



Capital Region Transportation Planning Agency



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Fiscal Year 2026 – Fiscal Year 2030
Transportation Improvement Program
Adopted: June 16, 2025 Amended: November 17, 2025

TABLE OF CONTENTS

| SECTION | PAGE |
|---|------|
| ADOPTING RESOLUTION | i |
| TIP MODIFICATIONS/AMENDMENTS SUMMARY | 1 |
| FAQs/TIP BASICS | 3 |
| EXECUTIVE SUMMARY | 8 |
| PERFORMANCE MANAGEMENT REPORT | 18 |
| PROJECTS | |
| Section A - Aviation (State/Federally Funded) | 54 |
| Section B - Bicycle and Pedestrian (State/Federally Funded) | 63 |
| Section C - Bridge and Rail (State/Federally Funded) | 72 |
| Section D - Capacity (Local/State/Federally Funded) | 84 |
| Section E - Transit (State/Federally Funded) | 91 |
| Section F - Resurfacing (State/Federally Funded) | 103 |
| Section G - Transportation System Management (State/Federally Funded) | 136 |
| Section H - Maintenance and Capital Outlay (State/Federally Funded) | 149 |
| Section I - Transportation Planning (State/Federally Funded) | 172 |
| APPENDICES | |
| Appendix A – Abbreviations, Acronyms, and Fund Codes | A1 |
| Appendix B - Project Status | A12 |
| Appendix C - Transportation Disadvantaged Summary | A15 |
| Appendix D - FHWA & FTA Obligations | A33 |
| Appendix E - Adopted Priority Project Lists | A42 |
| Appendix F - Eastern Federal Lands Information | A53 |
| Appendix G - Public Involvement | A55 |
| Appendix H- Summary of Funds | |
| 5-Year Summary of Projects by Funding Category | A 97 |
| 5-Year Summary of Funding Source GADSDEN | A118 |
| 5-Year Summary of Funding Source JEFFERSON | A119 |
| 5-Year Summary of Funding Source LEON | A120 |
| 5-Year Summary of Funding Source WAKULLA | A121 |
| 5-Year Summary of Funding Source | A122 |
| Appendix I- FDOT Review Checklist | A123 |

Transportation Performance Measures Section

1.0 Background

2.0 Highway Safety Measures (PM1)

2.1 Highway Safety Targets

2.2 Safety Trends in the MPO Area

2.3 FDOT Safety Planning and Programming

2.4 Safety Investments in the TIP

3.0 Pavement & Bridge Condition Measures (PM2)

3.1 Bridge & Pavement Condition Targets

3.2 Bridge & Pavement Investments in the TIP

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

4.1 System Performance and Freight Targets

4.2 System Performance and Freight Investments in the TIP

5.0 Transit Asset Management Measures

5.1 Transit Asset Performance Measures

5.2 FDOT Group TAM Plan Participants

5.3 Transit Asset Management Targets

5.4 Transit Asset Management Investments in the TIP

6.0 Transit Safety Performance

6.1 Transit Safety Targets

6.2 Transit Safety Investments in the TIP

CRTPA RESOLUTION 2025-11-7A

**A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) BOARD ENDORSING THE
AMENDMENT TO THE FY 2026 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

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

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

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

- **Intelligent Transportation System (ITS) System (Leon County) *Project No. 447154-1***
Provides \$500,000 in state funding in FY 2026, and \$300,000 in FY 2028, for upgrades to cabinets.
- **CRTPA Unified Planning Work Program (UPWP) (Leon County) *Project No. 439323-5***
Adjusts funding in FY 2026 of the UPWP to reflect revised budget of \$1,827,068 in federal funds (\$820,260 PL and \$1,006,808 SU).
- **SR 20/Blountstown Highway (Leon County) from Silver Lake Road to Aenon Church Road *Project No. 457922-1***
Add \$200,000 in federal funding for lighting.
- **CR 268/MLK Blvd-Dover Road (Gadsden County) at rail crossing in Midway. *Project No. 456566-2***
Add \$300,000 in federal funding for a rail crossing safety improvement.

Passed and duly adopted by the Capital Region Transportation Planning Agency Board on this 17th day of November 2025.

Capital Region Transportation Planning Agency

By: 
Dianne Williams-Cox, Chair

Attest:


Greg Slay, Executive Director

FY 2026– FY 2030 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS/MODIFICATIONS PAGE

The following lists the changes made to the document subsequent to adoption on June 16, 2025.

CR 59 (Veterans Memorial Drive) over Still Creek Bridge Replacement - No. 550012: (Leon County) Project No. 443330-1

Three-hundred thousand is programmed to acquire right-of-way for the replacement of the Veterans Memorial Dr. bridge over Still Creek. This project was amended into the FY 26 - FY 30 TIP at the September 16, 2025 meeting.

- Intelligent Transportation System (ITS) System (Leon County) Project No. 447153-1 Provides \$500,000 in state funding in FY 2026, and \$300,000 in FY 2028, for upgrades to signal cabinets.
- CRTPA Unified Planning Work Program (UPWP) (Leon County) Project No. 439323-5 Adjusts funding in FY 2026 of the UPWP to reflect a revised budget of \$1,827,068 in federal funds (\$820,260 PL and \$1,006,808 SU).
- SR 20/Blountstown Highway (Leon County) from Silver Lake Road to Aenon Church Road Project No. 457922-1 Add \$200,000 in federal funding for lighting.
- CR 268/MLK Blvd-Dover Road (Gadsden County) at rail crossing in Midway. Project No. 456566-2 Add \$300,000 in federal funding for a rail crossing safety improvement.

These projects were amended into the FY 26 - FY 30 TIP at the November 17, 2025 meeting.

The following lists the changes made to the document subsequent to adoption on June 16, 2025.

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Frequently Asked Questions – 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 members on the CRTPA Board represent the following local governments:



- 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



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 the CRTPA to develop a TIP.

What types of projects are included within the TIP?

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

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

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

Annually, the CRTPA adopts project priority lists (PPLs). The PPLs contain a listing of transportation prioritized projects 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 priority projects identified by the CRTPA. Projects included within the TIP must be consistent with the policies and priorities of the CRTPA's adopted Regional Mobility Plan, and the comprehensive plans of CRTPA member governments. Consistent with this process, the CRTPA FY 2026 – FY 2030 Project Priority Lists (PPLs) were adopted by the Governing Board on June 17, 2024.

- [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 and local government plans). The RMP includes projects 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.
- [Intelligent Transportation System 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.
- [Transportation Systems Management & Safety \(TSMS\) 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, local governments, the CRTPA Congestion Management Plan and the SS4A Safety Action Plan]. 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.
- [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 six (6) prioritization criteria prior to adoption by the CRTPA.
- [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, consistent with the adopted 2019 Airport Master Plan Update).

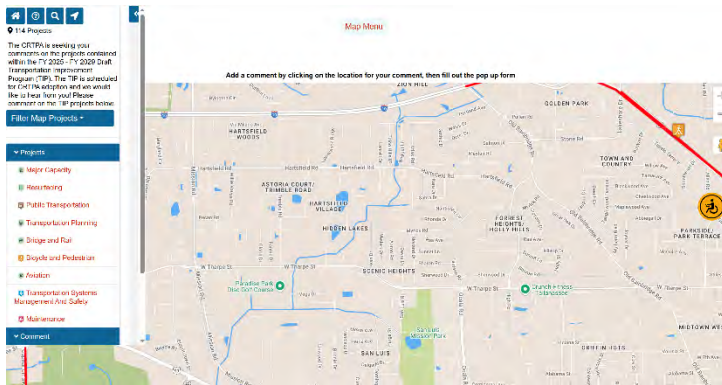
Prior to adoption, public meetings to present the CRTPA's Draft FY 2026 -2030 Project Priority Lists were held in June 2024 throughout the CRTPA Region. Information regarding the meetings are placed on the CRTPA's website (www.crtpa.org), distributed via regional partners and stakeholders' social media, and noticed via e-mail blast to the agency's transportation partners and interested parties list. Lastly, consistent with the Public Involvement Plan, the public may also comment during Committee and Board meetings. **Appendix E** contains the CRTPA's adopted FY 2026 – FY 2030 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".

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 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 for the subsequent fiscal year by the FDOT Secretary. Typically, the following contains the typical schedule for CRTPA TIP development:

- March to April: 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 conjunction with the draft project priority lists.
- May/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).

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 CRTPA public meetings typically held in May to solicit comments on the draft TIP, as well as the Project Priority Lists. An [Interactive Tip map](#) allows the public to comment on projects and to examine the existing conditions of the roadway via Google Maps. Comment is requested on of the draft documents which are posted on the CRTPA's website (www.crtpa.org). 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 and included in the TIP document in [Appendix G](#) ("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.

Furthermore, every five years the CRTPA updates its Regional Mobility Plan, which is a twenty-year document that identifies future projects that are ultimately placed 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 16, 2021. Subsequently, project and financial resource plans were updated to ensure compliance with federal planning requirements.

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 (<https://www.crtiptool.com/crtpa2025/>). 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.

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 sales taxes (Blueprint Intergovernmental Agency).

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. Examples 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.

EXECUTIVE SUMMARY

Purpose of the TIP

Prepared annually, the Transportation Improvement Program (TIP) provides a prioritization of projects covering a five-year period that is consistent with the Capital Region Transportation Planning Agency's (CRTPA) Long-Range Transportation Plan, *"Connections 2045 Regional Mobility Plan (RMP)."* The TIP contains all transportation projects in the CRTPA's Metropolitan Planning Area (**Figure 1**) funded with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds, as well as regionally significant projects regardless of funding source (23 C.F.R. 450.326(a)); (49 U.S.C. Chapter 53). Additionally, the TIP contains projects funded with state and local monies. In its capacity as the Metropolitan Planning Organization (MPO) 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.



The Capital Region Metropolitan Planning Area (MPA) includes Gadsden, Jefferson, Leon, and Wakulla counties, which is also consistent with Tallahassee Metropolitan Statistical Area.



The CRTPA is responsible for transportation, planning, policy development, and coordination with the counties and the municipalities in the Capital Region.

Figure 1

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 noncapital transportation projects for all modes; bicycle and pedestrian, transit, aviation, rail, maintenance, and other transportation enhancements. Additionally, Federal Lands Highway projects, safety projects identified in the State’s Strategic Highway Safety Plan and transportation planning funding are presented in the TIP.

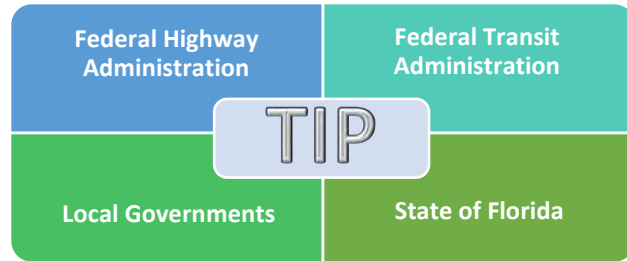
Federal law (Title 23 United States Code (U.S.C.) 134 (j)) requires the CRTPA develop a prioritized listing/program of transportation projects covering a period of four years consistent with the *Connections 2045 RMP*. The TIP satisfies this requirement and provides a staged, multi-year listing of local and regionally significant transportation improvements within the MPA and funded by Title 23 and Title 49 U.S.C. Furthermore, the TIP contains all regionally significant projects for which federal action is required, regardless of whether the projects are funded with [Federal] Title 23 and Title 49 funds.

In addition, to comply with Florida Statutes (§ 339.175(8)(c)), the TIP provides a list of regionally significant locally and privately funded projects for informational purposes. Pursuant to federal law, the TIP must cover a four-year period, years beyond the four-year time period are considered informational by the Federal Highway Administration. Florida law, however, requires that the TIP cover a five-year period. In addition to the satisfying state and federal mandates, the TIP serves to inform the public of those projects within the CRTPA area that have received funding from federal, state, and local sources.

State, federally and locally funded transportation projects within the TIP are listed by project type, as follows:

- | | |
|-----------------------------|--|
| ➤ <i>Aviation</i> | ➤ <i>Planning</i> |
| ➤ <i>Bicycle/Pedestrian</i> | ➤ <i>Public Transportation</i> |
| ➤ <i>Bridge and Rail</i> | ➤ <i>Resurfacing</i> |
| ➤ <i>Major Roadway</i> | ➤ <i>Transportation Systems Management</i> |

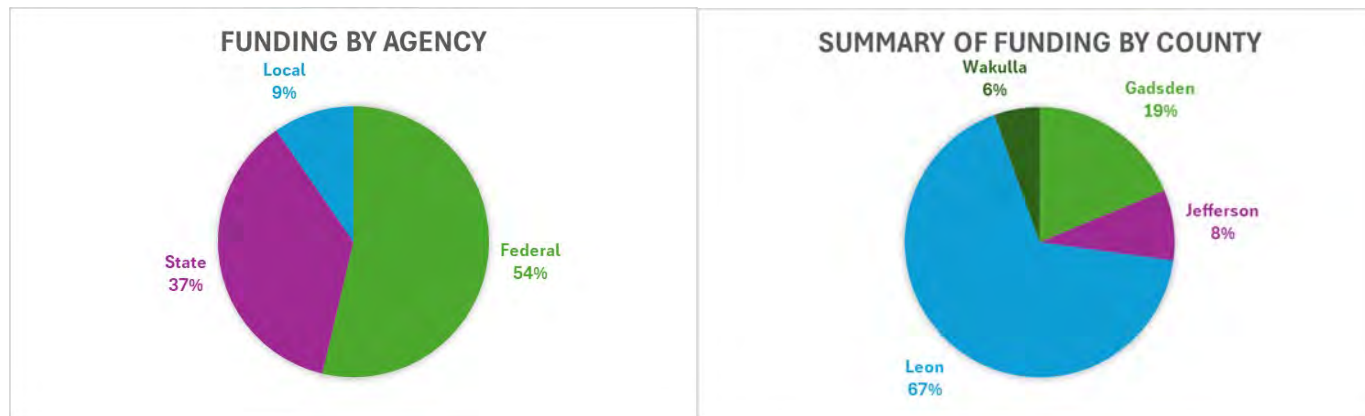
TIP Funding Sources



Financial Plan

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. The TIP is developed by the CRTPA in

cooperation with the Florida Department of Transportation (FDOT) and the transit operator, StarMetro, who provide the CRTPA with estimates of available federal and state funds for use in development of the financial plan. In the FY 2026 - FY 2030 Transportation Improvement Program a total of \$622,671,717 million is programmed. [Chart 1, Summary of Funding by Agency](#), presents the breakdown of the sources of funding and [Chart 2, Summary of Funding by County](#), how these funds are distributed throughout the region.



Projects by mode or type are presented in [Sections A through I](#) and provide more detail on both the funding amounts and sources for each TIP project. Project pages also identify, as applicable, the project priority by number and list. A summary of funds by funding category, county, and source is contained in [Appendix H "Funding Source Summary"](#). Additionally, as funding becomes available or if a project is advanced, the FDOT may request the CRTPA amend the TIP. For example, last year Star Metro was awarded two Federal discretionary grants. The CRTPA's TIP was amended to reflect the additional funding totaling over \$31 million in Federal Transit funds and \$5.1 million of local funds.

Federal planning regulations also require the TIP include revenues that are reasonably expected to be available to adequately cover the estimated costs to operate and maintain Federal-aid highways and public transportation. Activities related to the operations of these highways include items such as signage, traffic control devices, signalization, pavement markings, lighting, and traffic calming devices. Maintenance activities, often referred to as preventive maintenance, improve the physical condition of the transportation system and extends the useful life, such as roadway resurfacing, and bridge repairs and replacements.

| SOURCE | FUNDING |
|--------------|-----------------------|
| Federal | \$ 334,379,953 |
| State | \$ 228,233,362 |
| Local | \$ 60,058,402 |
| Total | \$ 622,671,717 |

Table 1

| COUNTY | FUNDING |
|--------------|-----------------------|
| Gadsden | \$ 116,845,258 |
| Jefferson | \$ 52,559,797 |
| Leon | \$ 419,297,304 |
| Wakulla | \$ 33,969,358 |
| Total | \$ 622,671,717 |

Table 2

Lastly, Federal regulations require the TIP to be financially-constrained by Federal fiscal year and by funding category. In other words, the TIP must include a financial plan that demonstrates there is sufficient money available to fund the projects listed in the TIP for each given year. **Tables 1 and 2** are included to demonstrate that the financial constraint requirement has been met. **Table 1** identifies *anticipated available funding* over the next five years and **Table 2** reflects the *work program expenditures by county* in the FY 2026 – FY 2030 TIP. The fiscal constraint requirements

are intended to ensure that metropolitan transportation plans and programs can be delivered within estimated or reasonably anticipated revenue levels, ensuring that they do not represent mere wish lists. These requirements also support transparency between the states, MPOs, and the public regarding both revenue and program cost estimates. For more detail see the listing of projects in Sections A through I.



Fiscal constraint requires that revenues in transportation planning and programming (Federal, State, local) are identified and "are reasonably expected to be available" to implement the metropolitan long range transportation plan and the State and CRTPA's Transportation Improvement Programs, while providing for the operation and maintenance of the existing highway and transit systems.

