAME AND LIMITS	¹ PHASE & FUNDING PROGRAMMED						LENGTH IN MILES	COUNTY	NEXT PROJECT PHASE	*COST ESTIMATE OF PHASE	NOTES/IMPROVEMENT
		PHASE	FY 25	FY 26	FY 27	FY 28	FY 29					
1	Thomasville Rd Shared Use Path	-	-	-	-	-	-	2.4	Leon	CST	12.1 M	Feasibility Study approved January 31, 2022
	<i>Betton Rd to Metropolitan Blvd</i>							<i>Design is at 60% completion by the Florida Department of Transportation.</i>				
2	² CRA Downtown Sidewalk Improvements	-	-	-	-	-	-	0.2	Leon	CST	\$4.42 M	Work to include landscaping, drainage, ² ADA, signage & pedestrian
	<i>Jefferson St to Call St</i>							<i>Design is at 90% by the City of Tallahassee Underground Utilities Department.</i>				
3	SR 267/Springhill Rd SUP	-	-	-	-	-	-	20.4	Leon	FS	\$250,000	Multi-use path to connect to two major arterial roads, and Coastal Trail
	<i>Crawfordville Road to Capital Circle SW</i>											
4	Oak Ridge Rd Multi-Use Path	-	-	-	-	-	-	5.2	Leon	FS	\$	Multi-use path to connect to two major arterial roads.
	<i>Crawfordville Rd to Woodville Hwy</i>											
5	Goose Pond Trail	-	-	-	-	-	-	1.2	Leon	FS	\$	Connect existing Goose Pond Trail on Mahan Dr to Weems Rd multimodal path.
	<i>Mahan Dr to Weems Rd</i>											

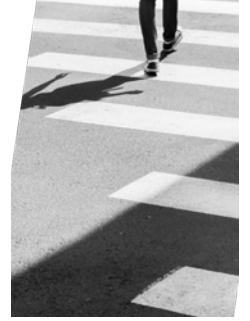
Previous Priority No. 2 - N Monroe St Sidewalk on the west side of the Street.

ROW Acquisition @ \$325,100 is funded in FY 2024 & CST @ \$4,570,270 is funded in FY 25.

Previous Priority No. 3 - St Augustine sidewalks - Lafayette St to Pula Russell Road

CST @ \$1,417,087 is funded in FY 25.

Next Steps



- Provide notice on June 17, 2024 Board Meeting - public may provide comments.
- Present the Draft FY 2025 – FY 2029 TIP for CRTPA Board Approval
- CRTPA Meeting - Monday, June 17, 2024, In-Person and Virtual (1:30 P.M)
 - Tallahassee City Hall, 300 S. Adams Street
- Transmit the adopted FY 2024 – FY 2028 TIP to FDOT District 3 Secretary
- Governor approves final TIP/State Transportation Improvement Program



Public Participation and Comment Welcome

Comments may also be provided via the CRTPA Website.

Contact Us Online: crtpa.org/Contact-Us

Any comments or questions please contact Suzanne Lex.

Email: Suzanne.Lex@crtpa.org

Telephone: (850) 891-8627

Comments may also be provided via the CRTPA Website.

Contact Us Online: crtpa.org/Contact-Us

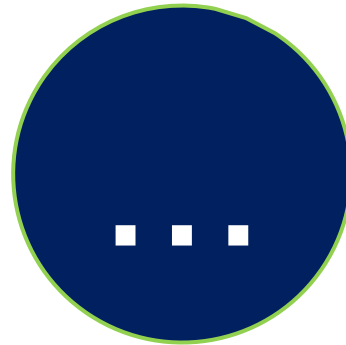
For additional information on the CRTPA, and the TIP and PPLs.

Visit: www.crtpa.org/What's New

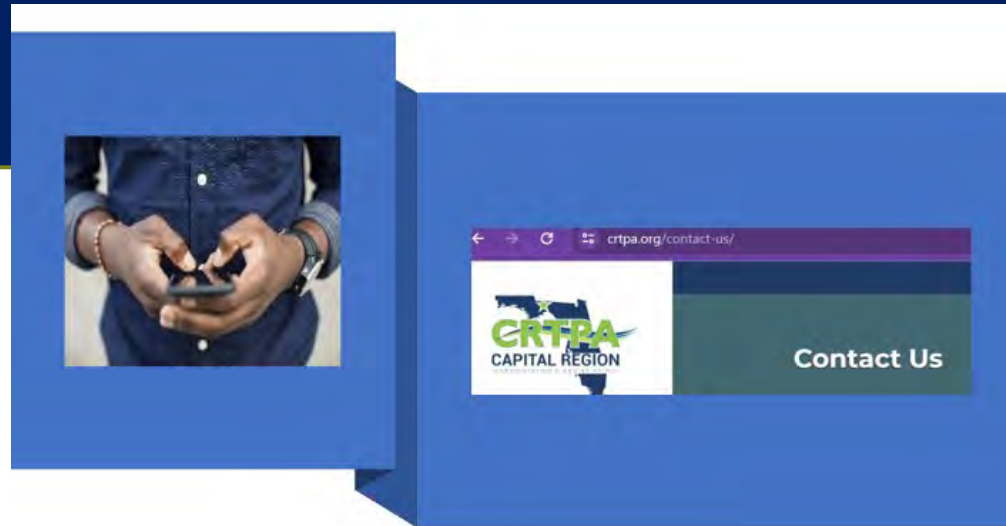
Questions



Comments



Public Involvement Plan Update



COMMENT & FORMAL REVIEW SCHEDULE

May 02, 2024 – 45-Day Public-comment period is initiated.

May 07, 2024 - TAC/CMAC Meetings: Informational Item.

May 21, 2024 - CRTPA Board Meeting: Presented for review & comment.

June 04, 2024 - TAC/CMAC Meetings: Presented for review & comment.

June 17, 2024 - Board Meeting: Closes comment period at adoption.

Scheduled date of adoption, June 17, 2024.

FEDERAL CODE

- 23 C.F.R. 450.316 Requirements for MPOs to ***develop a Public Involvement Plan & provide reasonable opportunities for all parties to participate & comment*** on MPO planning products.
- 23 U.S.C. 134 Describes the requirement for MPOs to ***provide reasonable opportunities*** for all parties to ***participate & comment on LRTPs & TIPs***.
- Title VI of the Civil Rights Act ***Prohibits*** Federally assisted programs from ***discrimination*** based on ***race, color, or national origin***.
- Executive Order 12898 Describes ***requirements*** for Federal actions ***to address environmental justice concerns for low-income & minority populations***. (1994)
- Executive Order 13166 Describes ***requirements to develop plans for people for whom English is not their native language*** or who have limited ability to read, speak, write, or understand & English. Americans with Disabilities Act (ADA) ***Prohibits discrimination*** & ensures equal opportunity for ***persons with disabilities***. (2000)
- Executive Order 13985 Directs the federal government to ***revise agency policies*** to ***account for racial inequities*** in their ***implementation***. (2021)

STATE STATUTES

- State Government-in-the-Sunshine Law
s.286.011, F.S. *Provides the public with basic right of access to most meetings & records of boards, commissions, & other governing bodies* of State & local governmental agencies; & *requires meeting minutes to be publicly accessible.*
- Metropolitan Planning Organizations
s.339.175, F.S. *Describes public involvement requirements for MPO* planning activities.
- Public Meetings on School Grounds
s.1012.465, F.S. Jessica Lunsford Act, which *requires background checks of all persons entering school grounds* when children are present.

MAJOR UPDATE

Revised to streamline information on meetings, plans & programs.

Includes information on the Executive Committee & emergency meetings.

Details meeting schedules, times & how to be involved.

Framework of goals to inform, involve, engage & collaborate.

Evaluation of engagement strategies & techniques ongoing, summarize annually.

Update to Title VI process & forms to be presented separately for approval.

GOALS

➤ TO INFORM

Provide accurate & timely information to the public about the CRTPA transportation planning programs, processes, & projects.

➤ TO INVOLVE & ENGAGE

Make available a wide range of opportunities for the public & stakeholders to be involved & to stay engaged throughout the planning process, & plan or project development.

➤ TO COLLABORATE

Collaborate with transportation planning partners, providers, stakeholders, & the public to support a continuous, comprehensive, & coordinated exchange of information, ideas & resources.

➤ TO EVALUATE

Document & assess the success of the techniques & strategies throughout the process & evaluate the effectiveness of the Public Involvement Plan.

DESIRED OUTCOMES

The CRTPA is required to develop the PIP in consultation with all interested parties & must, at a minimum, describe explicit procedures, strategies, & desired outcomes for:

- ***Providing adequate public notice*** of public participation activities & time for public review & comment at key decision points, including on the proposed LRTP & the TIP;
- ***Providing timely notice & reasonable access*** to information about transportation issues & processes;
- ***Employing visualization techniques*** to describe LRTPs & TIPs;
- Making public ***information*** available in ***electronically accessible formats & means***;
- Holding any ***public meetings*** at ***convenient & accessible locations & times***;

DESIRED OUTCOMES

- Demonstrating *explicit consideration & response to public input* during the *development of the LRTP & TIP*:
- *Seeking out & considering* the needs of those *traditionally underserved by existing transportation systems*;
- Providing an *additional opportunity for public comment*, if the final *LRTP or TIP differs significantly* from the draft version;
- *Coordinating with* the *statewide* transportation planning *public involvement & consultation processes*; &
- *Periodically reviewing the effectiveness* of the *public involvement procedures & strategies* contained in the PIP to ensure a full & open participation process.

NEXT STEPS

June 17, 2024, Adopt PIP (Major Update)

Approved document will be reformatted, & graphics added.

Information may be added on strategies & tools or to incorporate innovative techniques.

Evaluation forms & outline for annual summary as an appendix.