Project Selection

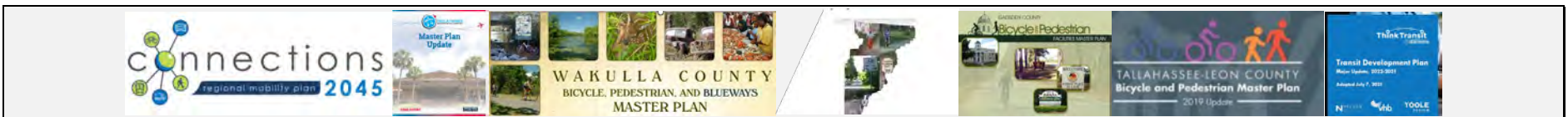
Projects included within the TIP reflect the region's transportation priorities. The CRTPA's prioritization process individually ranks projects by project type consistent with the federal requirements of 23 CFR 450.322(b) and periodically evaluates facilities that have repeatedly required repair and reconstruction due to emergency events. In the Capital Region, I-10 has been identified. (23 CFR 667.3). This process also evaluates projects to assess the anticipated effect of reducing both fatal and injury crashes. Specifically, safety is an adopted criterion for project selection in the [Connections 2045 RMP](#) and considered in the selection of projects later identified on the CRTPA's project priority lists. Additionally, the CRTPA's [Congestion Management Process Plan](#) and [Safe Streets and Roads for All \(SS4A\) Safety Action Plan](#) are 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 [Section 3 of this document \("TIP Basics"\)](#). Furthermore, [Appendix E](#) ("Adopted Project Priority Lists") provides the agency's most recently adopted priorities considered in the development of the TIP.

Consistency with Other Plans

All projects included within the TIP are consistent with the adopted [Connections 2045 RMP](#). 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 Tallahassee International Airport's [Aviation Master Plan](#) and StarMetro's [Transit Development Plan](#), locally adopted plans, for example the bicycle-pedestrian master plans for the four counties and the state. For more information see the master plans for [Tallahassee Leon County](#), [Wakulla County](#), [Gadsden County](#), and [Jefferson County](#). For the statewide regional trail system see the [Florida Greenways and Trails System Plan and Maps](#). Lastly, the TIP is consistent, the maximum extent feasible, with the approved comprehensive plans of the local governments within the CRTPA region (§ 339.175(8)(a) F.S.).

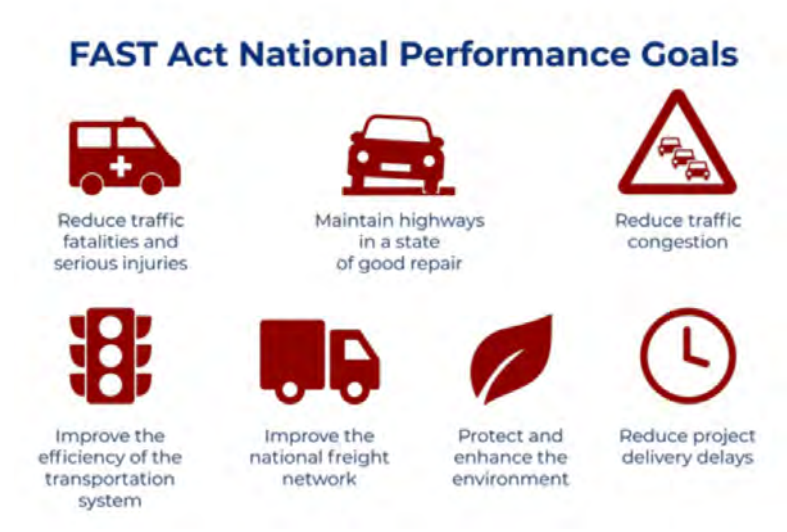


Consistency with FAST Act Federal Planning Factors

Projects within the TIP are consistent with Fixing America's Surface Transportation (FAST) Act 10 planning factors that are to be applied to all aspects of the metropolitan planning process.

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 2026 – FY 2030 Project Priority Lists (PPLs) were adopted by the Governing Board on June 17, 2024 to 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.
- [**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 biannually by the CRTPA and submitted by eligible sponsors for funding]. This list was evaluated and ranked by the TA Subcommittee using six 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, local governments, the CRTPA Congestion Management Plan and the SS4A Safety Action Plan]. 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.

[Appendix E](#) contains the CRTPA's adopted FY 2026 – FY 2030 Project Priority Lists as well as more detail on the prioritization process. In addition, the Public Involvement [Appendix G](#) includes the [draft FY 2027- FY2031 Project Priority Lists](#) that are presented to the public annually for comment during the development of the TIP.

Implemented Projects

Updates of [select projects](#) in the CRTPA region are listed in [Appendix B \("Project Status"\)](#). Additionally, included within the TIP is the [Annual Listing of Federally Obligated Projects](#) located within [Appendix D](#). This listing, which is also posted on the CRTPA's website (www.crtpa.org), includes all projects (by county) that have received federal obligation in fiscal year 2024 (October 1, 2023 to September 30, 2024). 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 updated once all Public Involvement is completed.)

Typically, the TIP public involvement includes conducting public meetings in person within the region to present the document (as well as information regarding the draft project priority lists) in May and early June. *Two in-person meetings were held, one in Gadsden County and the other in Wakulla County. Additionally, the CRTPA conducted a virtual meeting on May 27 in which a total of fourteen (14) attendees viewed the presentation live.* A virtual meeting provides attendees from all four counties the opportunity to learn about the projects receiving funding in the region as well about the metropolitan transportation planning process. The public was able to submit questions and comments both before and during the meetings. Information regarding the meetings was sent out in an email blast as well as advertised in each of the four (4) county newspapers prior to the meeting. Additionally, the draft TIP was placed on the [CRTPA's webpage](#) in April-May and the document was discussed at the CRTPA's-Citizens Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC), as well as the CRTPA Board meeting in June. Furthermore, the current TIP reflects use of an enhanced public involvement technology and opportunity. Specifically, prior to TIP adoption, the public was able to go online and directly comment on projects that were graphically linked to a map of the CRTPA region. Finally, the TIP is a featured document placed on the agency's homepage (in addition to the "Documents" page). [Appendix G \("Public Involvement"\)](#) documents these efforts.

APPENDIX F (FHWA- Eastern Federal Lands Highway Division (EFLHD) Projects)

This appendix 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. This is provided concurrent with the end of the federal fiscal year in September.

TMA Certification & Joint Certification

TMA Certification - The CRTPA's most recent TMA Certification occurred on February 19, 2025. At this meeting, the CRTPA staff met 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 TMA. It is anticipated that the CRTPA's Quadrennial TMA Certification Report will be to be issued in June 2025.

TMA Certification refers to the process where FHWA and FTA review and certify that MPO is adhering to federal transportation planning requirements. This certification happens every four years for MPOs serving Transportation Management Areas (TMAs), which are urbanized areas with populations over 200,000.

Joint Certification – In addition, each year, the FDOT District and the CRTPA must jointly certify the metropolitan transportation planning process as described in 23 C.F.R. §450.336. District 3 and the CRTPA create a joint certification package that includes a summary of program activities and any noteworthy achievements by the CRTPA. If applicable, the report also 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 2024 joint certification statement

was signed April 29, 2025 by the parties. At the June 16, 2025 CRTPA Meeting the Certification package and signed Statement will be presented to the Board.



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 four local boards (Gadsden, Jefferson, Leon, and Wakulla counties’ local transportation disadvantaged coordinating boards) are staffed by the Apalachee Regional Planning Council. In addition, the Executive Summary and Annual Performance Report Summary are included. Lastly, information on the [Innovative Service Development \(ISD\)](#) Grant is presented. The ISD Grant is designed to test new and innovative transportation service projects within the TD program. The Commission awards the funding on a competitive basis for projects that meet at least one of the following objectives:

- 1) Increase a TD person’s access to and departure from job training, employment, health care, and other life-sustaining services.
- 2) Enhance regional connectivity and cross-county mobility.
- 3) Reduce the difficulty in connecting TD persons to a transportation hub and from the hub to their final destination.

Wakulla County and Leon County were awarded ISD Grants in FY 2024. For more information see Appendix C.



Congestion Management Process

The CRTPA’s [Congestion Management Plan \(CMP\)](#) was adopted at the March 18, 2024 CRTPA Board meeting. This document identifies the process enabling the CRTPA to implement congestion management strategies throughout the CRTPA area. (§ 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 CMP was reviewed for potential projects for inclusion on the agency’s project priority list

TRANSPORTATION PERFORMANCE MANAGEMENT

Section 1

Background

1.0 Background

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 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 the 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 how these agencies will cooperatively develop and share information on transportation performance management and target setting.

Section 2

Highway Safety Measures

(PM1)

2.0 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.

2.1 Highway Safety Targets

2.1.1 Statewide Targets

Safety performance measure targets are required to be adopted annually. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. On August 31, 2024, FDOT established statewide safety performance targets for calendar year 2025. Table 2.1 presents FDOT's statewide targets.

Table 2.1 Statewide Highway Safety Performance Targets

| Performance Measure | Calendar Year 2025 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 injuries per 100 million vehicle miles traveled (VMT) | 0 |
| Number of non-motorized fatalities and serious injuries | 0 |

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.

2.1.2 MPO Safety Targets

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

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

The CRTPA acknowledges FDOT statewide 2025 safety targets, which are set at “0” for each performance measure to reflect FDOT’s goal of zero deaths. However, the CRTPA established safety performance targets specific to the CRTPA planning area. On February 18], CRTPA established the calendar year 2025 safety targets listed in Table 2.2

Table 2.2 CRTPA Safety Performance Targets

| Performance Measure | Calendar Year 2025 CRTPA Target |
|---|------------------------------------|
| Number of fatalities | 47 |
| Rate of fatalities per 100 million vehicle miles traveled (VMT) | 1.036 |
| Number of serious Injuries | 205 |
| Rate of serious injuries per 100 million vehicle miles traveled (VMT) | 4.489 |
| Number of non-motorized fatalities and serious injuries | 34 |

Since 2022, the methodology used by the CRTPA to develop safety targets has remained consistent and involves using the previous year’s adopted targets as a baseline with the addition of reduction factor. Specifically, a reduction factor of five percent (5%) has been used and applied annually to the CRTPA’s targets, consistent with CRTPA Board direction.

2.2 Safety Trends in the MPO Area

Most recent FDOT data identify that for 2023, the CRTPA has not met its adopted 2023 safety targets, as shown below.

| SAFETY PERFORMANCE MEASURE | ADOPTED Target 2023 | Reported 2023 | Target Met? |
|---|---------------------|---------------|-------------|
| Number of fatalities | 52 | 62.2 | No |
| Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT) | 1.148 | 1.394 | No |
| Number of serious injuries | 227 | 232 | No |
| Rate of serious injuries per 100 Million VMT | 4.975 | 5.195 | No |
| Number of non-motorized fatalities and non-motorized serious injuries | 38 | 43.8 | No |

A detailed discussion of long term safety trends within the CRTPA region is provided in the [agenda item](#) associated with the CRTPA's adoption of its 2025 Safety Targets.

2.3 FDOT Safety Planning and Programming

2.3.1 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, the MPOAC, and other statewide traffic safety partners. The SHSP development process included a 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 reshape 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, micromobility, and connected and automated vehicles.

2.3.2 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 2024 HSIP Annual Report, FDOT reported calendar year 2025 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 2022 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2022 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, 2024.

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on the 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 2024 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 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. Historical, 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 implement, they are built on proven countermeasures for improving safety and addressing serious crash risks or 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 2024 state fiscal year from July 1, 2023 through June 30, 2024, 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 \$134.5 million in infrastructure investments on state-maintained roadways and \$20.8 million in infrastructure investments on local roadways. A list of HSIP projects can be found in the [HSIP 2024 Annual Report](#).

Beginning in fiscal year 2024, HSIP funding is distributed among FDOT Districts based on a statutory formula. This allows the Districts to have more clearly defined funding levels, which allows them to 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.

2.3.3 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 incorporated in every construction project. FDOT also recognizes the importance of the American Association of State Highway Transportation Official (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 State 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.

2.4 Safety Investments in the TIP

Annual adoption of the CRTPA's safety targets provides an opportunity to both assess how the CRTPA region is performing as well as highlight efforts underway in the CRTPA region to enhance safety. As seen below, enhancing safety is integrated throughout the CRTPA planning process and includes development of plans and programs, identification and implementation of projects, and safety program coordination with the CRTPA's partner agencies. The following contains highlighted examples of such efforts:

[Key Sidewalk & Safety Projects](#) • Waverly Road (Meridian Road to Thomasville Road (1.23 miles)) (City of Tallahassee) Construction funded (\$3.5 million – Transportation Alternatives (TA funds) in FY 2026. (Leon County) • Dr MLK, Jr Memorial Blvd (Rehwinkel Road to Mallard Pond Circle (1.1 miles)) Construction funded (\$1 million –TA funds) in FY 2026 (Wakulla County)

Key Sidewalk & Safety Projects (cont.)

- N. Monroe Street (Lakeshore Drive to John Knox Road (.896 miles)) (FDOT/CRTPA) This project is funded (\$5.6 million) with construction to begin in mid-2025 (Leon County) • Paul Russell Road (Monday Road to Apalachee Parkway (1.2 miles)) Construction funded (\$2.9 million – TA funds*); scheduled to begin in early 2026 (*Transportation Alternatives) (Leon County) • Old St. Augustine Road (Lafayette Street to Paul Russell Road (.95 miles)) Construction (\$1.4 million) to begin in early 2026 (Leon County) • Callen Street (Walcott Street to Pottsdamer Street) (Sabal Palm Elementary) Design & Construction funded (\$677,000) in FY 26 & FY 28 (Safe Routes to School) (Leon County) • Sabal Palm Elementary Vicinity Sidewalks (City of Tallahassee) Construction funded (\$510,000) in FY 26 (Safe Routes to School) (Leon County) • Fairview Middle School Vicinity Sidewalks (City of Tallahassee) Construction funded (\$455,000) in FY 28 (Safe Routes to School) (Leon County)
- Pensacola Street (Railroad Overpass to Stadium Drive) Resurfacing project that includes construction of 2 midblock crossings and lighting enhancements. Construction funded (\$14 million) in FY 25 (Leon County) • Tennessee Street (US 90) (Aenon Church Road to Blountstown Street) (1.8 miles) Lighting enhancements (\$100,000) in FY 25 (Leon County)
- Tennessee Street at Stadium Drive Signal, signing, & striping upgrade/update (\$1.2 million) in FY 26 (Leon County)
- CRTPA Community Events Conducted • Helmet Fitting Events – CRTPA staff and partners conducted several helmet fitting events in the region over the last year that included helmet giveaways. • CRTPA Region Festivals– CRTPA staff attends festival and events to provide information on the agency and its projects.
- Safety Studies Initiated & Adopted • Safe Streets and Roads for All (SS4A) Action Plan – Adopted in June 2023, the plan identified roadways on the High Injury Network (HIN). The following efforts have pursued funding for projects on HIN for implementation by CRTPA & its partners: o N. Monroe Street Safety Implementation Plan & Grant (Tharpe Street to Capital Circle, NW) Improvements identified to improve safety for vulnerable roadways users. Grant submitted by CRTPA in 2024 seeking \$21 million. Partial (minor) funding awarded; coordinating with partner agency to resubmit. Jake Gaither Community Pedestrian and Street Safety Improvements Project – City of Tallahassee SS4A funded project received \$9.6 in late 2024 that includes sidewalk construction. o W. Tennessee Street SS4A Planning Grant Submission (Aenon Church Road to Monroe Street) – Submitted in Fall 2024; will resubmit in 2025. SS4A Plan Update – 2025 CRTPA initiating updating the adopted SS4A to identify countermeasures to improve safety on identified HIN locations.

- Regional Trail Expansion through studies and Sun Trail Funding • Expanding the CRTPA’s regional trail network through development of trail project studies and pursuit of SUN Trail funding opportunities continues in the region. Phases of the following trail projects were recently funded: o Wakulla Springs Trail (Wakulla County – Preliminary Engineering (PE) funded) o Tallahassee to Havana Trail (Leon County segment PD&E funded & Gadsden County segment Design (PE) funded) o US 90 West Trail (Gadsden County – Planning Study funded)
- Urban SDK Data Platform • The CRTPA employs the Urban SDK Traffic Management data platform to gather, analyze, and visualize traffic conditions and reporting. Associated with Urban SDK is the recent development of a CRTPA dashboard that is currently being refined to provide the public information related to traffic conditions on key segments of major corridors and crash and congestion data for the Capital Region. Ultimately, the dashboard will be placed on the CRTPA webpage. Additionally, the CRTPA has been coordinating with local police agencies related to their use of the Urban SDK data platform particularly with regards to speed data information.
- High Visibility Enforcement (HVE) • High Visibility Enforcement is a FDOT program designed to increase awareness of, and compliance with, traffic laws and regulations that protect the safety of pedestrians and bicyclists on Florida’s roadways. Within the CRTPA region, Leon County is amongst the top 25 counties with the highest representation of crashes resulting in pedestrian and bicyclist serious injuries and fatalities. Continued HVE efforts are underway in Leon County by the Tallahassee Police Department (TPD) & Leon County Sheriff’s Office (LCSO) along the following high crash location corridors associated with pedestrians and bicyclists.
- Focus on Safety Page • Since 2023 the CRTPA’s safety page (“Focus on Safety”) has highlighted safety efforts in the CRTPA region

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.

Section 3

Pavement & Bridge Condition Measures (PM2)

3.0 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 - the 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.

3.1 Bridge & Pavement Condition Targets

3.1.1 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 2023 and 2025 statewide bridge and pavement targets, and in September of 2024 adjusted the 2025 target for percent of NHS bridges (by deck area) in poor condition. Table 3.1 presents 2023 actual performance and the statewide 2023 and 2025 targets.

Table 3.1 Statewide Bridge and Pavement Condition Performance Targets

| Performance Measure | 2023 Statewide Condition s | 2023 Statewide Target | 2025 Statewide Target |
|---|-------------------------------------|-----------------------------|-----------------------------|
| Percent of NHS bridges (by deck area) in good condition | 55.3% | ≥50.0% | ≥50.0% |
| Percent of NHS bridges (by deck area) in poor condition | 0.6% | ≤10.0% | ≤5.0% |
| Percent of Interstate pavements in good condition | 67.6% | ≥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 | 50.8% | ≥40.0% | ≥40.0% |
| Percent of non-Interstate pavements in poor condition | 0.5% | ≤5.0% | ≤5.0% |

Source: 2023 Statewide Conditions fdotsourcebook.com.

In determining its approach to establishing performance targets for the federal bridge and pavement condition performance measures, FDOT considered many factors.

- Florida Statute 334.046 mandates FDOT 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.
- In addition FDOT also 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 the 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 the 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 annually 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 2023 exceeded the established targets. FHWA determined that FDOT made significant progress toward its 2023 PM2 targets.

3.1.2 CRTPA Targets

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

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.

3.2 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).

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.

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:

| | | | | | |
|--------|---|--|-----------|--------------------|---------------|
| 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 |

In terms of maintaining the safety of the condition of the region's roadways through resurfacings, the TIP 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 |

| | | | | | |
|--------|---|---|-----------|-----------------|---------------|
| 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 |

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 CRTPA 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.

Section 4

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

4.0 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 is reliable;
2. Percent of person-miles traveled on the non-Interstate NHS that is 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 (NOx, VOC, CO, PM10, and PM2.5) for CMAQ-funded projects.

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

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 the reliability of the Interstate network by comparing trucks' worst travel times against the travel times they typically experience.

4.1 System Performance and Freight Targets

4.1.1 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 2023 and 2025 statewide performance targets, and in September 2024, adjusted the 2025 targets for percent of person miles traveled on the Interstate and on the non-Interstate NHS that are reliable. Table 4.1 presents 2023 actual performance and the 2023 and 2025 statewide targets.

Table 4.1 **Statewide System Performance and Freight Targets**

| Performance Measure | 2023 Statewide Conditions | 2023 Statewide Target | 2025 Statewide Target |
|--|---------------------------------|-----------------------------|-----------------------------|
| Percent of person-miles traveled on the Interstate system that are reliable | 82.8% | ≥75.0% | ≥75.0% |
| Percent of person-miles traveled on the non-Interstate NHS that are reliable | 89.1% | ≥50.0% | ≥60.0% |
| Truck travel time reliability (Interstate) | 1.48 | 1.75 | 2.00 |

Source: 2023 Statewide Conditions fdotsourcebook.com.

FDOT collects and reports reliability data to FHWA annually to track performance and progress toward the reliability targets. Actual performance in 2023 was better than the 2023 targets.

System performance and freight are addressed through several statewide initiatives:

- Florida’s Strategic Intermodal System (SIS) comprises 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 include 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 the 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, the [Florida 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 2025.

4.1.2 CRTPA Targets

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

On May 22, 2023 & March 17, 2025, 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.

Table 4.2 CRTPA System Performance and Freight Targets

| Performance Measure | 2025 MPO Target |
|--|-----------------|
| Percent of person-miles traveled on the Interstate that are reliable | 75.00% |
| Percent of person-miles traveled on the non-Interstate NHS that are reliable | 60.00% |
| Truck travel time reliability index (Interstate) | 2.00 |

4.2 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.

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. Therefore, they reflect FDOT's approach of prioritizing funding to address performance goals and targets. 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 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.

Section 5

Transit Asset Management Measures

5.0 Transit Asset Management Measures

5.1 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" requires that public transportation providers develop and implement TAM plans and establish state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. Table 5.1 identifies the TAM performance measures.

Table 5.1 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, the 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 must 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 to support the transit provider targets or establish its own regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if multiple transit agencies are in the MPO planning area. To the maximum extent practicable, public transit providers, states, and MPOs must coordinate to select 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 can establish its own targets or 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 |

5.2 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.

Table 5.2 Florida Group TAM Plan Participants

| District | Participating Transit Providers |
|----------|--|
| 3 | Big Bend Transit Wakulla Transportation |

5.3 Transit Asset Management Targets

The following 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.

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 5.3 Transit Asset Management Targets for StarMetro

| Asset Category - Asset Class | | Jan. 2025 | Jan. 2026 | Jan. 2027 | Jan. 2028 | Jan. 2029 |
|------------------------------|---------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Performance Measure | | Target | Target | Target | Target | Target |
| Revenue Vehicles | | | | | | |
| AGE | BU2 - Bus, Diesel, 35' | 100% | 100% | 100% | 100% | 100% |
| | BU3 - Bus, Diesel, 40' | 89% | 100% | 100% | 100% | 100% |
| | BU4 - Bus, CNG, 30' | 0% | 0% | 0% | 100% | 100% |
| | BU5 - Bus, CNG, 35' | 0% | 0% | 0% | 0% | 0% |
| | BU6 - Bus, Electric, 35' | 0% | 17% | 15% | 15% | 15% |
| | BU7 - Bus, Electric, 40' | 0% | 0% | 0% | 0% | 0% |
| | CU1 - Cutaway Bus, Gasoline | 0% | 0% | 0% | 0% | 0% |
| | CU2 - Cutaway Bus, CNG | 91% | 100% | 100% | 100% | 100% |
| | CU3 - Cutaway Bus, CNG, Low Floor | 100% | 100% | 100% | 100% | 100% |
| | CU4 - Cutaway Bus, Electric | 0% | 0% | 0% | 0% | 0% |
| | VN1 - Van, ADA | 0% | 0% | 100% | 100% | 100% |
| | VN2 - Van, ADA, Electric | 0% | 0% | 0% | 0% | 0% |
| Equipment | | | | | | |
| AGE/ CONDITION | NRA - Non-Revenue Service Auto | 0% | 0% | 0% | 0% | 0% |
| | TRK - Trucks/Rubber Tire Vehicles | 0% | 0% | 0% | 0% | 0% |
| | CF1 - Contingency Fleet | 100% | 100% | 100% | 100% | 100% |
| | VAN - Van, Non-ADA | 0% | 0% | 0% | 0% | 0% |
| | MEQ - Maintenance Equipment | 0% | 0% | 0% | 0% | 0% |
| | CFC - Charger, Fast Charge | 0% | 0% | 0% | 0% | 0% |
| | CDC -Charger, Depot Charger | 0% | 0% | 0% | 0% | 0% |
| Facilities | | | | | | |
| Condition | Administration & Maintenance Facility | 0% | 0% | 0% | 0% | 100% |
| | Passenger Facilities | 0% | 0% | 0% | 0% | 0% |
| | Lifts | 0% | 0% | 0% | 0% | 0% |
| | Fueling Facility | 0% | 0% | 0% | 0% | 0% |

Table 5.4 FDOT Group Plan Transit Asset Management Targets for Tier II Providers

| Asset Category - Performance Measure | Asset Class | 2023 Target | 2023 Performance | 2023 Difference | 2024 Target |
|--|--|----------------|---------------------|--------------------|----------------|
| Revenue Vehicles | | | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Automobile | 0% | 66.67% | 66.67 | 66.00% |
| | Bus | 16.00% | 12.22% | 3.88 | 12.00% |
| | Cutaway Bus | 7.00% | 18.47% | -11.47 | 18.00% |
| | Mini-Van | 26.00% | 31.71% | -5.71 | 31.00% |
| | School Bus | 100.0% | 100.0% | 0.00 | 0.00% |
| | SUV | 9.00% | 6.45% | 2.55 | 6.00% |
| | Van | 39.00% | 35.71% | 3.29 | 35.00% |
| 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 | 100.0% | 71.43% | -28.57 | 71.00% |
| | Trucks and other Rubber Tire Vehicles | 6.00% | 8.82% | -2.82 | 8.00% |
| Facilities | | | | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Passenger/ Parking Facilities | N/A | 0% | 0% | 0% |
| | Administration/ Maintenance Facilities | 6.00% | 9.09% | 3.09 | 9.00% |

5.3.1 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, MPOs 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 multiple transit agencies are 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.

5.4 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.

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.

Investment decisions for asset replacement in the FDOT Group TAM Plan inventory are made to maintain or improve the percentage of vehicles, equipment, and facilities in an adequate or better condition. FDOT and its subrecipient transit providers will monitor all assets for unsafe conditions. However, identifying an opportunity to improve the safety of an asset's safety does not necessarily indicate an unsafe condition. If an unacceptable safety risk associated with an asset is identified, that asset will be ranked with higher investment priority to the extent practicable. The subrecipients prioritize rehabilitating and replacing vehicles that provide transit service over non-revenue vehicles and facilities.

Section 6

Transit Safety Performance

6.0 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 recipients or sub-recipients 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, and updated on April 9, 2024. 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.

Each Section 5307 or 5311 public transportation provider in Florida 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

Each public transportation provider that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including annual transit safety targets for the federally required measures. Once the public transportation provider establishes safety targets, it must make them available to MPOs to aid in planning. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO's establish targets 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 MPO can either agree to program projects to support the transit provider targets or establish its own regional transit safety targets for the MPO planning area. In addition, the CRTPA must reflect those targets in LRTP and TIP updates.

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

6.1 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.

6.1.1 Transit Agency 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.

Table 6.1 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 |

6.1.2 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, MPOs 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 multiple transit agencies are in the MPO planning area.

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.

6.2.1 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:

- 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.
- 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 26
 - Old St. Augustine Road Sidewalk (Lafayette St to Paul Russell Rd) CST in FY 26

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.

This prioritization process considers the following criteria:

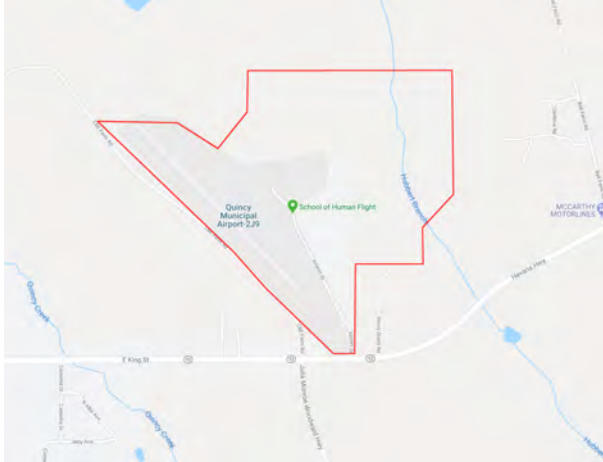
| Prioritization Criteria | Weighting |
|---|------------------|
| Safety Improvement | 75 |
| Universal Accessibility | 60 |
| Growth Center/Economic Development | 30 |
| Existing Congestion Reduction | 25 |
| Supportive of Bicycle and Pedestrian Mobility and Accessibility | 20 |
| Supportive of Transit 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.

◆ THE END ◆

TRANSPORTATION PROJECTS

SECTION A - AVIATION (STATE/FEDERALLY FUNDED)

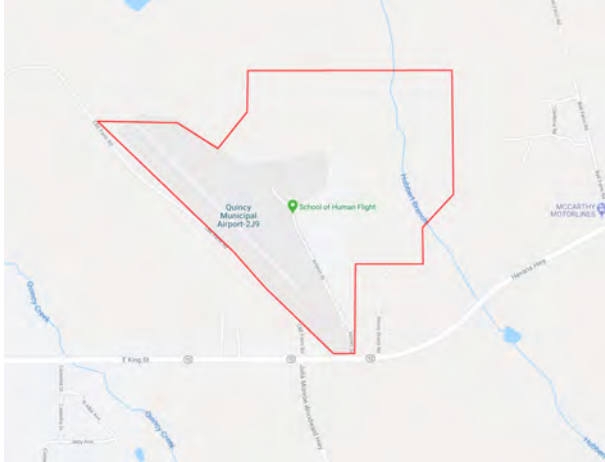
QUINCY MUNICIPAL AIRPORT - TERMINAL BUILDING & PARKING AREA**4549263 Non-SIS****Project Description:** AVIATION REVENUE/OPERATIONAL**Lead Agency:** QUINCY-GADSDEN AIRPORT

AUTHORITY

County: GADSDEN**Length:** 0**Phase Group:** CAPITAL

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------|------------------|------|------|------------------|
| CAP | DPTO | 0 | 0 | 2,200,000 | 0 | 0 | 2,200,000 |
| | | | | 2,200,000 | | | 2,200,000 |

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 3,260,000****LRTP: 2045 RMP Page 5-12 - Table 5-12**

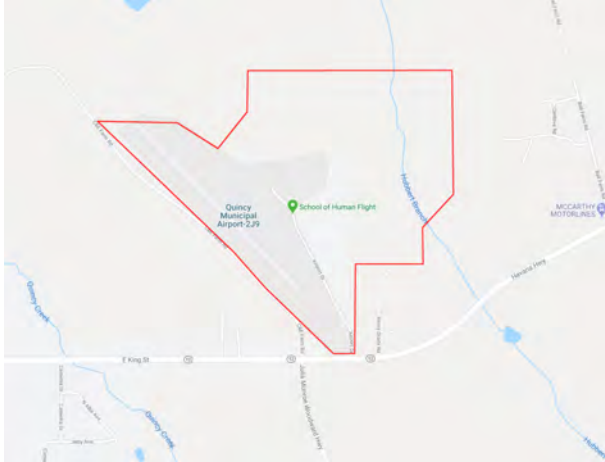
QUINCY MUNICIPAL AIRPORT TAXIWAY REHABILITATION - CONSTRUCTION, CEI/RP**4498951 Non-SIS****Project Description:** AVIATION PRESERVATION PROJECT**Lead Agency:** QUINCY-GADSDEN AIRPORT

AUTHORITY

County: GADSDEN**Length:** 0**Phase Group:** CAPITAL

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|---------|------|------|------|----------------|
| CAP | DDR | 0 | 700,000 | 0 | 0 | 0 | 700,000 |
| | | 700,000 | | | | | 700,000 |

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

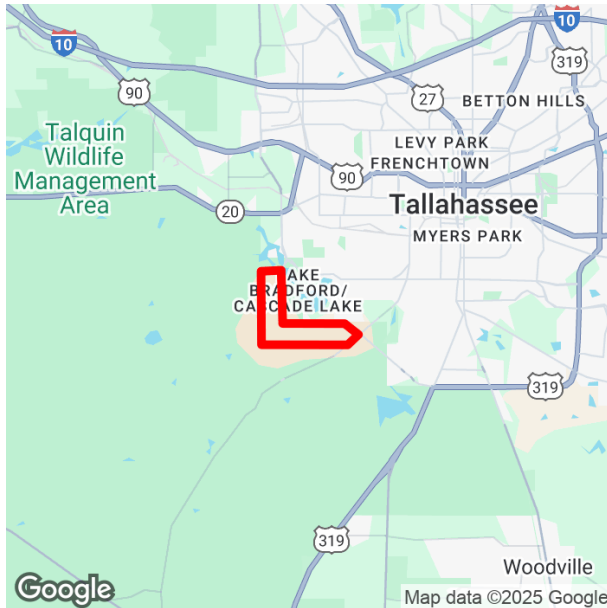
QUINCY MUNICIPAL AIRPORT WILDLIFE HAZARD AND MANAGEMENT PLAN**4549261 Non-SIS****Project Description:** AVIATION SAFETY PROJECT**Lead Agency:** QUINCY-GADSDEN AIRPORT

AUTHORITY

County: GADSDEN**Length:** 0**Phase Group:** CAPITAL

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|---------------|------|------|------|------|---------------|
| CAP | DPTO | 60,000 | 0 | 0 | 0 | 0 | 60,000 |
| | | 60,000 | | | | | 60,000 |

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 3,260,000****LRTP: 2045 RMP Page 5-12 - Table 5-12**

TALLAHASSEE INTERNATIONAL AIRPORT AIR CARRIER APRON IMPROVEMENTS**4500381 SIS****Project Description:** AVIATION PRESERVATION PROJECT**Lead Agency:** MANAGED BY CITY OF