Additional material or minor revisions as appropriate.

Notice in the fall for a 45-day comment period for the minor update to the PIP.

Approval following at next regularly scheduled meeting after 45-day comment period.

**Capital Region Transportation Planning Agency
Board Meeting**

Date: May 21, 2024

Sign-in Sheet

Name	Address	Phone Number/Email
May Kay Falcon	2140 Armistead Rd.	850-566-5821

APPENDIX H

Five-Year Summary of Projects by Funding Category and by County

5-YEAR SUMMARY OF PROJECTS BY FUNDING CATEGORY

Fund Summary									
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program
ADVANCE CONSTRUCTION (BRT)	ACBR	2,099,308	276,300	8,126,251	3,000,608	-	-	-	13,502,467
4429511 CR 372 SURF ROAD OVER OTTER CREEK RISE BRIDGE NO. 594049		1,180,083	276,300	8,126,251	-	-	-	-	9,582,634
4490791 SPRINGHILL ROAD OVER MUNSON SLOUGH BRIDGE NO 550054		919,225	-	-	3,000,608	-	-	-	3,919,833
ADVANCE CONSTRUCTION (BRTZ)	ACBZ	1,153	-	-	-	-	-	-	1,153
4393831 HIGH BRIDGE ROAD/CR 268 OVER LITTLE RIVER BRIDGE NO. 500045		1,153	-	-	-	-	-	-	1,153
ADVANCE CONSTRUCTION (CM)	ACCM	-	1,096,999	-	-	-	-	-	1,096,999
4134253 SR 10 (US 90) FROM JACKSON COUNTY LINE TO BATES ST		-	1,096,999	-	-	-	-	-	1,096,999
ADVANCE CONSTRUCTION NHPP	ACNP	5,467,448	16,434,058	26,295,845	27,544	-	-	-	48,224,895
4531201 SR 8 (I-10) FROM WEST OF SR 267 TO WEST OF SR 10 (US 90)		-	2,310,000	-	27,544	-	-	-	2,337,544
2225896 SR 8 (I-10) FROM W OF OLD BAINBRIDGE RD TO W OF OLSON RD		1,515,959	-	26,295,845	-	-	-	-	27,811,804
4176432 SR 8 (I-10) FROM W OF OLSON RD TO E OF SR 10 (US 90) MAHAN DRIVE		1,435,652	14,124,058	-	-	-	-	-	15,559,710
2197492 SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD		2,515,837	-	-	-	-	-	-	2,515,837
AC NAT HWY PERFORM RESURFACING	ACNR	-	26,865,863	11,615,471	35,211,307	-	-	-	73,692,641
4193152 SR 369 (US 319) FROM (US 319) NB OFF RAMP TO S OF EAST IVAN ROAD		-	4,397,288	-	-	-	-	-	4,397,288
4529391 SR 63 (US 27/MONROE ST) FROM SR 263 (CAPITAL CIRCLE) TO JOHN KNOX ROAD		-	-	-	16,465,642	-	-	-	16,465,642

Fund Summary										
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program	
4508171	SR 30 (US 98) FROM WAKULLA COUNTY LINE TO TAYLOR COUNTY LINE	-	-	5,640,827	-	-	-	-	-	5,640,827
4134252	SR 10 (US 90) FROM W OF 4 LANE TO DUVAL STREET	-	9,905,848	-	-	-	-	-	-	9,905,848
4529411	SR 20 (US 27) FROM WEST OF CR 259 TO WEST OF SR 57 (US 19)	-	-	-	4,727,732	-	-	-	-	4,727,732
2194852	SR 366 PENSACOLA ST FROM RAILROAD OVERPASS TO SR 366 STADIUM DR	-	7,444,734	-	-	-	-	-	-	7,444,734
4216354	SR 61 S MONROE ST FROM PERKINS ST TO N OF JEFFERSON ST	-	2,533,853	-	-	-	-	-	-	2,533,853
4529401	SR 61 (US 319) FROM TIMBERWOLF CROSSING TO GEORGIA STATE LINE	-	-	-	14,017,933	-	-	-	-	14,017,933
4491721	SR 366 STADIUM DRIVE FROM PENSACOLA ST TO GAINES ST	-	2,584,140	-	-	-	-	-	-	2,584,140
4529461	SR 261 (US 319) CAPITAL CIRCLE FROM CENTERVILLE RD TO SR 61 THOMASVILLE RD	-	-	5,974,644	-	-	-	-	-	5,974,644
AC - PROTECT GRANT PGM	ACPR	-	600,000	-	-	-	-	-	-	600,000
4039423	SR 10 (US 90) TENN. ST FROM SR 61 (US 27) MONROE TO SR 265 MAGNOLIA DR	-	600,000	-	-	-	-	-	-	600,000
ADVANCE CONSTRUCTION (SA)	ACSA	1,657,816	-	-	-	-	-	-	-	1,657,816
2197492	SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	1,657,816	-	-	-	-	-	-	-	1,657,816
ADVANCE CONSTRUCTION (SS,HSP)	ACSS	39,719	2,507,791	1,360,779	462,189	-	-	-	-	4,370,478
2197225	SR 263 CAPITAL CIRCLE NW FROM S OF SR 10 (US 90) TENN ST TO N OF SR 8 (I-10)	-	527,626	-	-	-	-	-	-	527,626
2194842	SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD	-	-	40,100	-	-	-	-	-	40,100

Fund Summary										
FUND CODE DESCRIPTION		FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program
4456051	SR 10 (US 90) W TENNESSEE ST FROM CALIARK ST TO W BREVARD ST		-	191,693	876,346	-	-	-	-	1,068,039
4529381	SR 61 (THOMASVILLE RD) FROM NORTH OF 9TH AVE TO NORTH LIVE OAK DR		-	-	-	180,749	-	-	-	180,749
4456631	SR 10 (US 90) FROM W OF BYRD RD TO OPPORTUNITY LN	39,719	-	-	402,374	-	-	-	-	442,093
4529461	SR 261 (US 319) CAPITAL CIRCLE FROM CENTERVILLE RD TO SR 61 THOMASVILLE RD		-	-	41,959	-	-	-	-	41,959
4193152	SR 369 (US 319) FROM (US 319) NB OFF RAMP TO S OF EAST IVAN ROAD		-	739,905	-	-	-	-	-	739,905
4134252	SR 10 (US 90) FROM W OF 4 LANE TO DUVAL STREET		-	1,048,567	-	-	-	-	-	1,048,567
4529411	SR 20 (US 27) FROM WEST OF CR 259 TO WEST OF SR 57 (US 19)		-	-	-	281,440	-	-	-	281,440
ADVANCE CONSTRUCTION (SU)		ACSU	963,194	218,822	-	-	-	-	-	1,182,016
4450531	SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD	465,190		218,822	-	-	-	-	-	684,012
2197939	CRTPA CONTINGENCY BOX FOR CRTPA URBAN FUNDS	6,584		-	-	-	-	-	-	6,584
2197492	SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	179,765		-	-	-	-	-	-	179,765
4510441	SR 10 (US 90) FROM PEDRICK ROAD TO JEFFERSON COUNTY LINE	311,655		-	-	-	-	-	-	311,655
AMERICAN RESCUE PLAN ACT		ARPA	7,000,000	-	-	-	-	-	-	7,000,000
2197492	SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	7,000,000		-	-	-	-	-	-	7,000,000
STATE BRIDGE REPAIR & REHAB		BRRP	286,014	3,350,244	920,625	7,751,754	-	-	-	12,308,637
4094855	SR 8 (I-10) OVER LLOYD CREEK BRIDGE NO. 540019	140,748		-	-	2,236,864	-	-	-	2,377,612

Fund Summary										
FUND CODE DESCRIPTION		FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program
4530721	SR 265 MAGNOLIA DR. OVER FG&A RR BRIDGE NO. 550011		35,000	1,083,235	-	-	-	-	-	1,118,235
4073042	SR 8 (I-10) OVER FG&A R/R & LITTLE RIVER BRIDGE NOS. 500097 & 500098		-	520,045	-	-	-	-	-	520,045
4510301	SR 63 (US 27) OVER OCHLOCKONEE RIVER & RELIEF BR #500124, 25, 26, 27		97,390	1,351,193	-	-	-	-	-	1,448,583
4039423	SR 10 (US 90) TENN. ST FROM SR 61 (US 27) MONROE TO SR 265 MAGNOLIA DR		12,876	-	-	-	-	-	-	12,876
4526871	SR 8 (I-10) OVER CR 146 MICCOSUKEE RD BRIDGE NO. 550069		-	100,000	-	5,514,890	-	-	-	5,614,890
4457492	SR 10 (US 90) OVER WOLF CREEK BRIDGE NO. 540005		-	80,000	445,787	-	-	-	-	525,787
4529461	SR 261 (US 319) CAPITAL CIRCLE FROM CENTERVILLE RD TO SR 61 THOMASVILLE RD		-	-	474,838	-	-	-	-	474,838
2188452	SR 267 FROM LIBERTY COUNTY LINE TO S OF SR 8 (I-10)		-	215,771	-	-	-	-	-	215,771
CARBON REDUCTION GRANT PGM		CARB	-	5,083,264	907,751	-	-	-	-	5,991,015
4531411	PAUL RUSSELL RD FROM MONDAY RD TO SR 20 (US 27) APALACHEE PARKWAY		-	2,918,119	-	-	-	-	-	2,918,119
4523351	SR 8 (I-10) LEON COUNTY REST AREA TRUCK PARKING AVAILABILITY		-	2,000,000	-	-	-	-	-	2,000,000
4538171	CR 2196 OLD ST AUGUSTINE RD FROM LAFAYETTE ST TO PAUL RUSSELL RD		-	-	907,751	-	-	-	-	907,751
4450531	SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD		-	165,145	-	-	-	-	-	165,145
CARB FOR URB. AREA > THAN 200K		CARU	1,032,822	971,835	508,336	-	-	-	-	2,512,993
4450531	SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD		-	439,881	-	-	-	-	-	439,881