TALLAHASSEE

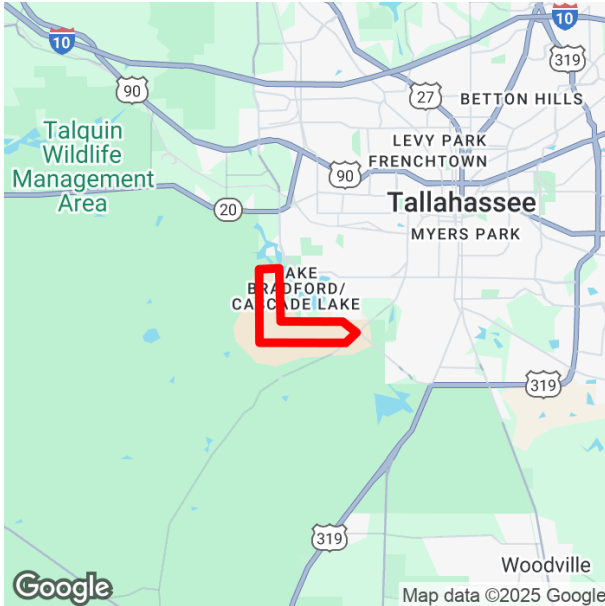
County: LEON**Length:** 0**Phase Group:** CAPITAL

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|---------|------|------|------|------------------|
| CAP | DDR | 0 | 550,000 | 0 | 0 | 0 | 550,000 |
| CAP | LF | 0 | 550,000 | 0 | 0 | 0 | 550,000 |
| | | 1,100,000 | | | | | 1,100,000 |

Tallahassee International Airport Priority Project

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 3,100,000****LRTP: 2045 RMP Page 5-12 - Table 5-12**

TALLAHASSEE INTERNATIONAL AIRPORT DESIGN/CONSTRUCT HANGAR DEVELOPMENT
4500382 SIS



Project Description: AVIATION PRESERVATION PROJECT
Lead Agency: MANAGED BY CITY OF TALLAHASSEE
County: LEON
Length: 0
Phase Group: CAPITAL

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------|------------------|------|------|------------------|
| CAP | DPTO | 0 | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| CAP | LF | 0 | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| | | | | 2,000,000 | | | 2,000,000 |

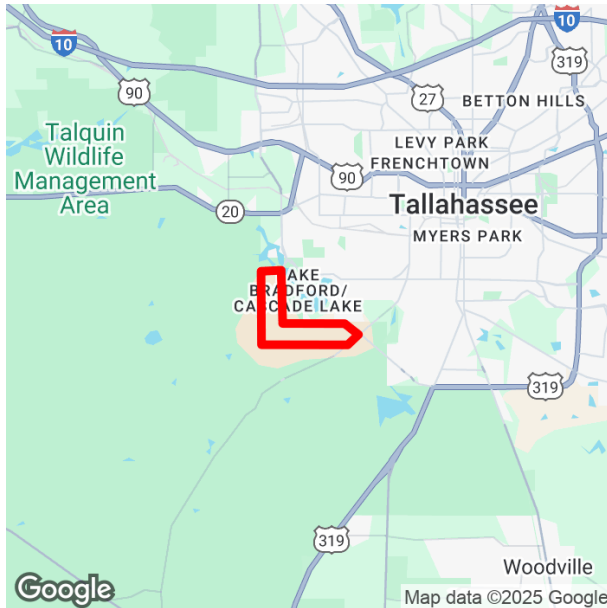
Tallahassee International Airport Priority Project

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 3,100,000

LRTP: 2045 RMP Page 5-12 - Table 5-12

TALLAHASSEE INTERNATIONAL AIRPORT PASSENGER PROCESSING FACILITY**4449742 SIS****Project Description:** AVIATION PRESERVATION PROJECT**Lead Agency:** MANAGED BY CITY OF

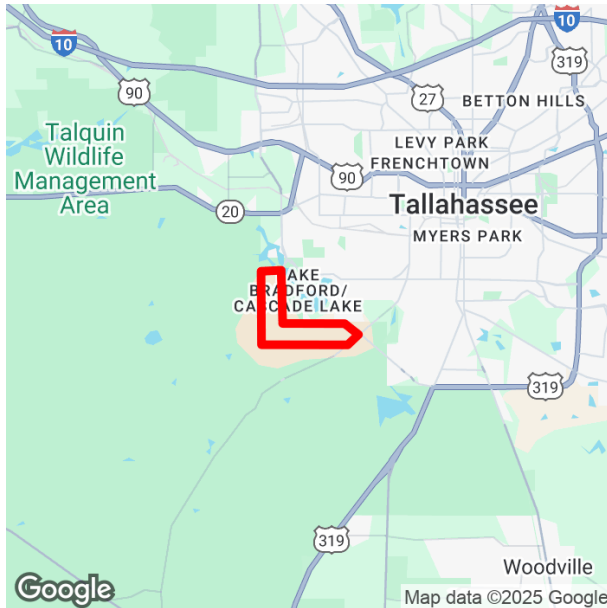
TALLAHASSEE

County: LEON**Length:** 0**Phase Group:** CAPITAL

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------|------|------------------|------|------------------|
| CAP | GMR | 0 | 0 | 0 | 2,092,536 | 0 | 2,092,536 |
| CAP | LF | 0 | 0 | 0 | 2,092,536 | 0 | 2,092,536 |
| | | | | | 4,185,072 | | 4,185,072 |

Tallahassee International Airport Priority Project

Prior Year Cost: 19,242,810**Future Year Cost: 0****Total Project Cost: 23,427,882****LRTP: 2045 RMP Page 5-12 - Table 5-12**

TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL ELEVATOR & AIR HANDLER**4466411 SIS****Project Description:** AVIATION PRESERVATION PROJECT**Lead Agency:** MANAGED BY CITY OF

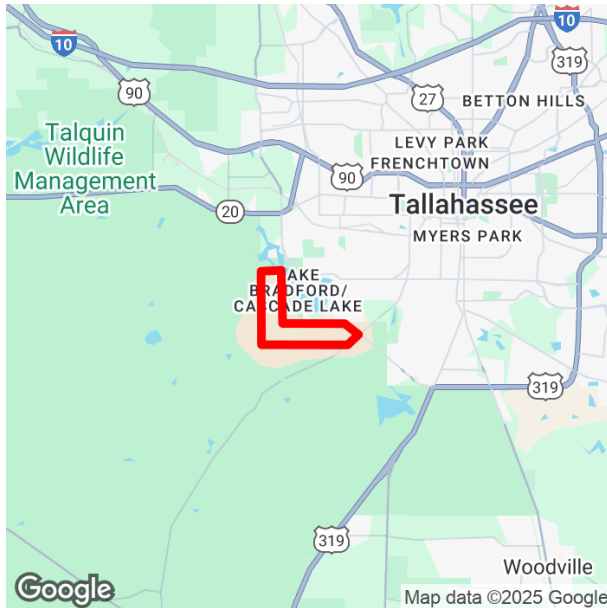
TALLAHASSEE

County: LEON**Length:** 0**Phase Group:** CAPITAL

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CAP | DDR | 411,494 | 0 | 0 | 0 | 0 | 411,494 |
| CAP | DPTO | 1,063,506 | 0 | 0 | 0 | 0 | 1,063,506 |
| CAP | LF | 1,475,000 | 0 | 0 | 0 | 0 | 1,475,000 |
| | | 2,950,000 | | | | | 2,950,000 |

Tallahassee International Airport Priority Project

Prior Year Cost: 1,800,000**Future Year Cost: 0****Total Project Cost: 4,750,000****LRTP: 2045 RMP Page 5-12 - Table 5-12**

TALLAHASSEE REGIONAL AIRPORT ACCESS & ROADWAY REALIGNMENT PH II**4160107 SIS****Project Description:** AVIATION PRESERVATION PROJECT**Lead Agency:** MANAGED BY CITY OF

TALLAHASSEE

County: LEON**Length:** 0**Phase Group:** CAPITAL

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------|------------------|------|------|------------------|
| CAP | GMR | 0 | 0 | 2,000,000 | 0 | 0 | 2,000,000 |
| CAP | LF | 0 | 0 | 2,000,000 | 0 | 0 | 2,000,000 |
| | | | | 4,000,000 | | | 4,000,000 |

Tallahassee International Airport Priority Project

Prior Year Cost: 3,460,793**Future Year Cost: 0****Total Project Cost: 7,460,793****LRTP: 2045 RMP Page 5-12 - Table 5-12**

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

CALLAN 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 | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------|----------------|------|------|----------------|
| PE | SR2T | 100,646 | 0 | 0 | 0 | 0 | 100,646 |
| CST | SR2T | 0 | 0 | 576,938 | 0 | 0 | 576,938 |
| | | 100,646 | | 576,938 | | | 677,584 |

Safe Routes to School: City of Tallahassee Priority Project

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

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



Project Description: SIDEWALK

Lead Agency: LEON COUNTY BOARD OF COUNTY COMMISSIONERS

From: LAFAYETTE ST

To: PAUL RUSSELL RD

County: LEON

Length: 0.989

Phase Group: CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CST | SU | 1,417,087 | 0 | 0 | 0 | 0 | 1,417,087 |
| | | 1,417,087 | | | | | 1,417,087 |

Project Priority No. 3: Bicycle and Pedestrian List FY 2025 - FY 2029

CRTA Urban Attributable (SU) Funds Programmed on Project

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,417,087

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

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

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

From: VARIOUS LOCATIONS
To:

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| CST | SR2T | 510,219 | 0 | 0 | 0 | 0 | 510,219 |
| | | 510,219 | | | | | 510,219 |

Safe Routes to School: City of Tallahassee Priority Project

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 510,219

LRTP: 22045 RMP Page 5-11 - Table 5-9

SR 10 (US 90) FROM PEDRICK ROAD TO JEFFERSON COUNTY LINE**4510443 Non-SIS****Project Description:** BIKE PATH/TRAIL**Lead Agency:** MANAGED BY FDOT**County:** LEON**Length:** 13.633**Phase Group:** PRELIMINARY ENGINEERING**From:** PEDRICK ROAD**To:** JEFFERSON COUNTY LINE

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------|------|-------------------|------|-------------------|
| PE | DIH | 0 | 0 | 0 | 1,000 | 0 | 1,000 |
| PE | TLWR | 0 | 0 | 0 | 11,500,000 | 0 | 11,500,000 |
| | | | | | 11,501,000 | | 11,501,000 |

Project Priority No. 1: Regional Trails List FY 2026 - FY 2030

*SUN Trail Funds Programmed on Project***Prior Year Cost: 1,409,820****Future Year Cost: 0****Total Project Cost: 12,910,820****LRTP: 2045 RMP Page 5-11 - Table 5-9**

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



Project Description: SIDEWALK
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0.896
Phase Group: RIGHT OF WAY

From: LAKESHORE DRIVE
To: JOHN KNOX RD

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| ROW | DDR | 1,000,000 | 0 | 0 | 0 | 0 | 1,000,000 |
| | | 1,000,000 | | | | | 1,000,000 |

Project Priority No. 2: Bicycle and Pedestrian List FY 2026 - FY 2030

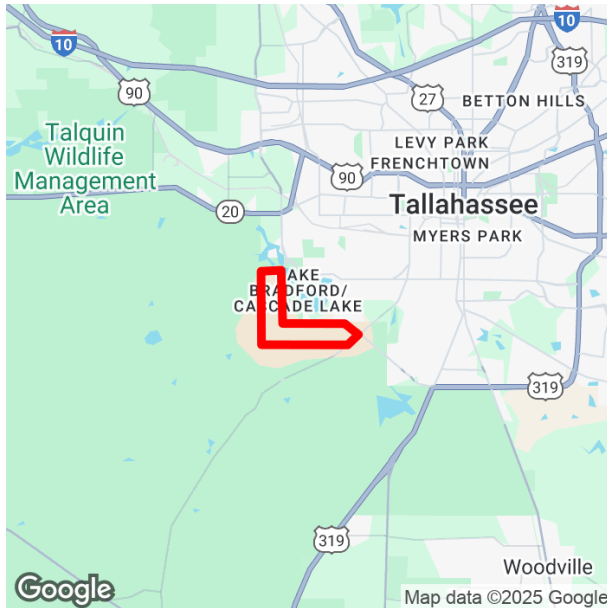
Prior Year Cost: 7,947,795

Future Year Cost: 0

Total Project Cost: 8,947,795

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

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



Project Description: SIDEWALK
Lead Agency: MANAGED BY CITY OF TALLAHASSEE
County: LEON
Length: 0.398
Phase Group: CONSTRUCTION

From:
To:

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------|---------|------|------|----------------|
| CST | SR2T | 0 | 0 | 455,389 | 0 | 0 | 455,389 |
| | | | | | | | 455,389 |
| | | | | | | | 455,389 |

Safe Routes to School: City of Tallahassee Priority Project

Prior Year Cost: 79,442

Future Year Cost: 0

Total Project Cost: 534,831

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

WAVERLY ROAD FROM CR 155 MERIDIAN ROAD TO SR 61 THOMASVILLE ROAD**4552621 Non-SIS**

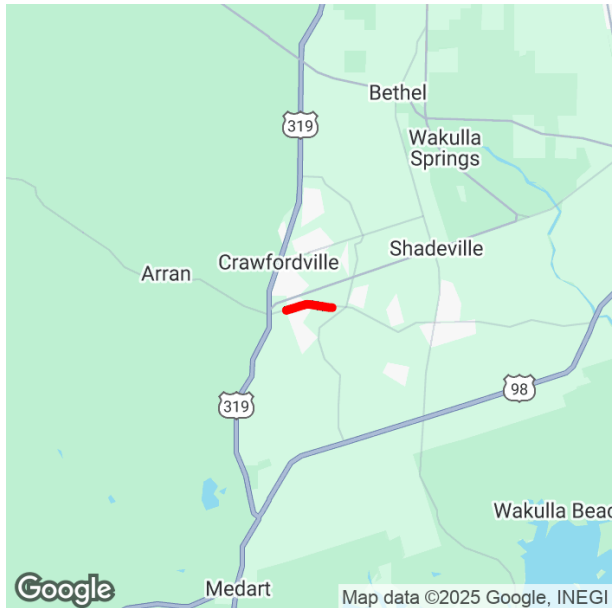
Project Description: SIDEWALK
Lead Agency: CITY OF TALLAHASSEE
County: LEON
Length: 1.235
Phase Group: CONSTRUCTION

From: CR 155 MERIDIAN ROAD
To: SR 61 THOMASVILLE ROAD

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CST | LF | 1,505,206 | 0 | 0 | 0 | 0 | 1,505,206 |
| CST | TALT | 816,753 | 0 | 0 | 0 | 0 | 816,753 |
| CST | TALU | 1,176,271 | 0 | 0 | 0 | 0 | 1,176,271 |
| | | 3,498,230 | | | | | 3,498,230 |

Project Priority No. 2: Transportation Alternatives List FY 2026 - FY 2030

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 3,498,230****LRTP: 2045 RMP Page 5-11 - Table 5-9**

DR. MLK JR MEMORIAL RD FROM REHWINKEL RD TO MALLARD POND CIRCLE**4517251 Non-SIS****Project Description:** BIKE PATH/TRAIL**Lead Agency:** WAKULLA COUNTY BOARD OF COUNTY COMMISSIONERS**From:** REHWINKEL RD**To:** MALLARD POND CIRCLE**County:** WAKULLA**Length:** 1.115**Phase Group:** CONSTRUCTION

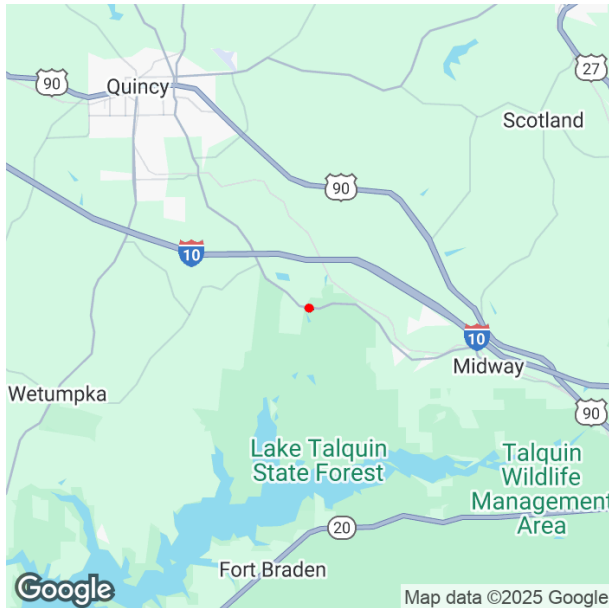
| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CST | TALN | 1,008,766 | 0 | 0 | 0 | 0 | 1,008,766 |
| CST | TALT | 22,731 | 0 | 0 | 0 | 0 | 22,731 |
| | | 1,031,497 | | | | | 1,031,497 |

Project Priority No. 2: Bicycle and Pedestrian List FY 2024 - FY 2028

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 1,031,497****LRTP: 2045 RMP Page 5-11 - Table 5-9**

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

CR 268 HIGH BRIDGE RD OVER LITTLE RIVER BRIDGE NO. 500045
4393831 SIS



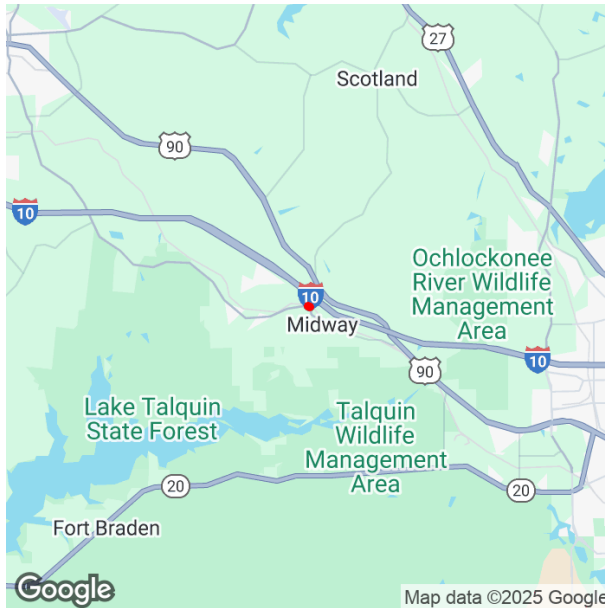
Project Description: BRIDGE REPLACEMENT
Lead Agency: MANAGED BY FDOT
County: GADSDEN
Length: 0.402
Phase Group: CONSTRUCTION, ENVIRONMENTAL

From:
To:

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|-------------------|------|------|------|------|-------------------|
| CST | GFBR | 5,448,762 | 0 | 0 | 0 | 0 | 5,448,762 |
| CST | GFBZ | 5,700,000 | 0 | 0 | 0 | 0 | 5,700,000 |
| ENV | GFBR | 150,000 | 0 | 0 | 0 | 0 | 150,000 |
| | | 11,298,762 | | | | | 11,298,762 |

Prior Year Cost: 1,329,756
Future Year Cost: 0
Total Project Cost: 12,719,922
LRTP: 2045 RMP Page 5-8 - Table 5-4

**CR 268 SIGNAL REPLACEMENT CROSSING NO.625689M
4565662 SIS**



Project Description: Rail crossing safety improvement on the Florida East Coast Railway line in Midway, Florida.

Notes: This project was amended into the FY 26 - FY 30 TIP at the November 17, 2025 meeting.

Lead Agency: MANAGED BY FDOT

From:

County: GADSDEN

To:

Length:

Phase Group: RAILROAD & UTILITIES

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

Prior Year Cost: 0

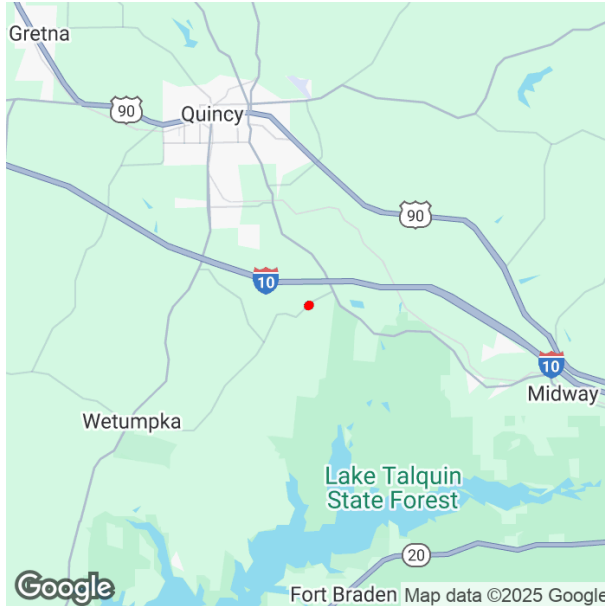
Future Year Cost: 0

Total Project Cost: 300,000

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

CR 65B OLD FEDERAL ROAD OVER RICHLANDER CREEK BRIDGE NO. 500059

4411861 Non-SIS



Project Description: BRIDGE REPLACEMENT

Lead Agency: MANAGED BY FDOT

County: GADSDEN

Length: 0.01

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

From:

To:

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------|----------------|------|-------------------|-------------------|
| PE | GFBR | 950,000 | 0 | 0 | 0 | 0 | 950,000 |
| ROW | ACBZ | 0 | 0 | 165,000 | 0 | 0 | 165,000 |
| CST | ACBZ | 0 | 0 | 0 | 0 | 11,907,022 | 11,907,022 |
| ENV | ACBZ | 0 | 0 | 0 | 0 | 200,000 | 200,000 |
| | | 950,000 | | 165,000 | | 12,107,022 | 13,222,022 |

Prior Year Cost: 0

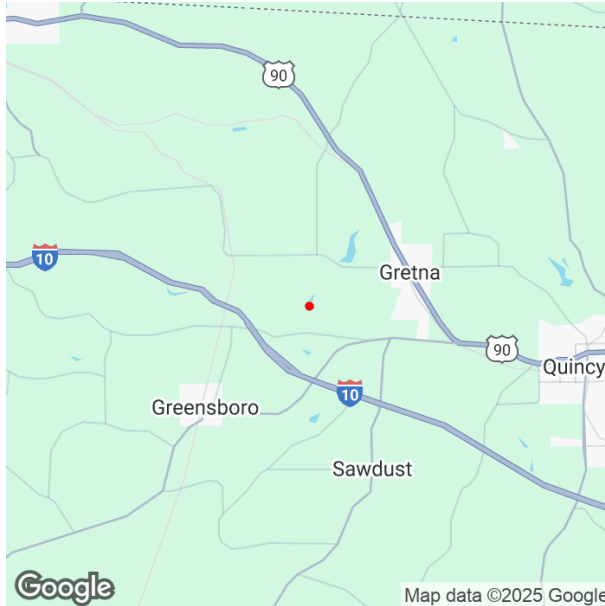
Future Year Cost: 0

Total Project Cost: 13,222,022

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

HANNA MILL POND ROAD OVER HANNA POND BRIDGE NO. 504043

4411881 Non-SIS



Project Description: BRIDGE REPLACEMENT

Lead Agency: MANAGED BY FDOT

County: GADSDEN

Length: 0.012

Phase Group: CONSTRUCTION, ENVIRONMENTAL

From:

To:

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|-----------|------|------|------|------------------|
| CST | GFBR | 0 | 6,165,058 | 0 | 0 | 0 | 6,165,058 |
| ENV | GFBR | 0 | 200,000 | 0 | 0 | 0 | 200,000 |
| | | 6,365,058 | | | | | 6,365,058 |

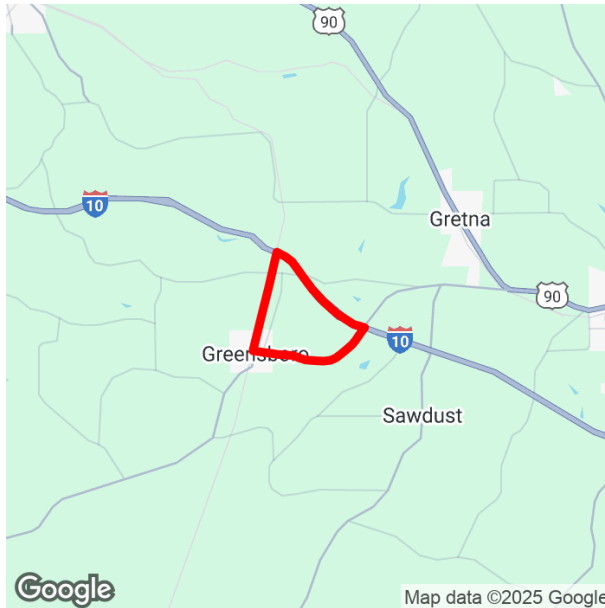
Prior Year Cost: 1,485,794

Future Year Cost: 0

Total Project Cost: 7,850,852

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

NEW RAIL ACCESS CDS MANUFACTURING, INC. GRETNA MILEPOST SP 827
4553421 SIS



Project Description: RAIL CAPACITY PROJECT
Lead Agency: MANAGED BY FDOT
County: GADSDEN
Length: 0
Phase Group: CAPITAL

From:
To:

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|-----------|------|------|------|------------------|
| CAP | SIWR | 0 | 1,106,420 | 0 | 0 | 0 | 1,106,420 |
| | | 1,106,420 | | | | | 1,106,420 |

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,106,420
LRTP: 2045 RMP Page 5-8 - Table 5-4

SR 267 OVER ROCKY COMFORT CREEK BRIDGE NO. 500027 AND 500028

4543091 Non-SIS



Project Description: BRIDGE-REPAIR/REHABILITATION

Lead Agency: MANAGED BY FDOT

From:

County: GADSDEN

To:

Length: 0.107

Phase Group: CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CST | BRRP | 1,165,137 | 0 | 0 | 0 | 0 | 1,165,137 |
| CST | DIH | 10,593 | 0 | 0 | 0 | 0 | 10,593 |
| | | 1,175,730 | | | | | 1,175,730 |

Prior Year Cost: 202,214

Future Year Cost: 0

Total Project Cost: 1,377,944

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

SR 8 (I-10) OVER BEAVER DAM BRIDGE NO. 500085
4552631 SIS



Project Description: BRIDGE-REPAIR/REHABILITATION

Lead Agency: MANAGED BY FDOT

From:

County: GADSDEN

To:

Length: 0.047

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------|------------------|------|------|------------------|
| PE | BRRP | 150,000 | 0 | 0 | 0 | 0 | 150,000 |
| PE | DIH | 15,000 | 0 | 0 | 0 | 0 | 15,000 |
| CST | BRRP | 0 | 0 | 3,328,707 | 0 | 0 | 3,328,707 |
| CST | DIH | 0 | 0 | 40,879 | 0 | 0 | 40,879 |
| | | 165,000 | | 3,369,586 | | | 3,534,586 |

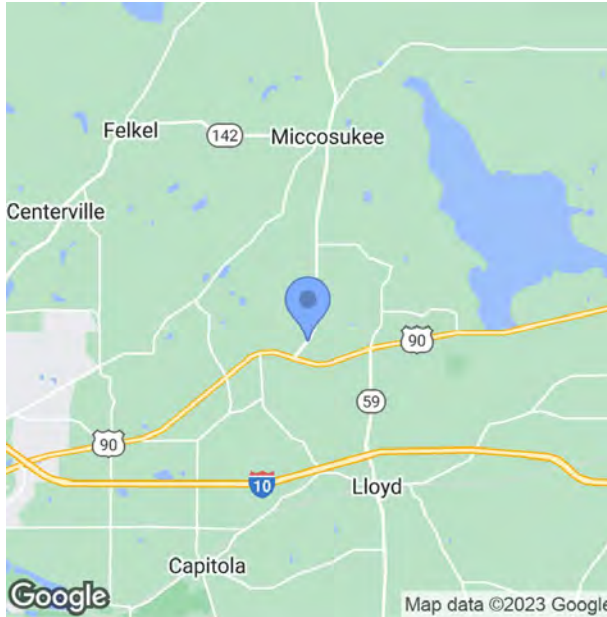
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 3,534,586

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

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



Project Description:

Extra Description: Bridge Replacement

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

Lead Agency: MANAGED BY FDOT

From:

County: LEON

To:

Length: .006

Phase Group: RIGHT OF WAY

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

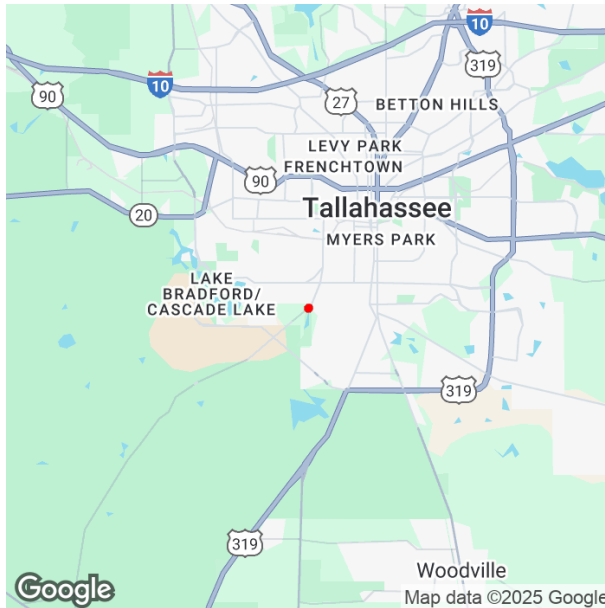
Prior Year Cost: 800,000

Future Year Cost: 0

Total Project Cost: 1,100,000

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

SPRINGHILL ROAD OVER MUNSON SLOUGH BRIDGE NO 550054
4490791 SIS



Project Description: BRIDGE REPLACEMENT

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0.01

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

From:

To:

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|-------------------|-----------|------|------|------|-------------------|
| RRU | LF | 0 | 2,800,000 | 0 | 0 | 0 | 2,800,000 |
| CST | ACBR | 0 | 2,987,278 | 0 | 0 | 0 | 2,987,278 |
| CST | LF | 0 | 9,630,352 | 0 | 0 | 0 | 9,630,352 |
| ENV | ACBR | 0 | 50,000 | 0 | 0 | 0 | 50,000 |
| | | 15,467,630 | | | | | 15,467,630 |

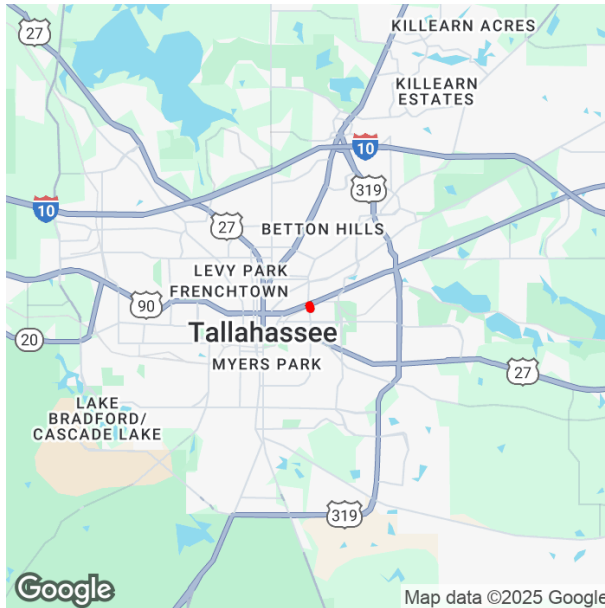
Prior Year Cost: 1,597,529

Future Year Cost: 0

Total Project Cost: 17,069,240

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

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



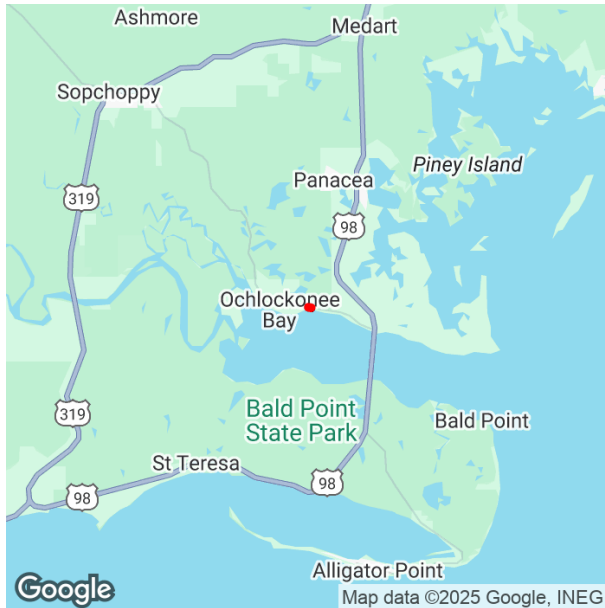
Project Description: BRIDGE-REPAIR/REHABILITATION
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0.031
Phase Group: CONSTRUCTION

From:
To:

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CST | BRRP | 2,370,100 | 0 | 0 | 0 | 0 | 2,370,100 |
| CST | DIH | 21,547 | 0 | 0 | 0 | 0 | 21,547 |
| | | 2,391,647 | | | | | 2,391,647 |

Prior Year Cost: 35,000
Future Year Cost: 0
Total Project Cost: 2,426,647
LRTP: 2045 RMP Page 5-8 - Table 5-4

**CR 372 SURF ROAD OVER OTTER CREEK RISE BRIDGE NO. 594049
4429511 SIS**



Project Description: BRIDGE REPLACEMENT
Lead Agency: MANAGED BY FDOT
County: WAKULLA
Length: 0.005
Phase Group: CONSTRUCTION, ENVIRONMENTAL

From:
To:

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|-------------------|------|------|------|------|-------------------|
| CST | ACBR | 17,302,915 | 0 | 0 | 0 | 0 | 17,302,915 |
| CST | LF | 103,000 | 0 | 0 | 0 | 0 | 103,000 |
| ENV | ACBR | 75,000 | 0 | 0 | 0 | 0 | 75,000 |
| | | 17,480,915 | | | | | 17,480,915 |

Prior Year Cost: 1,667,240

Future Year Cost: 0

Total Project Cost: 19,176,446

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

SECTION D - MAJOR CAPACITY (STATE/FEDERALLY FUNDED)

ORCHARD POND TOLL FACILITY INSURANCE**001543 Non-SIS**

Project Description: TOLL PLAZA
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0
Phase Group: OPERATIONS

From:**To:**

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|--------------|--------------|--------------|--------------|--------------|---------------|
| OPS | D | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 20,000 |
| | | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 20,000 |

Prior Year Cost: 20,000**Future Year Cost: 0****Total Project Cost: 20,000****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: 38,700,660

Future Year Cost: 0

Total Project Cost: 134,737,630

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

Project Description: ADD LANES & RECONSTRUCT

Lead Agency: MANAGED BY 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 | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|-------------------|------|------|------|------|-------------------|
| ROW | FINC | 6,000,000 | 0 | 0 | 0 | 0 | 6,000,000 |
| RRU | DS | 1,000,000 | 0 | 0 | 0 | 0 | 1,000,000 |
| RRU | LF | 2,985,406 | 0 | 0 | 0 | 0 | 2,985,406 |
| RRU | LFU | 29,000,000 | 0 | 0 | 0 | 0 | 29,000,000 |
| CST | DIH | 830,714 | 0 | 0 | 0 | 0 | 830,714 |
| CST | FINC | 53,421,240 | 0 | 0 | 0 | 0 | 53,421,240 |
| CST | LF | 2,729,500 | 0 | 0 | 0 | 0 | 2,729,500 |
| ENV | FINC | 70,110 | 0 | 0 | 0 | 0 | 70,110 |
| | | 96,036,970 | | | | | 96,036,970 |

Project Priority No. 2: Major Capacity List FY 2025 -FY 2029

During the 2023 Session the Florida Legislature passed the Moving Florida Forward Infrastructure Initiative. As part of the initiative, the FDOT identified a selection of critical needs on state-owned roadways. Additionally, FDOT identified previously approved projects with broad community support that only lacked funding to begin construction.