Fund Summary										
FUND CODE DESCRIPTION		FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program
4510441	SR 10 (US 90) FROM PEDRICK ROAD TO JEFFERSON COUNTY LINE		1,032,822	-	-	-	-	-	-	1,032,822
4538291	CR 0346 (VELDA DAIRY RD/OX BOTTOM RD) INTERSECTION REALIGNMENT		-	531,954	-	-	-	-	-	531,954
4538171	CR 2196 OLD ST AUGUSTINE RD FROM LAFAYETTE ST TO PAUL RUSSELL RD		-	-	508,336	-	-	-	-	508,336
COUNTY INCENTIVE GRANT PROGRAM		CIGP	142,300	685,264	431,086	-	-	-	-	1,258,650
4517531	CR 158A (OLD LLOYD ROAD) FROM E OF LLOYD CREEK ROAD TO I-10 OVERPASS		62,300	685,264	-	-	-	-	-	747,564
4406552	CR 0361 OLD BAINBRIDGE RD @ SR 263 CAPITAL CIRCLE		80,000	-	431,086	-	-	-	-	511,086
CONGESTION MITIGATION - AQ		CM	-	39,799	733,839	-	-	-	-	773,638
4134253	SR 10 (US 90) FROM JACKSON COUNTY LINE TO BATES ST		-	39,799	-	-	-	-	-	39,799
2194842	SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD		-	-	733,839	-	-	-	-	733,839
UNRESTRICTED STATE PRIMARY		D	59,937	24,500	37,500	17,700	1,981,363	2,172,400	-	4,293,400
4499581	MIDWAY OPERATIONS CENTER PAINTING/CLEANING EXTERIOR		3,500	2,500	-	-	5,000	-	-	11,000
4512121	FDOT CREDIT UNION BUILDING - AC UNIT REPLACEMENT		17,252	12,000	29,000	-	-	-	-	58,252
4499601	MIDWAY OPERATIONS CENTER ROOF REPAIRS		2,500	-	-	5,000	-	-	-	7,500
4367511	WAKULLA COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS		-	-	-	-	49,000	54,000	-	103,000
4499571	MIDWAY OPERATIONS CENTER PAINTING INTERIOR		5,000	1,500	-	4,000	-	-	-	10,500
1543	ORCHARD POND TOLL FACILITY INSURANCE		16,085	3,000	3,000	3,000	3,000	3,000	-	31,085

Fund Summary										
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program	
4483302	MIDWAY OPERATIONS CENTER EMERGENCY GENERATOR COMPONENTS REPLACEMENT	15,600	5,500	5,500	5,700	5,700	5,700	-	43,700	
4367411	GADSDEN COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS	-	-	-	-	94,265	100,200	-	194,465	
4367451	JEFFERSON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS	-	-	-	-	9,252	9,500	-	18,752	
4367461	LEON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS	-	-	-	-	1,815,146	2,000,000	-	3,815,146	
STATE PRIMARY PE CONSULTANTS	DC	2,214	-	-	-	-	-	-	2,214	
4450531	SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD	2,214	-	-	-	-	-	-	2,214	
DISTRICT DEDICATED REVENUE	DDR	29,843,410	24,191,317	11,524,646	22,046,698	2,258,003	2,313,965	-	92,178,039	
2194852	SR 366 PENSACOLA ST FROM RAILROAD OVERPASS TO SR 366 STADIUM DR	1,046,897	1,939,770	-	-	-	-	-	2,986,667	
4367411	GADSDEN COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS	94,323	-	-	-	-	-	-	94,323	
4464337	SR 263 CAPITAL CIRCLE FROM SR 371 ORANGE AVENUE TO SR 10 (US 90) TENN ST	-	5,609	-	-	-	-	-	5,609	
4176432	SR 8 (I-10) FROM W OF OLSON RD TO E OF SR 10 (US 90) MAHAN DRIVE	440	-	-	-	-	-	-	440	
4466411	TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL ELEVATOR & AIR HANDLER	-	900,000	-	-	-	-	-	900,000	
2188452	SR 267 FROM LIBERTY COUNTY LINE TO S OF SR 8 (I-10)	1,219,726	7,194,993	-	-	-	-	-	8,414,719	
2198811	SR 369 (US 319) FROM L. L. WALLACE ROAD TO S SR 61 INTERSECTION	574,339	-	-	-	-	-	-	574,339	

Fund Summary										
FUND CODE	FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program
4367451	JEFFERSON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS		19,551	-	-	-	-	-	-	19,551
4529461	SR 261 (US 319) CAPITAL CIRCLE FROM CENTERVILLE RD TO SR 61 THOMASVILLE RD		1,235,980	-	-	-	-	-	-	1,235,980
4216354	SR 61 S MONROE ST FROM PERKINS ST TO N OF JEFFERSON ST		294	479,062	-	-	-	-	-	479,356
4500381	TALLAHASSEE INTERNATIONAL AIRPORT AIR CARRIER APRON IMPROVEMENTS		-	-	-	550,000	-	-	-	550,000
4203111	BIG BEND TRANSIT COMMUTER ASSISTANCE		226,493	40,000	40,000	40,000	40,000	44,554	-	431,047
4367461	LEON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS		4,420,524	954,703	983,344	1,257,745	-	-	-	7,616,316
2197225	SR 263 CAPITAL CIRCLE NW FROM S OF SR 10 (US 90) TENN ST TO N OF SR 8 (I-10)		1,054,208	2,781,559	-	-	-	-	-	3,835,767
4529401	SR 61 (US 319) FROM TIMBERWOLF CROSSING TO GEORGIA STATE LINE		-	-	-	2,378,659	-	-	-	2,378,659
4134253	SR 10 (US 90) FROM JACKSON COUNTY LINE TO BATES ST		642,903	2,091,913	-	-	-	-	-	2,734,816
4039423	SR 10 (US 90) TENN. ST FROM SR 61 (US 27) MONROE TO SR 265 MAGNOLIA DR		37,508	2,136,014	-	-	-	-	-	2,173,522
4508091	SR 63 (US 27) FROM SR 159 TO CR 270 SHADY REST RD		-	-	8,131,259	-	-	-	-	8,131,259
4531521	SR 59 GAMBLE RD FROM SR 30 (US98) TO CR 259 TRAM RD		-	1,575,000	-	1,836,697	-	-	-	3,411,697
4450531	SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD		6,427	-	-	-	-	-	-	6,427
4469941	APALACHEE REGIONAL PLANNING COUNCIL COMMUTER ASSISTANCE		836,837	87,703	258,679	272,014	275,927	279,554	-	2,010,714

Fund Summary									
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program
2197852	LEON COUNTY COMPUTER BASED ATMS IMPLEMENTATION/OPERATIONS	1,250,000	500,000	500,000	500,000	500,000	500,000	-	3,750,000
4134252	SR 10 (US 90) FROM W OF 4 LANE TO DUVAL STREET	1,378,571	897,707	-	-	-	-	-	2,276,278
2197492	SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	474,144	1,067,436	-	-	-	-	-	1,541,580
2198815	SR 369 (US 319) FROM S OF WAKULLA CO LINE TO S OF L.L. WALLACE ROAD	1,875	-	-	-	-	-	-	1,875
4222501	CITY OF TALLAHASSEE TRANSIT OPERATING ASSISTANCE	12,928,195	-	1,349,870	1,390,366	1,432,076	1,474,303	-	18,574,810
4539961	CITY OF TALLAHASSEE STARMETRO - SERVICE DEVELOPMENT	-	235,000	-	-	-	-	-	235,000
4529391	SR 63 (US 27/MONROE ST) FROM SR 263 (CAPITAL CIRCLE) TO JOHN KNOX ROAD	-	-	-	2,428,990	-	-	-	2,428,990
4367511	WAKULLA COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS	198,484	11,000	12,000	13,000	-	-	-	234,484
4529381	SR 61 (THOMASVILLE RD) FROM NORTH OF 9TH AVE TO NORTH LIVE OAK DR	-	-	-	10,669,227	-	-	-	10,669,227
4498951	QUINCY MUNICIPAL AIRPORT TAXIWAY REHABILITATION - CONSTRUCTION, CEI/RP	-	-	-	700,000	-	-	-	700,000
2196682	SR 61 THOMASVILLE HWY FR N OF SR 63 (US 27) MONROE ST TO N OF 9TH AVE	27,298	6,174	-	-	-	-	-	33,472
4485801	TALLAHASSEE INTERNATIONAL AIRPORT CONSTRUCT PARKING LOT REHAB/UPGRADES	-	-	236,494	-	-	-	-	236,494
4508111	SR 61 / 363 (CRAWFORDVILLE HWY/ADAMS ST) FROM ARDEN RD TO GAINES ST	-	-	3,000	-	-	-	-	3,000
4466401	TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL LANDSIDE RESTROOM RENOV	-	750,000	-	-	-	-	-	750,000