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: MANAGED BY FDOT

From: L. L. WALLACE ROAD

County: LEON

To: S SR 61 INTERSECTION

Length: 1.61

Phase Group: RIGHT OF WAY

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|---------|------|------|------|----------------|
| ROW | DIH | 0 | 50,000 | 0 | 0 | 0 | 50,000 |
| ROW | DS | 0 | 450,000 | 0 | 0 | 0 | 450,000 |
| | | 500,000 | | | | | 500,000 |

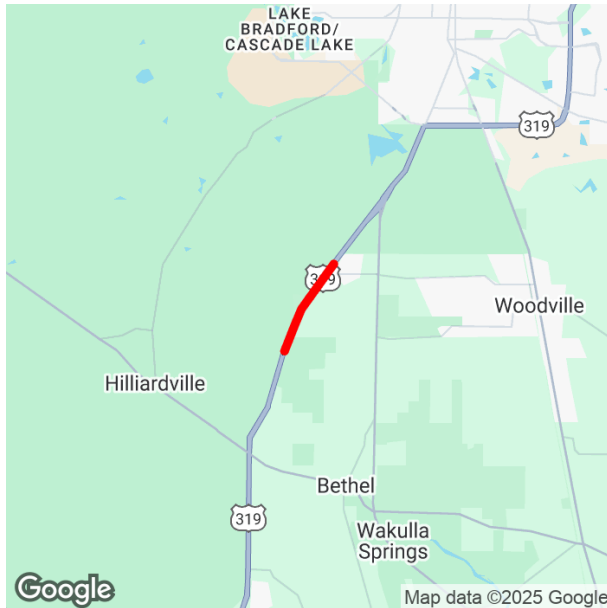
Project Priority No. 4: Major Capacity List FY 2026 -FY 2030

Prior Year Cost: 7,666,862

Future Year Cost: 0

Total Project Cost: 15,476,307

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

SR 369 (US 319) FROM S OF WAKULLA CO LINE TO S OF L.L. WALLACE ROAD**2198815 Non-SIS****Project Description:** ADD LANES & RECONSTRUCT**Lead Agency:** MANAGED BY FDOT**From:** WAKULLA COUNTY LINE**County:** LEON**To:** L.L. WALLACE ROAD**Length:** 2.221**Phase Group:** RIGHT OF WAY

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------------------|------|------|------|------------------|
| ROW | ACSU | 352,488 | 0 | 0 | 0 | 0 | 352,488 |
| ROW | DIH | 340,000 | 200,000 | 0 | 0 | 0 | 540,000 |
| ROW | SA | 2,216,087 | 0 | 0 | 0 | 0 | 2,216,087 |
| ROW | SU | 1,264,605 | 2,936,265 | 0 | 0 | 0 | 4,200,870 |
| | | 4,173,180 | 3,136,265 | | | | 7,309,445 |

Project Priority No. 4: Major Capacity List FY 2026 -FY 2030

*CRTPA Urban Attributable Funds Programmed on the Project***Prior Year Cost: 7,666,862****Future Year Cost: 0****Total Project Cost: 15,476,307****LRTP: 2045 RMP Page 5-4 - Table 5-2**

SR 373 ORANGE AVE FROM CYPRESS LAKE ST TO SR 61 S MONROE ST**4379024 Non-SIS****Project Description:** ADD LANES & RECONSTRUCT**Lead Agency:** MANAGED BY FDOT**From:** CYPRESS LAKE ST**County:** LEON**To:** SR 61 S MONROE ST**Length:** 1.78**Phase Group:** PRELIMINARY ENGINEERING

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|---------|------|------|------|----------------|
| PE | SU | 0 | 800,000 | 0 | 0 | 0 | 800,000 |
| | | 800,000 | | | | | 800,000 |

Project Priority No. 3: Major Capacity List FY 2026 -FY 2030

*CRTPA Urban Attributable Funds Programmed on the Project***Prior Year Cost: 5,293,592****Future Year Cost: 0****Total Project Cost: 9,283,592****LRTP: 2045 RMP Page 5-4 - Table 5-2**

SR 373 ORANGE AVE FROM S LAKE BRADFORD RD TO CYPRESS LAKE ST**4379023 Non-SIS****Project Description:** ADD LANES & RECONSTRUCT**Lead Agency:** MANAGED BY FDOT**From:****County:** LEON**To:****Length:** 0.995**Phase Group:** PRELIMINARY ENGINEERING

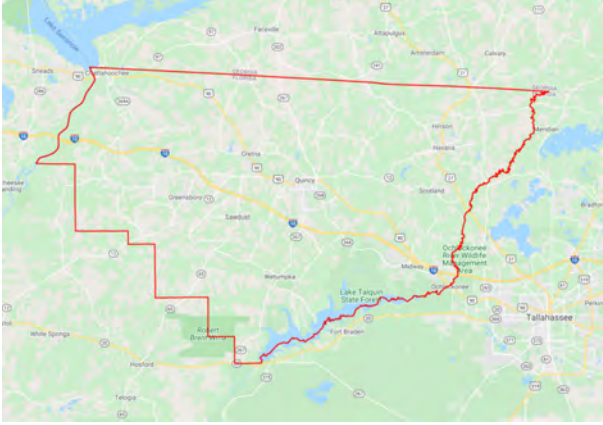
| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------|------------------|------|------|------------------|
| PE | DIH | 0 | 0 | 290,000 | 0 | 0 | 290,000 |
| PE | SU | 0 | 0 | 2,900,000 | 0 | 0 | 2,900,000 |
| | | | | 3,190,000 | | | 3,190,000 |

Project Priority No. 3: Major Capacity List FY 2026 -FY 2030

*CRTPA Urban Attributable Funds Programmed on the Project***Prior Year Cost: 5,293,592****Future Year Cost: 0****Total Project Cost: 9,283,592****LRTP: 2045 RMP Page 5-4 - Table 5-2**

SECTION E - PUBLIC TRANSPORTATION (STATE/FEDERALLY FUNDED)

BIG BEND TRANSIT COMMUTER ROUTE 4222621 Non-SIS



Project Description: COMMUTER TRANS. ASSISTANCE

Lead Agency: MANAGED BY BIG BEND TRANSIT **From:**

County: GADSDEN **To:**

Length: 0

Phase Group: OPERATIONS

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|---------------|---------------|---------------|---------------|---------------|----------------|
| OPS | DDR | 10,000 | 10,000 | 10,000 | 15,554 | 20,800 | 66,354 |
| OPS | LF | 10,000 | 10,000 | 10,000 | 15,554 | 20,800 | 66,354 |
| | | 20,000 | 20,000 | 20,000 | 31,108 | 41,600 | 132,708 |

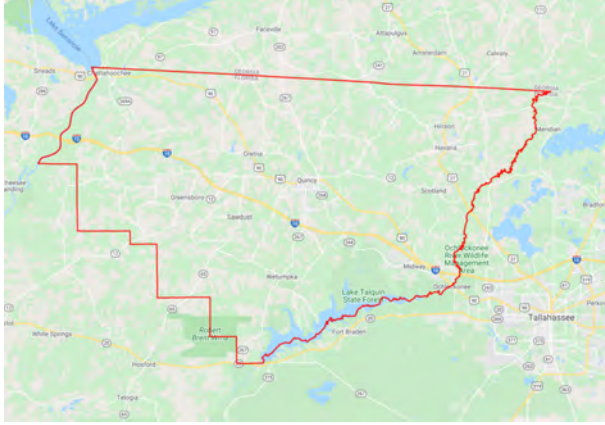
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 132,708

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

**PROGRAM 18 - SECTION 5311 CAPITAL AWARD GADSDEN COUNTY BIG BEND TRANS
4518921 Non-SIS**



Project Description: CAPITAL FOR FIXED ROUTE

Lead Agency: MANAGED BY BIG BEND TRANSIT

County: GADSDEN

Length: 0

Phase Group: CAPITAL

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|-------------------|------|------|------|------|-------------------|
| CAP | DU | 10,000,000 | 0 | 0 | 0 | 0 | 10,000,000 |
| CAP | LF | 2,500,000 | 0 | 0 | 0 | 0 | 2,500,000 |
| | | 12,500,000 | | | | | 12,500,000 |

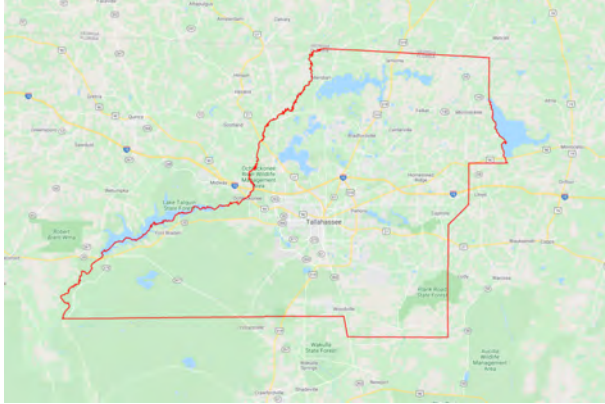
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 12,500,000

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

APALACHEE REGIONAL PLANNING COUNCIL COMMUTER ASSISTANCE **4469941 Non-SIS**



Project Description: COMMUTER TRANS. ASSISTANCE

Lead Agency: MANAGED BY APALACHEE
REGIONAL PLN COUNCIL

County: LEON

Length: 0

Phase Group: OPERATIONS

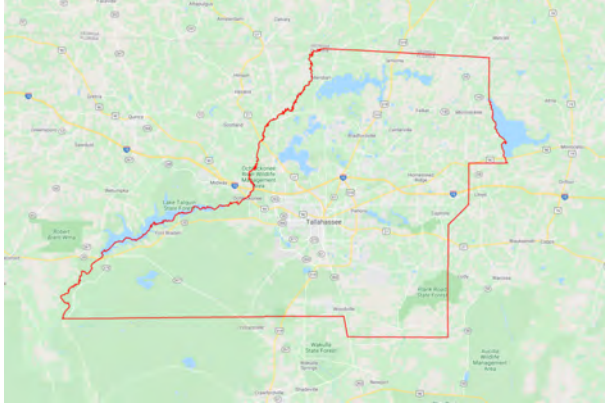
| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|----------------|----------------|----------------|----------------|------------------|
| OPS | DDR | 258,679 | 272,014 | 275,927 | 279,554 | 283,006 | 1,369,180 |
| | | 258,679 | 272,014 | 275,927 | 279,554 | 283,006 | 1,369,180 |

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,369,180

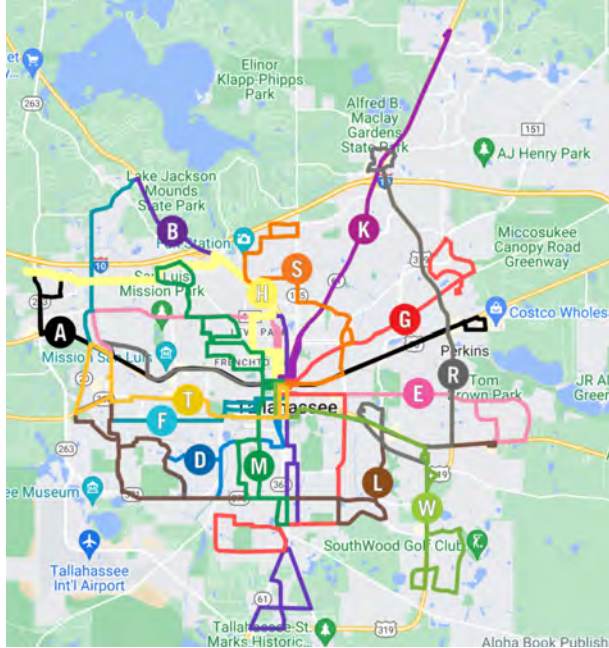
LRTP: 2045 RMP Page 5-11 - Table 5-10

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

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|---------------|---------------|---------------|---------------|---------------|----------------|
| OPS | DDR | 40,000 | 40,000 | 40,000 | 44,554 | 51,000 | 215,554 |
| | | 40,000 | 40,000 | 40,000 | 44,554 | 51,000 | 215,554 |

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 215,554****LRTP: 2045 RMP Table 5-11 - Page 5-10**

CITY OF TALLAHASSEE STARMETRO CAPITAL SECTION 5307
4222512 Non-SIS



Project Description: CAPITAL FOR FIXED ROUTE

Extra Description: STARMETRO CAPITAL SECTION 5307 FORMULA PURCHASE VEHICLES, EQUIPMENT; SECURITY & TRANSIT ENHANCEMENT BUILD, EXPAND, REPAIR, RENOVATE FACILITIES

Lead Agency: MANAGED BY TALLAHASSEE

County: LEON

Length: 0

Phase Group: CAPITAL

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------------------|------------------|------------------|------------------|-------------------|
| CAP | FTA | 1,921,770 | 1,921,770 | 1,921,770 | 1,921,770 | 1,921,770 | 9,608,850 |
| CAP | LF | 480,442 | 480,442 | 480,442 | 480,442 | 480,442 | 2,402,210 |
| | | 2,402,212 | 2,402,212 | 2,402,212 | 2,402,212 | 2,402,212 | 12,011,060 |

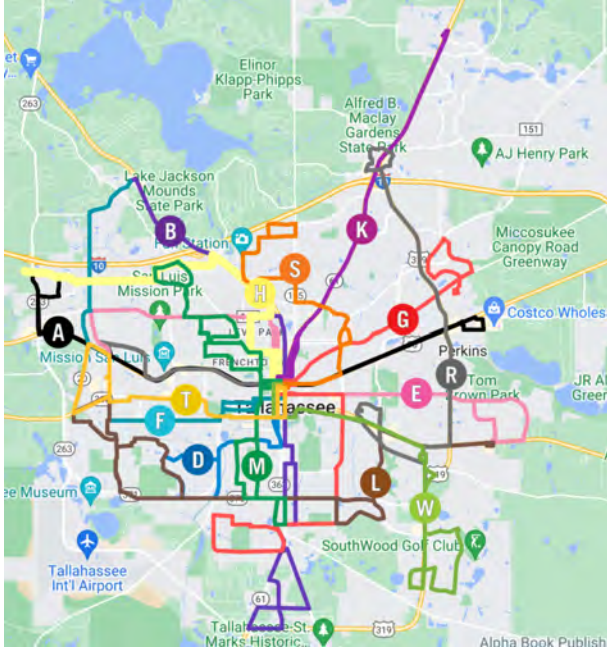
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 12,011,060

L RTP: 2045 RMP Page 5-11 - Table 5-10

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



Project Description: CAPITAL FOR FIXED ROUTE

Extra Description: CAPITAL-OPERATING 5310 FORMULA PURCHASE ADA COMPLIANT VEHICLES & BUS STOP AMENITIES

Lead Agency: MANAGED BY TALLAHASSEE

County: LEON

Length: 0

Phase Group: CAPITAL

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|----------------|----------------|----------------|----------------|----------------|
| CAP | FTA | 115,818 | 115,818 | 115,818 | 115,818 | 115,818 | 579,090 |
| CAP | LF | 28,955 | 28,955 | 28,955 | 28,955 | 28,955 | 144,775 |
| | | 144,773 | 144,773 | 144,773 | 144,773 | 144,773 | 723,865 |

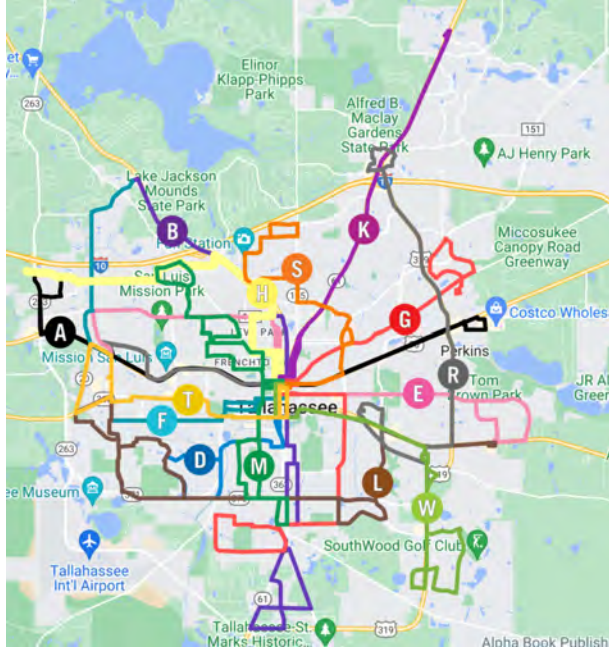
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 723,865

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

Extra Description: STARMETRO OPERATING FOR FIXED ROUTE; SECTION 5307 FORMULA
 OPERATING COSTS FOR EQUIPMENT & FACILITIES JARC PROJECTS

Lead Agency: MANAGED BY TALLAHASSEE

County: LEON

Length: 0

Phase Group: OPERATIONS

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------------------|------------------|------------------|------------------|-------------------|
| OPS | LF | 1,926,022 | 1,926,022 | 1,926,022 | 1,926,022 | 1,926,022 | 9,630,110 |
| OPS | FTA | 1,926,022 | 1,926,022 | 1,926,022 | 1,926,022 | 1,926,022 | 9,630,110 |
| | | 3,852,044 | 3,852,044 | 3,852,044 | 3,852,044 | 3,852,044 | 19,260,220 |

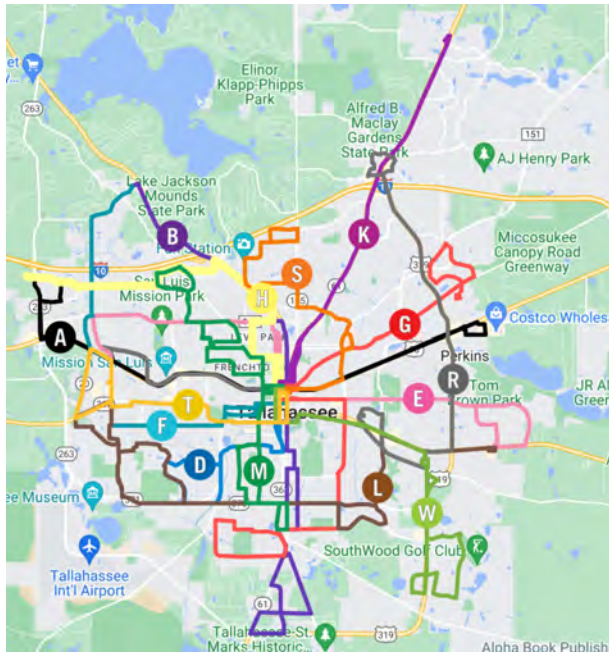
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 19,260,220

L RTP: 2045 RMP Page 5-11 - Table 5-10

CITY OF TALLAHASSEE STARMETRO SECTION 5339 CAPITAL
4252699 Non-SIS



Project Description: CAPITAL FOR FIXED ROUTE

Extra Description: REPLACE, REHAB, & PURCHASE BUSES & RELATED EQUIPMENT CONSTRUCT BUS-RELATED FACILITIES; SECTION 5339 FORMULA

Lead Agency: MANAGED BY TALLAHASSEE

County: LEON

Length: 0

Phase Group: CAPITAL

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------------------|----------------|----------------|----------------|------------------|
| CAP | FTA | 418,004 | 836,008 | 418,004 | 418,004 | 418,004 | 2,508,024 |
| CAP | LF | 104,501 | 209,002 | 104,501 | 104,501 | 104,501 | 627,006 |
| | | 522,505 | 1,045,010 | 522,505 | 522,505 | 522,505 | 3,135,030 |

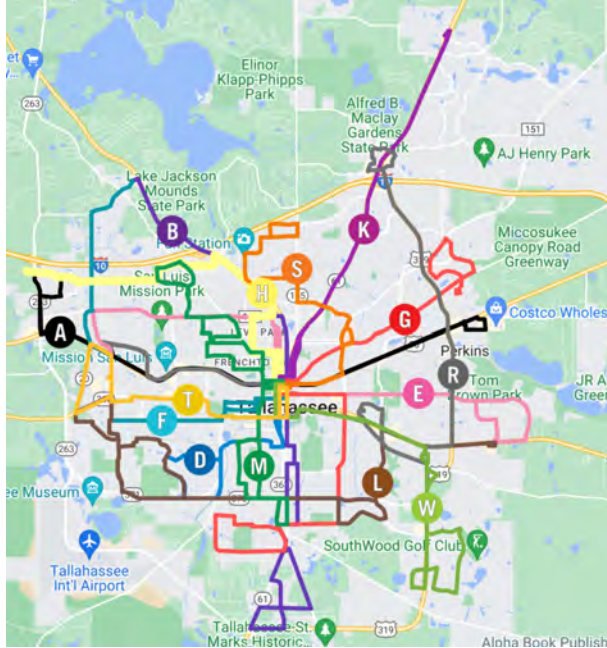
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 3,135,030

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: MANAGED BY TALLAHASSEE

County: LEON

Length: 0

Phase Group: OPERATIONS

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|----------------|----------------|----------------|----------------|------------------|
| OPS | DU | 315,000 | 320,000 | 330,000 | 350,000 | 360,000 | 1,675,000 |
| OPS | LF | 315,000 | 320,000 | 330,000 | 350,000 | 360,000 | 1,675,000 |
| | | 630,000 | 640,000 | 660,000 | 700,000 | 720,000 | 3,350,000 |

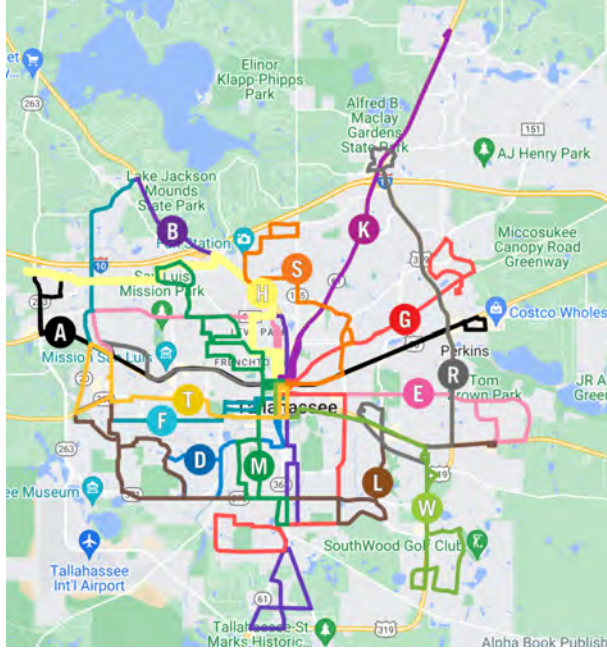
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 3,350,000

L RTP: 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: MANAGED BY TALLAHASSEE
County: LEON
Length: 0
Phase Group: OPERATIONS

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------------------|------------------|------------------|------------------|-------------------|
| OPS | DDR | 1,411,263 | 1,451,085 | 1,494,618 | 1,539,455 | 1,585,640 | 7,482,061 |
| OPS | LF | 1,411,263 | 1,451,085 | 1,494,618 | 1,539,455 | 1,585,640 | 7,482,061 |
| | | 2,822,526 | 2,902,170 | 2,989,236 | 3,078,910 | 3,171,280 | 14,964,122 |

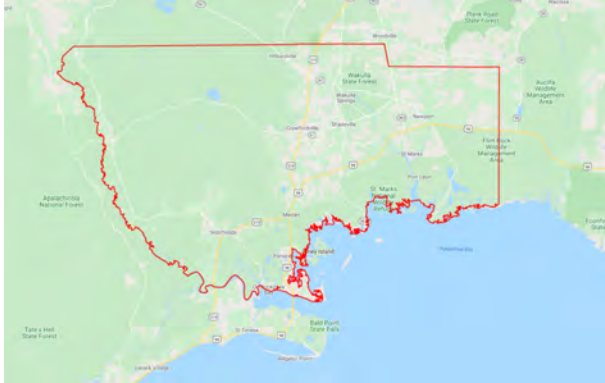
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 14,964,122

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: MANAGED BY WAKULLA CO SR

CITIZEN COUNCIL

County: WAKULLA

Length: 0

Phase Group: OPERATIONS

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|----------------|----------------|----------------|----------------|------------------|
| OPS | DU | 330,000 | 340,000 | 360,000 | 380,000 | 390,000 | 1,800,000 |
| OPS | LF | 330,000 | 340,000 | 360,000 | 380,000 | 390,000 | 1,800,000 |
| | | 660,000 | 680,000 | 720,000 | 760,000 | 780,000 | 3,600,000 |

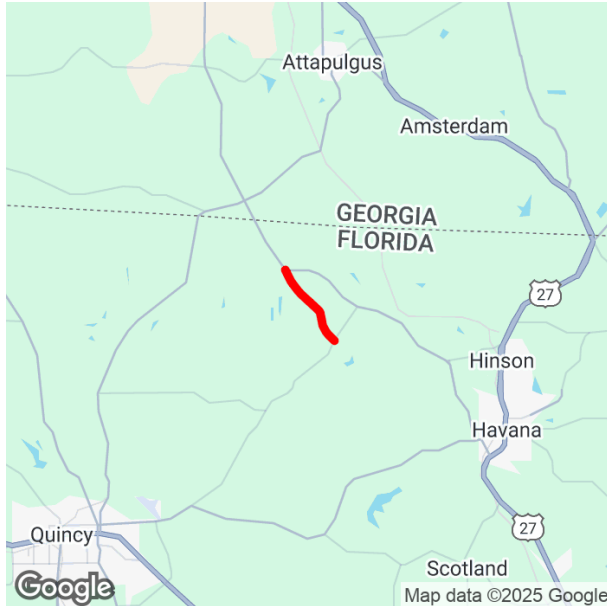
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 3,600,000

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

SECTION F - RESURFACING (STATE/FEDERALLY FUNDED)

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:** MANAGED BY GADSDEN BOARD COMMISSIONERS**From:** CR 161 POINT MILLIGAN RD**To:** CR 159 SALEM RD**County:** GADSDEN**Length:** 2.09**Phase Group:** CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CST | SCRA | 1,692,780 | 0 | 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:** MANAGED BY GADSDEN COUNTY
BOARD OF COUNTY**From:** CR 65A JUNIPER CREEK RD**To:** SR 65 HOSFORD HWY**County:** GADSDEN**Length:** 2.464**Phase Group:** CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CST | GRSC | 2,732,527 | 0 | 0 | 0 | 0 | 2,732,527 |
| | | 2,732,527 | | | | | 2,732,527 |

Prior Year Cost: 291,210**Future Year Cost: 0****Total Project Cost: 3,023,737****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: MANAGED BY FDOT

County: GADSDEN

Length: 1.155

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

From: MADISON ST

To: W OF QUINCY CREEK

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|-----------|------|------|------|------------------|
| RRU | DS | 0 | 50,000 | 0 | 0 | 0 | 50,000 |
| CST | DDR | 0 | 2,858,130 | 0 | 0 | 0 | 2,858,130 |
| CST | DIH | 0 | 34,297 | 0 | 0 | 0 | 34,297 |
| CST | DS | 0 | 342,975 | 0 | 0 | 0 | 342,975 |
| CST | SU | 0 | 243,198 | 0 | 0 | 0 | 243,198 |
| | | 3,528,600 | | | | | 3,528,600 |

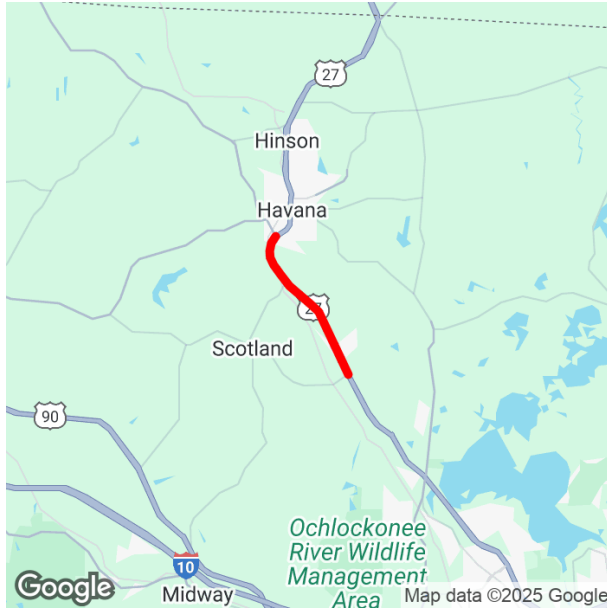
Prior Year Cost: 585,268

Future Year Cost: 0

Total Project Cost: 4,113,868

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

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



Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: GADSDEN
Length: 3.718
Phase Group: CONSTRUCTION

From: SR 159
To: CR 270 SHADY REST RD

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CST | DDR | 5,018,398 | 0 | 0 | 0 | 0 | 5,018,398 |
| CST | DIH | 60,221 | 0 | 0 | 0 | 0 | 60,221 |
| CST | DS | 602,208 | 0 | 0 | 0 | 0 | 602,208 |
| | | 5,680,827 | | | | | 5,680,827 |

Prior Year Cost: 677,992

Future Year Cost: 0

Total Project Cost: 6,358,819

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: MANAGED BY FDOT
County: GADSDEN
Length: 11.084
Phase Group: CONSTRUCTION

From: WEST OF SR 267
To: WEST OF SR 10 (US 90)

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------|-------------------|------|------|-------------------|
| CST | ACNP | 0 | 0 | 37,753,169 | 0 | 0 | 37,753,169 |
| | | | | 37,753,169 | | | 37,753,169 |

Prior Year Cost: 2,083,530

Future Year Cost: 0

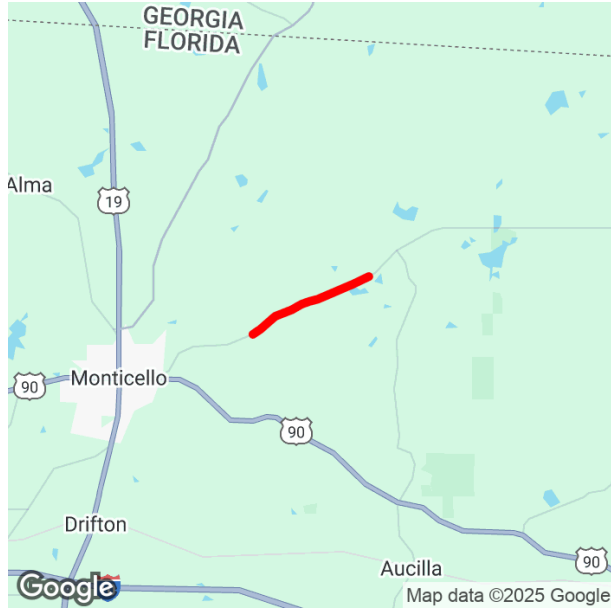
Total Project Cost: 39,836,699

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

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

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CST | GRSC | 1,919,861 | 0 | 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 146 ASHVILLE HWY FROM BASSETT DAIRY RD TO LUTHER FOUNTAIN RD**4486053 Non-SIS****Project Description:** WIDEN/RESURFACE EXIST LANES**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE**From:** BASSETT DAIRY RD**To:** LUTHER FOUNTAIN RD**County:** JEFFERSON**Length:** 3.092**Phase Group:** CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|-----------|------|------|------------------|
| CST | SCED | 0 | 0 | 2,777,099 | 0 | 0 | 2,777,099 |
| | | 2,777,099 | | | | | 2,777,099 |

Prior Year Cost: 1,654,048**Future Year Cost: 0****Total Project Cost: 5,928,354****LRTP: 2045 RMP Page 5-8 - Table 5-4**

CR 146 ASHVILLE HWY FROM BASSETT DAIRY RD TO QUITMAN HWY**4486052 Non-SIS****Project Description:** WIDEN/RESURFACE EXIST LANES**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE**From:** BASSETT DAIRY RD**To:** QUITMAN HWY**County:** JEFFERSON**Length:** 11.488**Phase Group:** PRELIMINARY ENGINEERING

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| PE | GRSC | 1,497,207 | 0 | 0 | 0 | 0 | 1,497,207 |
| | | 1,497,207 | | | | | 1,497,207 |

Prior Year Cost: 1,654,048**Future Year Cost: 0****Total Project Cost: 5,928,354****LRTP: 2045 RMP Page 5-8 - Table 5-4**

CR 259 WAUKEENAH HWY FROM CR 158 NASH RD TO RABON RD
4383663 Non-SIS



Project Description: WIDEN/RESURFACE EXIST LANES

Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE

From: CR 158 NASH RD

To: RABON RD

County: JEFFERSON

Length: 2.281

Phase Group: CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CST | GRSC | 2,190,370 | 0 | 0 | 0 | 0 | 2,190,370 |
| | | 2,190,370 | | | | | 2,190,370 |