Fund Summary									
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program
4193152	SR 369 (US 319) FROM (US 319) NB OFF RAMP TO S OF EAST IVAN ROAD	1,108,228	527,674	-	-	-	-	-	1,635,902
2194842	SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD	906,296	-	-	-	-	-	-	906,296
4222621	BIG BEND TRANSIT COMMUTER ROUTE	153,869	10,000	10,000	10,000	10,000	15,554	-	209,423
STATE IN-HOUSE PRODUCT SUPPORT	DIH	2,862,552	1,582,963	1,809,635	1,354,146	-	81,000	-	7,690,296
4457492	SR 10 (US 90) OVER WOLF CREEK BRIDGE NO. 540005	-	8,000	5,475	-	-	-	-	13,475
4530961	SR 263 (US 319) CAPITAL CIRCLE SW FROM SR 363 (US 27) WOODVILLE TO E OF SR 61	-	60,000	-	59,385	-	-	-	119,385
4529391	SR 63 (US 27/MONROE ST) FROM SR 263 (CAPITAL CIRCLE) TO JOHN KNOX ROAD	-	190,000	-	269,888	-	-	-	459,888
4508111	SR 61 / 363 (CRAWFORDVILLE HWY/ADAMS ST) FROM ARDEN RD TO GAINES ST	122,310	-	135,776	-	-	-	-	258,086
2197492	SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	901,589	100,000	854,909	-	-	-	-	1,856,498
4526871	SR 8 (I-10) OVER CR 146 MICCOSUKEE RD BRIDGE NO. 550069	-	10,000	-	47,132	-	-	-	57,132
4510441	SR 10 (US 90) FROM PEDRICK ROAD TO JEFFERSON COUNTY LINE	120,440	-	-	-	-	1,000	-	121,440
4529381	SR 61 (THOMASVILLE RD) FROM NORTH OF 9TH AVE TO NORTH LIVE OAK DR	-	160,000	-	171,522	-	-	-	331,522
2198811	SR 369 (US 319) FROM L. L. WALLACE ROAD TO S SR 61 INTERSECTION	198,977	-	-	50,002	-	-	-	248,979
4508121	SR 10 (US 90) FROM DUVAL ST TO W OF QUINCY CREEK	67,000	-	-	47,738	-	-	-	114,738

Fund Summary										
FUND CODE DESCRIPTION		FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program
4529461	SR 261 (US 319) CAPITAL CIRCLE FROM CENTERVILLE RD TO SR 61 THOMASVILLE RD		130,000	-	131,859	-	-	-	-	261,859
2196682	SR 61 THOMASVILLE HWY FR N OF SR 63 (US 27) MONROE ST TO N OF 9TH AVE		58,226	617	-	-	-	-	-	58,843
4039423	SR 10 (US 90) TENN. ST FROM SR 61 (US 27) MONROE TO SR 265 MAGNOLIA DR		100,585	38,979	-	-	-	-	-	139,564
2197225	SR 263 CAPITAL CIRCLE NW FROM S OF SR 10 (US 90) TENN ST TO N OF SR 8 (I-10)		77,132	68,479	-	-	-	-	-	145,611
4491721	SR 366 STADIUM DRIVE FROM PENSACOLA ST TO GAINES ST		62,585	35,830	-	-	-	-	-	98,415
4193152	SR 369 (US 319) FROM (US 319) NB OFF RAMP TO S OF EAST IVAN ROAD		80,072	52,767	-	-	-	-	-	132,839
4216354	SR 61 S MONROE ST FROM PERKINS ST TO N OF JEFFERSON ST		67,071	30,406	-	-	-	-	-	97,477
4134252	SR 10 (US 90) FROM W OF 4 LANE TO DUVAL STREET		119,195	118,870	-	-	-	-	-	238,065
2194842	SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD		92,779	-	89,583	-	-	-	-	182,362
4529411	SR 20 (US 27) FROM WEST OF CR 259 TO WEST OF SR 57 (US 19)		-	80,000	-	85,243	-	-	-	165,243
2198815	SR 369 (US 319) FROM S OF WAKULLA CO LINE TO S OF L.L. WALLACE ROAD		75,223	-	340,000	-	-	-	-	415,223
4464337	SR 263 CAPITAL CIRCLE FROM SR 371 ORANGE AVENUE TO SR 10 (US 90) TENN ST		-	26,996	-	-	-	-	-	26,996
4508091	SR 63 (US 27) FROM SR 159 TO CR 270 SHADY REST RD		24,000	-	147,126	-	-	-	-	171,126
4458982	SR 8 (I-10) GADSDEN COUNTY REST AREAS EB/WB CAPITAL IMPROVEMENTS		-	-	-	-	-	80,000	-	80,000

Fund Summary										
FUND CODE DESCRIPTION		FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program
4529341	SR 10 (US 90/MAHAN DR) FROM CR 0353 (DEMPSEY MAYO ROAD) TO APEX DRIVE		-	125,000	-	127,394	-	-	-	252,394
2188452	SR 267 FROM LIBERTY COUNTY LINE TO S OF SR 8 (I-10)		67,999	129,300	-	-	-	-	-	197,299
4094855	SR 8 (I-10) OVER LLOYD CREEK BRIDGE NO. 540019		15,627	-	-	27,470	-	-	-	43,097
4508171	SR 30 (US 98) FROM WAKULLA COUNTY LINE TO TAYLOR COUNTY LINE		91,000	-	104,907	-	-	-	-	195,907
4529401	SR 61 (US 319) FROM TIMBERWOLF CROSSING TO GEORGIA STATE LINE		170,000	-	-	264,295	-	-	-	434,295
4134253	SR 10 (US 90) FROM JACKSON COUNTY LINE TO BATES ST		56,900	38,022	-	-	-	-	-	94,922
4530721	SR 265 MAGNOLIA DR. OVER FG&A RR BRIDGE NO. 550011		-	13,303	-	-	-	-	-	13,303
4531521	SR 59 GAMBLE RD FROM SR 30 (US98) TO CR 259 TRAM RD		-	175,000	-	204,077	-	-	-	379,077
4450531	SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD		65,426	-	-	-	-	-	-	65,426
4073042	SR 8 (I-10) OVER FG&A R/R & LITTLE RIVER BRIDGE NOS. 500097 & 500098		-	6,202	-	-	-	-	-	6,202
4510301	SR 63 (US 27) OVER OCHLOCKONEE RIVER & RELIEF BR #500124, 25, 26, 27		6,000	16,519	-	-	-	-	-	22,519
2194852	SR 366 PENSACOLA ST FROM RAILROAD OVERPASS TO SR 366 STADIUM DR		92,416	98,673	-	-	-	-	-	191,089
STATEWIDE ITS - STATE 100%.		DITS	4,712,936	1,773,647	368,034	136,760	-	-	-	6,991,377
4367511	WAKULLA COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS		79,300	34,975	36,059	37,152	-	-	-	187,486
4367411	GADSDEN COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS		535,661	85,263	87,869	90,656	-	-	-	799,449

Fund Summary									
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program
4367451	JEFFERSON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS	33,522	8,480	8,705	8,952	-	-	-	59,659
4367461	LEON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS	4,064,453	228,545	235,401	-	-	-	-	4,528,399
4464337	SR 263 CAPITAL CIRCLE FROM SR 371 ORANGE AVENUE TO SR 10 (US 90) TENN ST	-	1,416,384	-	-	-	-	-	1,416,384
STATE - PTO	DPTO	2,839,335	2,270,267	1,788,506	-	-	-	-	6,898,108
4485651	TALLAHASSEE INTERNATIONAL AIRPORT DESIGN VARIOUS COMPONENTS & LIGHTING	-	-	175,000	-	-	-	-	175,000
4485801	TALLAHASSEE INTERNATIONAL AIRPORT CONSTRUCT PARKING LOT REHAB/UPGRADES	-	-	513,506	-	-	-	-	513,506
4485621	QUINCY MUNICIPAL AIRPORT ENVIRONMENTAL/DESIGN OF T- HANGARS & TAXILANE	-	-	550,000	-	-	-	-	550,000
4222621	BIG BEND TRANSIT COMMUTER ROUTE	27,798	-	-	-	-	-	-	27,798
4469941	APALACHEE REGIONAL PLANNING COUNCIL COMMUTER ASSISTANCE	38,981	159,714	-	-	-	-	-	198,695
4222501	CITY OF TALLAHASSEE TRANSIT OPERATING ASSISTANCE	2,772,556	1,310,553	-	-	-	-	-	4,083,109
4466471	QUINCY MUNICIPAL AIRPORT ENVIRON. DESIGN & CONSTRUCTION OF APRON AREA	-	800,000	-	-	-	-	-	800,000
4485802	TALLAHASSEE INTERNATIONAL AIRPORT CONSTRUCT AIRFIELD/LIGHTING IMPROVS	-	-	550,000	-	-	-	-	550,000
REST AREAS - STATE 100%	DRA	-	-	-	-	-	800,000	-	800,000
4458982	SR 8 (I-10) GADSDEN COUNTY REST AREAS EB/WB CAPITAL IMPROVEMENTS	-	-	-	-	-	800,000	-	800,000
STATE PRIMARY HIGHWAYS & PTO	DS	10,301,588	15,160,235	5,037,129	10,035,889	-	-	-	40,534,841

Fund Summary										
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program	
4529401	SR 61 (US 319) FROM TIMBERWOLF CROSSING TO GEORGIA STATE LINE	146	-	-	-	-	-	-	146	
2196682	SR 61 THOMASVILLE HWY FR N OF SR 63 (US 27) MONROE ST TO N OF 9TH AVE	1,045,312	2,146,187	-	-	-	-	-	3,191,499	
4039423	SR 10 (US 90) TENN. ST FROM SR 61 (US 27) MONROE TO SR 265 MAGNOLIA DR	961,892	100,000	-	-	-	-	-	1,061,892	
4491721	SR 366 STADIUM DRIVE FROM PENSACOLA ST TO GAINES ST	444,117	514,005	-	-	-	-	-	958,122	
4134253	SR 10 (US 90) FROM JACKSON COUNTY LINE TO BATES ST	129,832	319,999	-	-	-	-	-	449,831	
4508111	SR 61 / 363 (CRAWFORDVILLE HWY/ADAMS ST) FROM ARDEN RD TO GAINES ST	1,173,722	-	1,241,985	-	-	-	-	2,415,707	
4508091	SR 63 (US 27) FROM SR 159 TO CR 270 SHADY REST RD	1,088,324	-	1,324,134	-	-	-	-	2,412,458	
4450531	SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD	32,980	-	-	-	-	-	-	32,980	
4529341	SR 10 (US 90/MAHAN DR) FROM CR 0353 (DEMPSEY MAYO ROAD) TO APEX DRIVE	-	1,125,000	-	1,146,546	-	-	-	2,271,546	
4134252	SR 10 (US 90) FROM W OF 4 LANE TO DUVAL STREET	82,367	924,794	-	-	-	-	-	1,007,161	
4529411	SR 20 (US 27) FROM WEST OF CR 259 TO WEST OF SR 57 (US 19)	-	720,000	-	730,799	-	-	-	1,450,799	
2188452	SR 267 FROM LIBERTY COUNTY LINE TO S OF SR 8 (I-10)	-	5,387,495	-	-	-	-	-	5,387,495	
4508171	SR 30 (US 98) FROM WAKULLA COUNTY LINE TO TAYLOR COUNTY LINE	877,614	-	944,161	-	-	-	-	1,821,775	
4510301	SR 63 (US 27) OVER OCHLOCKONEE RIVER & RELIEF BR #500124, 25, 26, 27	2,423	-	-	-	-	-	-	2,423	
2198815	SR 369 (US 319) FROM S OF WAKULLA CO LINE TO S OF L.L. WALLACE ROAD	2,157,823	-	-	-	-	-	-	2,157,823	

Fund Summary										
FUND CODE DESCRIPTION		FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program
4530961	SR 263 (US 319) CAPITAL CIRCLE SW FROM SR 363 (US 27) WOODVILLE TO E OF SR 61		-	540,000	-	3,376,172	-	-	-	3,916,172
2194852	SR 366 PENSACOLA ST FROM RAILROAD OVERPASS TO SR 366 STADIUM DR		4,780	-	-	-	-	-	-	4,780
2225896	SR 8 (I-10) FROM W OF OLD BAINBRIDGE RD TO W OF OLSON RD		1,706	-	-	-	-	-	-	1,706
4464337	SR 263 CAPITAL CIRCLE FROM SR 371 ORANGE AVENUE TO SR 10 (US 90) TENN ST		-	212,755	-	-	-	-	-	212,755
2197492	SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD		903,182	-	100,000	-	-	-	-	1,003,182
2194842	SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD		25,019	-	-	-	-	-	-	25,019
4529381	SR 61 (THOMASVILLE RD) FROM NORTH OF 9TH AVE TO NORTH LIVE OAK DR		-	1,440,000	-	1,525,796	-	-	-	2,965,796
2198811	SR 369 (US 319) FROM L. L. WALLACE ROAD TO S SR 61 INTERSECTION		106,636	-	-	450,001	-	-	-	556,637
4508121	SR 10 (US 90) FROM DUVAL ST TO W OF QUINCY CREEK		518,268	-	-	2,806,575	-	-	-	3,324,843
4529461	SR 261 (US 319) CAPITAL CIRCLE FROM CENTERVILLE RD TO SR 61 THOMASVILLE RD		4,323	-	1,426,849	-	-	-	-	1,431,172
2197225	SR 263 CAPITAL CIRCLE NW FROM S OF SR 10 (US 90) TENN ST TO N OF SR 8 (I-10)		5,461	-	-	-	-	-	-	5,461
4193152	SR 369 (US 319) FROM (US 319) NB OFF RAMP TO S OF EAST IVAN ROAD		8,336	-	-	-	-	-	-	8,336
4216354	SR 61 S MONROE ST FROM PERKINS ST TO N OF JEFFERSON ST		713,200	20,000	-	-	-	-	-	733,200
4529391	SR 63 (US 27/MONROE ST) FROM SR 263 (CAPITAL CIRCLE) TO JOHN KNOX ROAD		-	1,710,000	-	-	-	-	-	1,710,000

Fund Summary										
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program	
4176432	SR 8 (I-10) FROM W OF OLSON RD TO E OF SR 10 (US 90) MAHAN DRIVE	1,137	-	-	-	-	-	-	1,137	
4094855	SR 8 (I-10) OVER LLOYD CREEK BRIDGE NO. 540019	12,988	-	-	-	-	-	-	12,988	
STATE PRIMARY/FEDERAL REIMB	DU	1,537,348	560,000	575,000	590,000	625,000	653,063	-	4,540,411	
4213643	CITY OF TALLAHASSEE TRANSIT NON-URBANIZED AREA 5311	817,052	305,000	315,000	320,000	345,000	363,063	-	2,465,115	
4213663	WAKULLA COUNTY SENIOR CITIZEN TRANSIT NON- URBANIZED AREA 5311	720,296	255,000	260,000	270,000	280,000	290,000	-	2,075,296	
FEDERAL AVIATION ADMIN	FAA	-	-	3,150,000	-	-	-	-	3,150,000	
4485651	TALLAHASSEE INTERNATIONAL AIRPORT DESIGN VARIOUS COMPONENTS & LIGHTING	-	-	3,150,000	-	-	-	-	3,150,000	
PRIMARY/FIXED CAPITAL OUTLAY	FCO	4,938,056	2,162,000	10,460,500	4,067,950	3,270,900	1,121,600	-	26,021,006	
4502881	BURNS BLDG - ADA RENOVATIONS - GROUP AND SINGLE USE RESTROOMS - PHASE II BURNS	1,600,000	192,000	2,190,000	2,300,000	-	-	-	6,282,000	
4520931	BURNS BLDG - CENTRAL UTILITY BLDG. COOLING TOWER	-	-	-	-	940,000	-	-	940,000	
4541401	BURNS BLDG - KITCHEN UTILITY DECOMMISSIONING/SPACE RECONFIGURE AND OPTIMIZATION	-	265,000	2,650,000	-	-	-	-	2,915,000	
4520961	BURNS BLDG - WORKSTATION REDESIGN AND REPLACEMENT PROJECT	-	-	400,000	800,000	800,000	800,000	-	2,800,000	
4483303	MIDWAY OPERATIONS CENTER HVAC UNIT REPLACEMENT	185,971	313,000	-	-	-	-	-	498,971	
4541621	BURNS BLDG - BATHROOM UTILITY (SURPLUS)	-	50,000	-	-	-	-	-	50,000	
4482691	BURNS BLDG - ELEVATOR SAFETY UPGRADES - MECHANICAL SYS REPLACE	2,892,805	360,000	-	-	-	-	-	3,252,805	

Fund Summary										
FUND CODE DESCRIPTION		FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program
4517611	GREENSBORO ENVIROMENTAL SITE RESTORATION		110,000	110,000	110,000	110,000	110,000	110,000	-	660,000
4541591	UPS AND LITHIUM ION BATTERY SET UP		-	150,000	-	-	-	-	-	150,000
4541631	BURNS BLDG - ROOF REPLACEMENT - ADMIN BUILDING		-	-	425,500	-	-	-	-	425,500
4499561	MIDWAY OPERATIONS CENTER CONSTRUCT POLE BARN		149,280	-	-	90,000	-	-	-	239,280
4502901	BURNS BLDG - CO HEADQUARTERS - PARKING GARAGE STUDY		-	-	-	-	-	82,500	-	82,500
4502892	BURNS BLDG - LANDSCAPE AND HARDENING-MASTER CAMPUS PLAN		-	-	-	205,950	70,900	129,100	-	405,950
4520921	BURNS BLDG - BUILDING AUTOMATION UPGRADE		-	-	-	420,000	-	-	-	420,000
4541651	FDOT CREDIT UNION BUILDING - ADA COMPLIANCE RENOVATION		-	200,000	2,000,000	-	-	-	-	2,200,000
4541601	BURNS BLDG - KITCHEN DECOMMISSIONING AND SPACE RECONFIGURE/OPTIMIZATION		-	400,000	2,000,000	-	-	-	-	2,400,000
4520951	BURNS BLDG - SECURITY- HARDEN MAIN LOBBY, RE- DESIGN, AND RENOVATE		-	-	-	-	1,350,000	-	-	1,350,000
4541611	BURNS BLDG - BATHROOM UTILITY		-	45,000	-	-	-	-	-	45,000
4512121	FDOT CREDIT UNION BUILDING - AC UNIT REPLACEMENT		-	77,000	85,000	94,000	-	-	-	256,000
4541641	BURNS BLDG - RENOVATIONS - BUILDING A 2ND FLOOR (APT CONTROL & MONITOR SYSTEM)		-	-	600,000	-	-	-	-	600,000
4482662	SPRINGHILL ROAD WELDING SHOP ROOF - CO		-	-	-	48,000	-	-	-	48,000
FEDERAL HIGH PRIORITY PROJECTS		FHPP	234,512	-	-	-	-	-	-	234,512
2198811	SR 369 (US 319) FROM L. L. WALLACE ROAD TO S SR 61 INTERSECTION		234,512	-	-	-	-	-	-	234,512
FINANCING CORP		FINC	4,800,000	178,000	95,214,090	-	-	-	-	100,192,090

Fund Summary										
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program	
2197492	SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	4,800,000	178,000	95,214,090	-	-	-	-	100,192,090	
FEDERAL TRANSIT ADMINISTRATION	FTA	39,931,629	3,963,610	4,381,614	4,799,618	4,381,614	-	-	57,458,085	
4336851	CITY OF TALLAHASSEE STARMETRO CAPITAL-OPERATING 5310	1,701,224	115,818	115,818	115,818	115,818	-	-	2,164,496	
4222512	CITY OF TALLAHASSEE STARMETRO CAPITAL SECTION 5307	22,039,389	1,921,770	1,921,770	1,921,770	1,921,770	-	-	29,726,469	
4252699	CITY OF TALLAHASSEE STARMETRO SECTION 5339 CAPITAL	2,772,159	-	418,004	836,008	418,004	-	-	4,444,175	
4222513	CITY OF TALLAHASSEE STARMETRO OP. FIXED ROUTE 5307	13,418,857	1,926,022	1,926,022	1,926,022	1,926,022	-	-	21,122,945	
GEN FUND BRIDGE REPAIR/REPLACE	GFBZ	324,659	-	18,706,509	13,684,829	-	-	-	32,715,997	
4411881	HANNA MILL POND ROAD OVER HANNA POND BRIDGE NO. 504043	324,659	-	-	13,684,829	-	-	-	14,009,488	
4393831	HIGH BRIDGE ROAD/CR 268 OVER LITTLE RIVER BRIDGE NO. 500045	-	-	18,706,509	-	-	-	-	18,706,509	
GENERAL FUND BRIDGE OFF-SYSTEM	GFBZ	2,117,100	280,000	-	-	-	-	-	2,397,100	
4411881	HANNA MILL POND ROAD OVER HANNA POND BRIDGE NO. 504043	989,839	165,000	-	-	-	-	-	1,154,839	
4393831	HIGH BRIDGE ROAD/CR 268 OVER LITTLE RIVER BRIDGE NO. 500045	1,127,261	115,000	-	-	-	-	-	1,242,261	
GF STPBG >200 (URBAN)	GFSU	215,087	-	-	-	-	-	-	215,087	
2197939	CRTPA CONTINGENCY BOX FOR CRTPA URBAN FUNDS	215,087	-	-	-	-	-	-	215,087	
GROWTH MANAGEMENT FOR SIS	GMR	-	-	-	35,500,981	2,000,000	2,092,536	-	39,593,517	

Fund Summary										
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program	
4531201	SR 8 (I-10) FROM WEST OF SR 267 TO WEST OF SR 10 (US 90)	-	-	-	35,500,981	-	-	-	35,500,981	
4449742	TALLAHASSEE INTERNATIONAL AIRPORT PASSENGER PROCESSING FACILITY	-	-	-	-	-	2,092,536	-	2,092,536	
4160107	TALLAHASSEE REGIONAL AIRPORT ACCESS & ROADWAY REALIGNMENT PH II	-	-	-	-	2,000,000	-	-	2,000,000	
GROWTH MANAGEMENT FOR SCOP	GRSC	169,653	700,666	4,652,388	-	-	-	-	5,522,707	
4466372	CR 12 FAIRBANKS RD FROM CR 157 CONCORD RD TO LEON CO LINE - PHASE II	169,653	700,666	-	-	-	-	-	870,319	
4486132	BOSTON HIGHWAY (CR 149) FROM STILL ROAD TO GILEY ROAD - PHASE II	-	-	1,919,861	-	-	-	-	1,919,861	
4517771	CR 274 PROVIDENCE RD FROM CR 65A JUNIPER CREEK RD TO SR 65 HOSFORD HWY	-	-	2,732,527	-	-	-	-	2,732,527	
LOCAL FUNDS	LF	41,321,521	78,668,257	10,872,202	9,352,651	6,606,996	4,235,456	-	151,057,083	
4213643	CITY OF TALLAHASSEE TRANSIT NON-URBANIZED AREA 5311	992,569	305,000	315,000	320,000	345,000	363,063	-	2,640,632	
4449991	NORTHEAST GATEWAY - WELAUNEE BLVD PH I	3,000,000	47,000,000	-	-	-	-	-	50,000,000	
2196682	SR 61 THOMASVILLE HWY FR N OF SR 63 (US 27) MONROE ST TO N OF 9TH AVE	-	8,945,457	-	-	-	-	-	8,945,457	
4039423	SR 10 (US 90) TENN. ST FROM SR 61 (US 27) MONROE TO SR 265 MAGNOLIA DR	-	5,102,900	-	-	-	-	-	5,102,900	
2197225	SR 263 CAPITAL CIRCLE NW FROM S OF SR 10 (US 90) TENN ST TO N OF SR 8 (I-10)	-	116,219	-	-	-	-	-	116,219	
4160107	TALLAHASSEE REGIONAL AIRPORT ACCESS & ROADWAY REALIGNMENT PH II	-	-	-	-	2,000,000	-	-	2,000,000	
4216354	SR 61 S MONROE ST FROM PERKINS ST TO N OF JEFFERSON ST	375,000	6,019,650	-	-	-	-	-	6,394,650	

Fund Summary										
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program	
2194852	SR 366 PENSACOLA ST FROM RAILROAD OVERPASS TO SR 366 STADIUM DR	-	5,000,000	-	-	-	-	-	5,000,000	
4252699	CITY OF TALLAHASSEE STARMETRO SECTION 5339 CAPITAL	693,039	-	104,501	209,002	104,501	-	-	1,111,043	
4222501	CITY OF TALLAHASSEE TRANSIT OPERATING ASSISTANCE	14,217,167	1,310,553	1,349,870	1,390,366	1,432,076	1,474,303	-	21,174,335	
4466401	TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL LANDSIDE RESTROOM RENOV	-	750,000	-	-	-	-	-	750,000	
2197492	SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	836,052	-	3,881,826	-	-	-	-	4,717,878	
4213663	WAKULLA COUNTY SENIOR CITIZEN TRANSIT NON- URBANIZED AREA 5311	721,463	255,000	260,000	270,000	280,000	290,000	-	2,076,463	
4485802	TALLAHASSEE INTERNATIONAL AIRPORT CONSTRUCT AIRFIELD/LIGHTING IMPROVS	-	-	550,000	-	-	-	-	550,000	
4222513	CITY OF TALLAHASSEE STARMETRO OP. FIXED ROUTE 5307	13,418,857	1,926,022	1,926,022	1,926,022	1,926,022	-	-	21,122,945	
4466411	TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL ELEVATOR & AIR HANDLER	-	900,000	-	-	-	-	-	900,000	
4491721	SR 366 STADIUM DRIVE FROM PENSACOLA ST TO GAINES ST	-	105,884	-	-	-	-	-	105,884	
4508111	SR 61 / 363 (CRAWFORDVILLE HWY/ADAMS ST) FROM ARDEN RD TO GAINES ST	-	-	212,000	-	-	-	-	212,000	
4450531	SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD	-	25,725	-	-	-	-	-	25,725	
4134252	SR 10 (US 90) FROM W OF 4 LANE TO DUVAL STREET	-	51,450	-	-	-	-	-	51,450	
4500381	TALLAHASSEE INTERNATIONAL AIRPORT AIR CARRIER APRON IMPROVEMENTS	-	-	-	550,000	-	-	-	550,000	

Fund Summary										
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program	
4203111	BIG BEND TRANSIT COMMUTER ASSISTANCE	80,000	-	-	-	-	-	-	80,000	
4336851	CITY OF TALLAHASSEE STARMETRO CAPITAL-OPERATING 5310	425,307	28,955	28,955	28,955	28,955	-	-	541,127	
4429511	CR 372 SURF ROAD OVER OTTER CREEK RISE BRIDGE NO. 594049	-	-	106,000	-	-	-	-	106,000	
4485801	TALLAHASSEE INTERNATIONAL AIRPORT CONSTRUCT PARKING LOT REHAB/UPGRADES	-	-	750,000	-	-	-	-	750,000	
4134253	SR 10 (US 90) FROM JACKSON COUNTY LINE TO BATES ST	-	100,000	-	-	-	-	-	100,000	
4449742	TALLAHASSEE INTERNATIONAL AIRPORT PASSENGER PROCESSING FACILITY	-	-	-	-	-	2,092,536	-	2,092,536	
4406552	CR 0361 OLD BAINBRIDGE RD @ SR 263 CAPITAL CIRCLE	80,000	-	431,086	-	-	-	-	511,086	
2198811	SR 369 (US 319) FROM L. L. WALLACE ROAD TO S SR 61 INTERSECTION	120,000	-	-	-	-	-	-	120,000	
4222512	CITY OF TALLAHASSEE STARMETRO CAPITAL SECTION 5307	5,509,841	480,442	480,442	480,442	480,442	-	-	7,431,609	
4490791	SPRINGHILL ROAD OVER MUNSON SLOUGH BRIDGE NO 550054	677,939	-	-	4,167,864	-	-	-	4,845,803	
2194842	SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD	-	-	291,500	-	-	-	-	291,500	
4222621	BIG BEND TRANSIT COMMUTER ROUTE	174,287	10,000	10,000	10,000	10,000	15,554	-	229,841	
4485651	TALLAHASSEE INTERNATIONAL AIRPORT DESIGN VARIOUS COMPONENTS & LIGHTING	-	-	175,000	-	-	-	-	175,000	
4539961	CITY OF TALLAHASSEE STARMETRO - SERVICE DEVELOPMENT	-	235,000	-	-	-	-	-	235,000	
LOCAL FUNDS/REIMBURSABLE	LFR	1,500,000	-	-	-	-	-	-	1,500,000	

Fund Summary										
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program	
4449991	NORTHEAST GATEWAY - WELAUNEE BLVD PH I	1,500,000	-	-	-	-	-	-	1,500,000	
NATIONAL CORRIDOR PLN & DEV	NCPD	165,543	-	-	-	-	-	-	165,543	
2197492	SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	165,543	-	-	-	-	-	-	165,543	
IM, BRDG REPL, NATNL HWY-MAP21	NHPP	1,556,988	-	-	-	-	-	-	1,556,988	
2197492	SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	1,556,988	-	-	-	-	-	-	1,556,988	
METRO PLAN (85% FA; 15% OTHER)	PL	-	1,587,487	1,595,479	1,595,479	1,595,479	1,595,479	-	7,969,403	
4393237	CAPITAL REGION TPA (TALLAHASSEE) FY 2027/2028-2028/2029 UPWP	-	-	-	-	-	795,479	-	795,479	
4393396	MPO ADVISORY COMMITTEE STAFF FY 2026/2027-2027/2028 UPWP	-	-	-	800,000	800,000	-	-	1,600,000	
4393235	CAPITAL REGION TPA (TALLAHASSEE) FY 2024/2025-2025/2026 UPWP	-	787,487	795,479	-	-	-	-	1,582,966	
4393397	MPO ADVISORY COMMITTEE STAFF FY 2028/2029-2029/2030 UPWP	-	-	-	-	-	800,000	-	800,000	
4393236	CAPITAL REGION TPA (TALLAHASSEE) FY 2026/2027-2027/2028 UPWP	-	-	-	795,479	795,479	-	-	1,590,958	
4393395	MPO ADVISORY COMMITTEE STAFF FY 2024/2025-2025/2026 UPWP	-	800,000	800,000	-	-	-	-	1,600,000	
STP, ANY AREA	SA	10,340,249	5,129,675	15,073,340	18,877,687	-	-	-	49,420,951	
4531521	SR 59 GAMBLE RD FROM SR 30 (US98) TO CR 259 TRAM RD	-	-	-	11,808,144	-	-	-	11,808,144	
2194842	SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD	-	-	6,268,507	-	-	-	-	6,268,507	

Fund Summary										
FUND CODE DESCRIPTION		FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program
4529341	SR 10 (US 90/MAHAN DR) FROM CR 0353 (DEMPSEY MAYO ROAD) TO APEX DRIVE		-	-	-	7,069,543	-	-	-	7,069,543
4529401	SR 61 (US 319) FROM TIMBERWOLF CROSSING TO GEORGIA STATE LINE	1,410,490		-	-	-	-	-	-	1,410,490
4039423	SR 10 (US 90) TENN. ST FROM SR 61 (US 27) MONROE TO SR 265 MAGNOLIA DR		-	1,518,890	-	-	-	-	-	1,518,890
2197225	SR 263 CAPITAL CIRCLE NW FROM S OF SR 10 (US 90) TENN ST TO N OF SR 8 (I-10)		-	3,609,784	-	-	-	-	-	3,609,784
4531411	PAUL RUSSELL RD FROM MONDAY RD TO SR 20 (US 27) APALACHEE PARKWAY		-	1,001	-	-	-	-	-	1,001
2197492	SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	8,929,759		-	-	-	-	-	-	8,929,759
4508111	SR 61 / 363 (CRAWFORDVILLE HWY/ADAMS ST) FROM ARDEN RD TO GAINES ST		-	-	8,804,833	-	-	-	-	8,804,833
SB1998-SMALL CO OUTREACH 2012		SCED	292,771	-	-	-	-	-	-	292,771
4517771	CR 274 PROVIDENCE RD FROM CR 65A JUNIPER CREEK RD TO SR 65 HOSFORD HWY	292,771		-	-	-	-	-	-	292,771
SMALL COUNTY OUTREACH PROGRAM		SCOP	-	462,020	-	-	-	-	-	462,020
4466372	CR 12 FAIRBANKS RD FROM CR 157 CONCORD RD TO LEON CO LINE - PHASE II		-	462,020	-	-	-	-	-	462,020
SMALL COUNTY RESURFACING		SCRA	311,536	573,832	1,692,780	1,214,888	-	-	-	3,793,036
4537921	OLD SHELL POINT RD FROM SR 267 BLOXHAM CUTOFF TO SR61 WAKULLA SPRING	130,167		-	-	1,214,888	-	-	-	1,345,055
4517731	CR 161A DOGTOWN ROAD FROM CR 161 POINT MILLIGAN RD TO CR 159 SALEM RD	181,369		-	1,692,780	-	-	-	-	1,874,149

Fund Summary										
FUND CODE DESCRIPTION		FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program
4486221	WHIDDON LAKE RD FROM SR 61 (US319) CRAWFORDVILLE RD TO STOKLEY RD		-	573,832	-	-	-	-	-	573,832
SB2514A-SMALL CO OUTREACH 2015		SCWR	174,540	704,809	-	-	-	-	-	879,349
4486132	BOSTON HIGHWAY (CR 149) FROM STILL ROAD TO GILEY ROAD - PHASE II		174,540	-	-	-	-	-	-	174,540
4466372	CR 12 FAIRBANKS RD FROM CR 157 CONCORD RD TO LEON CO LINE - PHASE II		-	704,809	-	-	-	-	-	704,809
SAFE ROUTES - TRANSFER		SR2T	-	166,439	610,865	201,673	1,032,327	-	-	2,011,304
4497031	WOODVILLE PREK-8 CANYON CREEK SIDEWALK		-	86,997	-	201,673	-	-	-	288,670
4481521	SABAL PALMS ELEMENTARY SAFE ROUTES / SIDEWALKS		-	-	510,219	-	-	-	-	510,219
4512271	TALLAHASSEE SRTS - LAKEWOOD DR, SKYLARK AVE & FALCON DR		-	79,442	-	-	455,389	-	-	534,831
4512261	CALLEN STREET FROM WALCOTT STREET TO POTTS DAMER STREET		-	-	100,646	-	576,938	-	-	677,584
STP, URBAN AREAS > 200K		SU	4,512,270	5,233,565	4,141,915	4,141,915	4,141,915	4,141,915	-	26,313,495
4508121	SR 10 (US 90) FROM DUVAL ST TO W OF QUINCY CREEK		-	-	-	250,297	-	-	-	250,297
2198815	SR 369 (US 319) FROM S OF WAKULLA CO LINE TO S OF L.L. WALLACE ROAD	300,000	-	3,749,000	1,527,800		-	-	-	5,576,800
4538291	CR 0346 (VELDA DAIRY RD/OX BOTTOM RD) INTERSECTION REALIGNMENT		-	968,046	-	-	-	-	-	968,046
4538171	CR 2196 OLD ST AUGUSTINE RD FROM LAFAYETTE ST TO PAUL RUSSELL RD		-	-	1,000	-	-	-	-	1,000
2197939	CRTPA CONTINGENCY BOX FOR CRTPA URBAN FUNDS	95,390	505,773	391,915	2,363,818		-	-	-	3,356,896
4450531	SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD	473,157	3,759,746		-	-	-	-	-	4,232,903

Fund Summary										
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2025	2026	2027	2028	2029	FUTURE YEAR COST	Total Program	
2197935	CRTPA RESERVE BOX FOR FUTURE PROJECTS USING URBAN FUNDS	-	-	-	-	4,141,915	4,141,915	-	8,283,830	
2197492	SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD	3,643,723	-	-	-	-	-	-	3,643,723	
TAP AREA POP. 5K TO 50,000	TALM	-	-	322,908	-	-	-	-	322,908	
4517251	DR. MLK JR MEMORIAL RD FROM REHWINKEL RD TO MALLARD POND CIRCLE	-	-	322,908	-	-	-	-	322,908	
TRANSPORTATION ALTS- ANY AREA	TALT	-	-	503,459	-	-	-	-	503,459	
4517251	DR. MLK JR MEMORIAL RD FROM REHWINKEL RD TO MALLARD POND CIRCLE	-	-	503,459	-	-	-	-	503,459	
SB2514A-TRAIL NETWORK 2015	TLWR	-	-	-	-	-	11,500,000	-	11,500,000	
4510441	SR 10 (US 90) FROM PEDRICK ROAD TO JEFFERSON COUNTY LINE	-	-	-	-	-	11,500,000	-	11,500,000	
TRANSPORTATION OUTREACH PGM	TOP	885,711	-	-	-	-	-	-	885,711	
2198811	SR 369 (US 319) FROM L. L. WALLACE ROAD TO S SR 61 INTERSECTION	885,711	-	-	-	-	-	-	885,711	
TRANS REGIONAL INCENTIVE PROGM	TRIP	576,725	1,260,290	-	-	-	-	-	1,837,015	
4449991	NORTHEAST GATEWAY - WELAUNEE BLVD PH I	576,725	1,260,290	-	-	-	-	-	1,837,015	
SB2514A-TRAN REG INCT PRG 2015	TRWR	923,275	1,239,710	-	-	-	-	-	2,162,985	
4449991	NORTHEAST GATEWAY - WELAUNEE BLVD PH I	923,275	1,239,710	-	-	-	-	-	2,162,985	

5-YEAR SUMMARY OF FUNDING SOURCE GADSDEN

FUND SOURCE	2025	2026	2027	2028	2029	Total Program
Federal	14,681,213	19,108,883	13,962,670	-	-	47,752,766
Local	161,450	10,000	10,000	10,000	15,554	207,004
State 100%	22,408,081	14,791,195	39,370,650	224,965	1,111,454	77,906,345
Total	37,250,744	33,910,078	53,343,320	234,965	1,127,008	125,866,115

5-YEAR SUMMARY OF FUNDING SOURCE JEFFERSON

FUND SOURCE	2025	2026	2027	2028	2029	Total Program
Federal	-	5,640,827	16,817,316	-	-	22,458,143
State 100%	3,331,744	3,428,896	5,130,102	9,252	9,500	11,909,494
Total	3,331,744	9,069,723	21,947,418	9,252	9,500	34,367,637

5-YEAR SUMMARY OF FUNDING SOURCE LEON

FUND SOURCE	2025	2026	2027	2028	2029	Total Program
Federal	50,665,801	64,647,033	51,542,863	11,496,335	6,100,457	184,452,489
Local	78,251,807	10,496,202	9,072,651	6,316,996	3,929,902	108,067,558
State 100%	29,379,691	115,668,769	36,360,974	9,227,049	18,906,547	209,543,030
Total	158,297,299	190,812,004	96,976,488	27,040,380	28,936,906	502,063,077

5-YEAR SUMMARY OF FUNDING SOURCE WAKULLA

FUND SOURCE	2025	2026	2027	2028	2029	Total Program
Federal	5,668,493	9,212,618	270,000	280,000	290,000	15,721,111
Local	255,000	366,000	270,000	280,000	290,000	1,461,000
State 100%	1,200,248	48,059	1,265,040	49,000	54,000	2,616,347
Total	7,123,741	9,626,677	1,805,040	609,000	634,000	19,798,458

5-YEAR SUMMARY OF FUNDING SOURCE

FUND SOURCE	2025	2026	2027	2028	2029	Total Program
Federal	71,015,507	98,609,361	82,592,849	11,776,335	6,390,457	270,384,509
Local	78,668,257	10,872,202	9,352,651	6,606,996	4,235,456	109,735,562
State 100%	56,319,764	133,936,919	82,126,766	9,510,266	20,081,501	301,975,216
Grand Total: 682,095,287						

APPENDIX I

FDOT Review Checklist

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVIEW CHECKLIST

The following TIP Review Checklist is provided to assist in the review of the TIP. This Review Checklist is to be completed and included in the MPO's final TIP Document.

Comments should be categorized as:

Editorial: The MPO may address comments regarding grammatical, spelling, and other related errors, but this would not affect the document's approval.

Enhancement: Comments may be addressed by the 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: The comment **MUST** be addressed to meet the minimum state and federal requirements for approval. The reviewer must clearly identify the applicable state or federal statutes, regulations, policies, guidance, or procedures to which the document does not conform.

If a question is categorized, a comment must accompany it. If a question is answered with "no," a comment must accompany it.

MPO:	CRTPA	Fiscal Years included:	25-29
Review #:	1	Date of Review:	6/4/2024
		Reviewed by:	D3 Staff

TIP Format & Content

Does the cover page include the MPO name, address, and correct fiscal years and provide a location to add the date of adoption?	Yes ☒ No ☐
No comment Click here to enter comments	Page Numbers:
Click here to enter notes	
Does the Table of Contents show the title of each section with the correct page number?	Yes ☒ No ☐
No comment Click here to enter comments	Page Numbers:
Click here to enter notes	
Does the TIP include an endorsement that it was developed following state and federal requirements and include the date of official MPO approval? This would be an MPO resolution or signed signature block on the cover.	Yes ☒ No ☐
No comment Click here to enter comments	Page Numbers:
Click here to enter notes	
Does the TIP include a list of definitions, abbreviations, funding, phase codes, and acronyms?	Yes ☒ No ☐
No comment Click here to enter comments	Page Numbers: Appendix A
Clicker here to enter notes	

TIP Narrative

Does the TIP begin with a statement of purpose (provide a prioritization of projects covering a five-year period consistent with the LRTP, containing all transportation projects funded with FHWA & FTA funds and regionally significant projects regardless of funding source)? [23 CFR 450.326(a)]; [49 USC Chapter 53]

Yes ☒ No ☐

[No comment](#) [Click here to enter comments](#)

Page Numbers: 8

[Click here to enter notes](#)

Did the MPO develop the TIP in cooperation with the state and public transit operator(s), who provided the MPO with estimates of available federal and state funds for the MPO to develop the financial plan? [s. 339.175(8) FS]; [23 CFR 450.326(a)]

Yes ☒ No ☐

[No comment](#) [Click here to enter comments](#)

Page Numbers: 11

[Click here to enter notes](#)

Does the TIP demonstrate sufficient funds (federal, state, local, and private) to implement proposed transportation system improvements, and identify any innovative financing techniques by comparing revenues and costs for each year? It is recommended that the TIP include a table(s) that compares funding sources and amounts, by year, to total project costs. [23 CFR 450.326(k)]; [23 CFR 450.326(j)]; [s. 339.175(8)(c)(3) FS].

Yes ☒ No ☐

[No comment](#) [Click here to enter comments.](#)

Page Numbers: 10

[Click here to enter notes](#)

Does the TIP describe the project selection process and state that it is consistent with federal requirements in 23 CFR 450.332(b) and 23 CFR. 450.332(c) for non-TMA MPOs?

Yes ☒ No ☐

[No comment](#) [Click here to enter comments](#)

Page Numbers: 11-12

[Click here to enter notes](#)

Does the TIP identify the MPO's criteria and process for prioritizing implementation of the transportation plan elements (including multimodal tradeoffs) for inclusion in the TIP and explain any changes in priorities from the previous TIP? The MPO's TIP project priorities must be consistent with the LRTP. [23 CFR 450.326(n)(1)]

Yes ☒ No ☐

[No comment](#) [Click here to enter comments](#)

Page Numbers: 10-11

[Click here to enter notes](#)

Does the TIP describe how projects are consistent with the MPO's LRTP and, to the extent feasible, with port and aviation masterplans, public transit development plans, and approved local government comprehensive plans for those local governments located within the MPO area? [s. 339.175(8)(a) FS] For consistency guidance, see [Section 1. Florida LRTP Amendment Thresholds](#) and [Section 2. Meeting Planning Requirements for NEPA Approval](#).

Yes ☒ No ☐

[No comment](#) [Click here to enter comments](#)

Page Numbers: 12-13

[Click here to enter notes](#)

Does the TIP cross-reference projects with corresponding LRTP projects when appropriate? [s. 339.175(8)(c)(7) FS]

Yes ☒ No ☐

[No comment](#) [Click here to enter comments](#)

Page Numbers: 53-176

[Click here to enter notes](#)

Does the TIP include the FDOT Annual List of Obligated Projects or a link? The annual listing is located for download [HERE](#). [23 CFR 450.334]; [s. 339.175(8)(h), FS]

Yes ☒ No ☐

Page Numbers:
Appendix D

[No comment](#)

[Click here to enter comments](#)

[Click here to enter notes](#)

Was the TIP developed with input from the public? [23 CFR 450.316]; [23 CFR 450.326(b)]; The document should outline techniques used to reach citizens (flyers, websites, meeting notices, billboards, etc.)

Yes ☒ No ☐

Page Numbers:
Appendix G

[No comment](#)

[Click here to enter comments](#)

[Click here to enter notes](#)

Does the TIP discuss the MPO's current FDOT annual joint certification and past FHWA/FTA quadrennial certification (for TMA MPOs)? For TMA MPOs the TIP should include the anticipated date of the next FHWA/FTA quadrennial certification.

Yes ☒ No ☐

Page Numbers: 17

[No comment](#)

[Click here to enter comments](#)

[Click here to enter notes](#)

Does the TIP discuss the congestion management process? All MPOs are required to have a congestion management process that provides for the effective management and operation of new and existing facilities using travel demand reduction and operational management strategies. [s. 339.175(6)(c)(1), FS]

Yes ☒ No ☐

Page Numbers: 17

[No comment](#)

[Click here to enter comments](#)

[Click here to enter notes](#)

Does the TIP discuss the development of Transportation Disadvantaged (TD) services, a description of costs and revenues from TD services, and a list of improvements funded with TD funds? [s. 427.015(1) FS AND 41-2.009(2) FAC]

Yes ☒ No ☐

Page Numbers: 17,
Appendix C

[No comment](#)

[Click here to enter comments](#)

[Click here to enter notes](#)

Does the TIP discuss how once implemented, the MPO will make progress toward achieving the performance targets for:

- ✓ Safety performance measures
- ✓ System performance measures
- ✓ Bridge performance measures
- ✓ Pavement performance measures
- ✓ State asset management plan
 - o Including risk to off-system facilities during emergency events (if applicable)
- ✓ State freight plan

Yes ☒ No ☐

If the MPO incorporated the [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(c)]

[No comment](#)

[Click here to enter comments](#)

[Click here to enter notes](#)

Page Numbers: 19-52

Does the TIP discuss the anticipated effect of achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets for:

Yes ☒ No ☐

-
- ✓ Safety performance measures
 - ✓ System performance measures
 - ✓ Bridge performance measures
 - ✓ Pavement performance measures
 - ✓ State asset management plan
 - ✓ State freight plan

If the MPO incorporated the [TIP Performance Measures Template](#) directly or adapted it to suit their needs, they would have met the requirements. [23 CFR 450.326(d)]

[No comment](#) [Click here to enter comments](#)

Page Numbers: 19-52

[Click here to enter notes](#)

Does the TIP include all Federal discretionary grants that fund capital projects under Title 23 or Title 49, USC, per the Infrastructure Investment and Jobs Act (IIJA)? Federal discretionary grants that fund capital projects must be in the TIP before executing a grant agreement with USDOT. For more information, see this [link](#).

Yes ☒ No ☐

[No comment](#) [Click here to enter comments](#)

Page Numbers:
11,28,48

[Click here to enter notes](#)

Does the TIP contain projects listed in the [FDOT 23 CFR Part 667 Report](#)?

Yes ☒ No ☐

If so, does the MPO reference the report in the TIP for that project?

Yes ☒ No ☐

[No comment](#) [Click here to enter comments](#)

Page Numbers: 11

[Click here to enter notes](#)

Detail Project Listing for Five Fiscal Years

Does each project in the TIP include the following information?

- ✓ Sufficient description of the project (type of work, termini, and length)
- ✓ Financial Project Number (FPN)
- ✓ Estimated total project cost and year anticipated funding
- ✓ Page number or identification number where the project can be found in LRTP (spot check)
- ✓ Category of Federal Funds and source(s) of non-Federal Funds
- ✓ FTA section number included in project title or description

Yes ☒ No ☐

[No comment](#) [Click here to enter comments](#)

Page Numbers: 53-
184

[Click here to enter notes](#)

TIP Review

What date did the MPO upload the document into the [Grant Application Process \(GAP\)](#) System for review by the District, Office of Policy Planning, Florida Commerce, FTA, & FHWA? Include the date of submission in the comments.

[No comment](#) [5/28/24](#)

Page Numbers:

[Click here to enter notes](#)