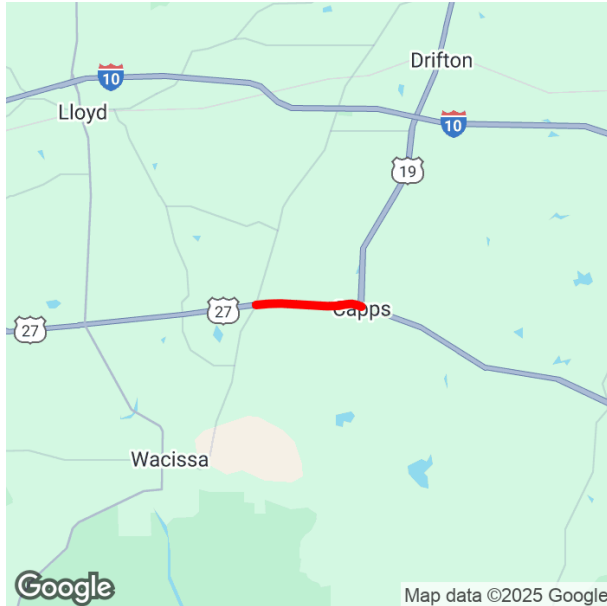
Prior Year Cost: 2,837,650

Future Year Cost: 0

Total Project Cost: 5,028,020

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: MANAGED BY FDOT
County: JEFFERSON
Length: 2.738
Phase Group: CONSTRUCTION

From: WEST OF CR 259
To: WEST OF SR 57 (US 19)

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|-----------|------|------|------|------------------|
| CST | ACNR | 0 | 6,222,839 | 0 | 0 | 0 | 6,222,839 |
| CST | ACSS | 0 | 262,167 | 0 | 0 | 0 | 262,167 |
| CST | DIH | 0 | 74,675 | 0 | 0 | 0 | 74,675 |
| CST | DS | 0 | 746,741 | 0 | 0 | 0 | 746,741 |
| | | 7,306,422 | | | | | 7,306,422 |

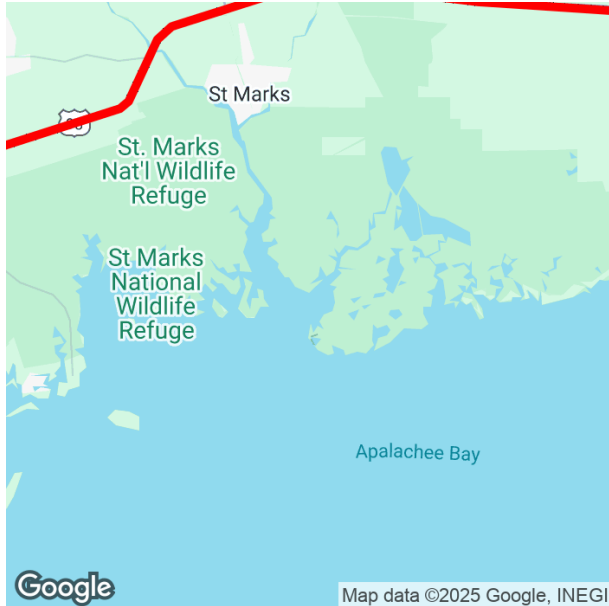
Prior Year Cost: 812,647

Future Year Cost: 0

Total Project Cost: 8,119,069

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

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



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

From: WAKULLA COUNTY LINE
To: TAYLOR COUNTY LINE

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CST | ACNR | 7,500,731 | 0 | 0 | 0 | 0 | 7,500,731 |
| CST | DIH | 90,009 | 0 | 0 | 0 | 0 | 90,009 |
| CST | DS | 900,088 | 0 | 0 | 0 | 0 | 900,088 |
| | | 8,490,828 | | | | | 8,490,828 |

Prior Year Cost: 988,669

Future Year Cost: 0

Total Project Cost: 9,479,497

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

SR 57 (US 19) S JEFFERSON ST FROM NORTH OF MARTIN RD TO SR 10 (US 90)**4546431 SIS****Project Description:** RESURFACING**Lead Agency:** MANAGED BY FDOT**County:** JEFFERSON**Length:** 0.903**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION**From:** NORTH OF MARTIN RD**To:** SR 10 (US 90)

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------|------------------|------|------|------------------|
| PE | DIH | 65,313 | 0 | 0 | 0 | 0 | 65,313 |
| PE | DS | 653,130 | 0 | 0 | 0 | 0 | 653,130 |
| CST | ACNR | 0 | 0 | 2,415,142 | 0 | 0 | 2,415,142 |
| CST | DIH | 0 | 0 | 28,982 | 0 | 0 | 28,982 |
| CST | SA | 0 | 0 | 289,817 | 0 | 0 | 289,817 |
| | | 718,443 | | 2,733,941 | | | 3,452,384 |

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 3,452,384****LRTP: 2045 RMP Page 5-8 - Table 5-4**

SR 59 GAMBLE RD FROM SR 20 (US 27) TO LEON COUNTY LINE**4546241 Non-SIS****Project Description:** RESURFACING**Lead Agency:** MANAGED BY FDOT**County:** JEFFERSON**Length:** 8.157**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION**From:** SR 20 (US 27)**To:** LEON COUNTY LINE

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------------------|------|------|------------------|
| PE | DIH | 115,524 | 0 | 0 | 0 | 0 | 115,524 |
| PE | DS | 1,155,240 | 0 | 0 | 0 | 0 | 1,155,240 |
| CST | ACNR | 0 | 0 | 7,231,475 | 0 | 0 | 7,231,475 |
| CST | BRRP | 0 | 0 | 78,944 | 0 | 0 | 78,944 |
| CST | DIH | 0 | 0 | 86,778 | 0 | 0 | 86,778 |
| CST | DS | 0 | 0 | 867,777 | 0 | 0 | 867,777 |
| | | 1,270,764 | | 8,264,974 | | | 9,535,738 |

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 9,535,738****LRTP: 2045 RMP Page 5-8 - Table 5-4**

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



Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: JEFFERSON
Length: 13.774
Phase Group: CONSTRUCTION

From: SR 30 (US98)
To: CR 259 TRAM RD

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|-------------------|------------|------|------|------|-------------------|
| CST | DDR | 0 | 2,227,194 | 0 | 0 | 0 | 2,227,194 |
| CST | DIH | 0 | 162,652 | 0 | 0 | 0 | 162,652 |
| CST | DS | 0 | 1,225,035 | 0 | 0 | 0 | 1,225,035 |
| CST | SA | 0 | 11,728,598 | 0 | 0 | 0 | 11,728,598 |
| | | 15,343,479 | | | | | 15,343,479 |

Prior Year Cost: 1,569,664

Future Year Cost: 0

Total Project Cost: 16,913,143

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

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



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 3.938

Phase Group: CONSTRUCTION

From: CR 0353 (DEMPSEY MAYO ROAD)

To: APEX DRIVE

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|-------------------|-----------|------|------|------|-------------------|
| CST | DIH | 0 | 105,481 | 0 | 0 | 0 | 105,481 |
| CST | DS | 0 | 1,054,810 | 0 | 0 | 0 | 1,054,810 |
| CST | LF | 0 | 106,200 | 0 | 0 | 0 | 106,200 |
| CST | SA | 0 | 8,790,082 | 0 | 0 | 0 | 8,790,082 |
| | | 10,056,573 | | | | | 10,056,573 |

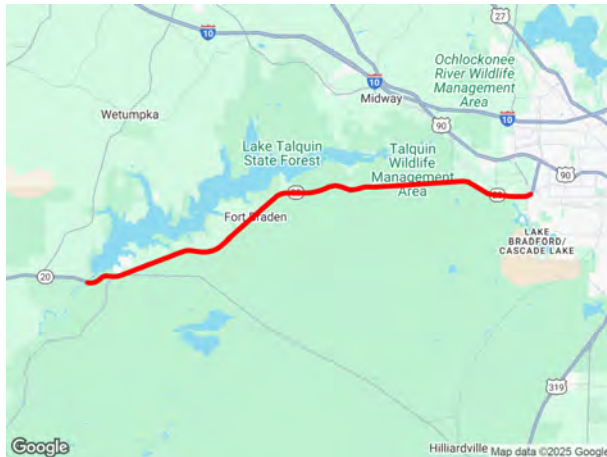
Prior Year Cost: 1,106,823

Future Year Cost: 0

Total Project Cost: 11,163,396

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

SR 20 FROM OCHLOCKONEE RIVER TO WEST OF SR 263 CAPITAL CIRCLE
4547501 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 18.812

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: OCHLOCKONEE RIVER

To: WEST OF SR 263 CAPITAL CIRCLE

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|-------------------|------|------|-------------------|
| PE | DIH | 249,892 | 0 | 0 | 0 | 0 | 249,892 |
| PE | DS | 2,498,920 | 0 | 0 | 0 | 0 | 2,498,920 |
| CST | ACNR | 0 | 0 | 19,678,790 | 0 | 0 | 19,678,790 |
| CST | ACSS | 0 | 0 | 1,258,379 | 0 | 0 | 1,258,379 |
| CST | DDR | 0 | 0 | 59,855 | 0 | 0 | 59,855 |
| CST | DIH | 0 | 0 | 236,145 | 0 | 0 | 236,145 |
| CST | SA | 0 | 0 | 2,301,600 | 0 | 0 | 2,301,600 |
| | | 2,748,812 | | 23,534,769 | | | 26,283,581 |

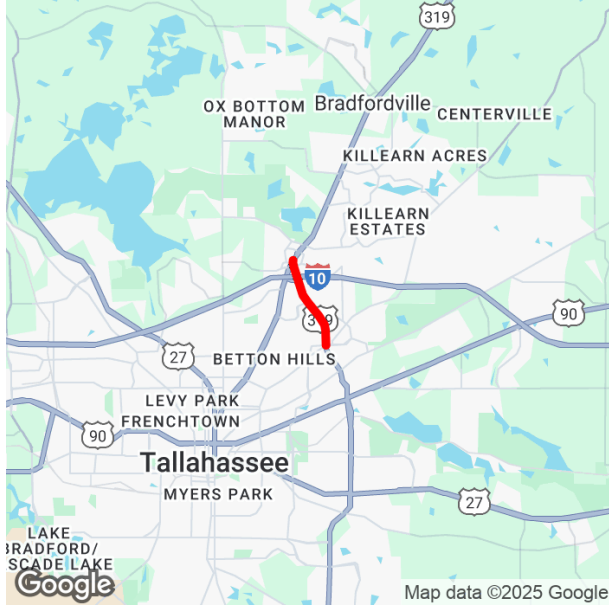
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 26,283,581

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

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



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 2.684

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

From: CENTERVILLE RD

To: SR 61 THOMASVILLE RD

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| RRU | DS | 100,000 | 0 | 0 | 0 | 0 | 100,000 |
| CST | ACNR | 8,054,387 | 0 | 0 | 0 | 0 | 8,054,387 |
| CST | ACSS | 97,476 | 0 | 0 | 0 | 0 | 97,476 |
| CST | DIH | 96,653 | 0 | 0 | 0 | 0 | 96,653 |
| CST | DS | 966,525 | 0 | 0 | 0 | 0 | 966,525 |
| CST | LF | 412,000 | 0 | 0 | 0 | 0 | 412,000 |
| | | 9,727,041 | | | | | 9,727,041 |

Prior Year Cost: 1,424,132

Future Year Cost: 0

Total Project Cost: 11,151,173

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

SR 261 CAPITAL CIRCLE FROM TRAM RD (CR 259) TO SR 20 (US 27) APALACHEE PKWY
4546251 SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 3.509

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: TRAM RD (CR 259)

To: SR 20 (US 27) APALACHEE PKWY

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|-------------------|------|------|-------------------|
| PE | DIH | 137,196 | 0 | 0 | 0 | 0 | 137,196 |
| PE | DS | 1,371,955 | 0 | 0 | 0 | 0 | 1,371,955 |
| CST | ACNR | 0 | 0 | 11,805,511 | 0 | 0 | 11,805,511 |
| CST | DDR | 0 | 0 | 1,416,661 | 0 | 0 | 1,416,661 |
| CST | DIH | 0 | 0 | 141,666 | 0 | 0 | 141,666 |
| | | 1,509,151 | | 13,363,838 | | | 14,872,989 |

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 14,872,989

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

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



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 1.063

Phase Group: CONSTRUCTION

From: SR 363 (US 27) WOODVILLE

To: E OF SR 61

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|-----------|------|------|------|------------------|
| CST | ACNR | 0 | 3,472,051 | 0 | 0 | 0 | 3,472,051 |
| CST | DIH | 0 | 41,664 | 0 | 0 | 0 | 41,664 |
| CST | SA | 0 | 416,646 | 0 | 0 | 0 | 416,646 |
| | | 3,930,361 | | | | | 3,930,361 |

Prior Year Cost: 602,750

Future Year Cost: 0

Total Project Cost: 4,533,111

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

SR 363 WOODVILLE HWY FROM CR 2192 NATURAL BR RD TO SR 261 (US 319) CAPITAL CIRCLE**4546271 Non-SIS****Project Description:** RESURFACING**Lead Agency:** MANAGED BY FDOT**County:** LEON**Length:** 4.628**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION**From:** CR 2192 NATURAL BR RD**To:** SR 261 (US 319) CAPITAL CIRCLE

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------------------|------|------|------------------|
| PE | DIH | 127,163 | 0 | 0 | 0 | 0 | 127,163 |
| PE | DS | 1,271,630 | 0 | 0 | 0 | 0 | 1,271,630 |
| CST | ACSS | 0 | 0 | 300,460 | 0 | 0 | 300,460 |
| CST | CM | 0 | 0 | 1,132,690 | 0 | 0 | 1,132,690 |
| CST | DDR | 0 | 0 | 4,670,806 | 0 | 0 | 4,670,806 |
| CST | DIH | 0 | 0 | 69,642 | 0 | 0 | 69,642 |
| CST | DS | 0 | 0 | 696,419 | 0 | 0 | 696,419 |
| | | 1,398,793 | | 6,870,017 | | | 8,268,810 |

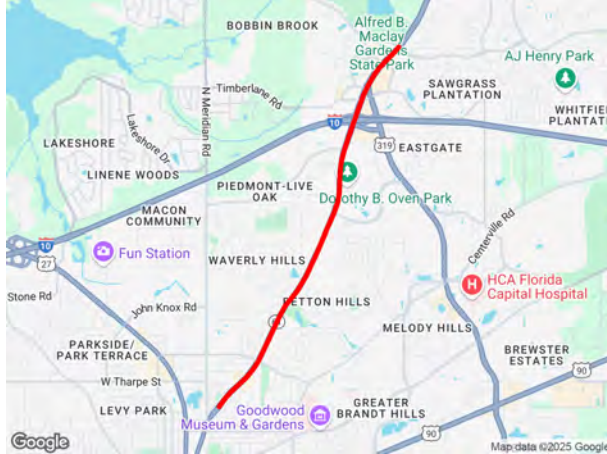
Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 8,268,810****LRTP: 2045 RMP Page 5-8 - Table 5-4**

SR 59 FROM JEFFERSON CO LINE TO SR 10 (US 90)**4546221 Non-SIS****Project Description:** RESURFACING**Lead Agency:** MANAGED BY FDOT**County:** LEON**Length:** 0.111**Phase Group:** PRELIMINARY ENGINEERING, CONSTRUCTION**From:** JEFFERSON CO LINE**To:** SR 10 (US 90)

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------|----------------|------|------|----------------|
| PE | DIH | 12,947 | 0 | 0 | 0 | 0 | 12,947 |
| PE | DS | 129,470 | 0 | 0 | 0 | 0 | 129,470 |
| CST | DIH | 0 | 0 | 2,766 | 0 | 0 | 2,766 |
| CST | DS | 0 | 0 | 258,164 | 0 | 0 | 258,164 |
| | | 142,417 | | 260,930 | | | 403,347 |

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 403,347****LRTP: 2045 RMP Page 5-8 - Table 5-4**

SR 61 (THOMASVILLE RD) FROM NORTH OF 9TH AVE TO S OF MACLAY RD
4529381 SIS



Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 4.088
Phase Group: CONSTRUCTION

From: NORTH OF 9TH AVE
To: S OF MACLAY RD

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|-------------------|-----------|------|------|------|-------------------|
| CST | ACNR | 0 | 4,931,764 | 0 | 0 | 0 | 4,931,764 |
| CST | ACSS | 0 | 175,067 | 0 | 0 | 0 | 175,067 |
| CST | DDR | 0 | 5,909,008 | 0 | 0 | 0 | 5,909,008 |
| CST | DIH | 0 | 130,090 | 0 | 0 | 0 | 130,090 |
| CST | LF | 0 | 318,600 | 0 | 0 | 0 | 318,600 |
| CST | SA | 0 | 1,300,893 | 0 | 0 | 0 | 1,300,893 |
| | | 12,765,422 | | | | | 12,765,422 |

Prior Year Cost: 1,433,154

Future Year Cost: 0

Total Project Cost: 14,198,576

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: MANAGED BY FDOT

County: LEON

Length: 4.049

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

From: S OF SR 61 SB

To: ARDEN RD

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| RRU | ACSS | 95,000 | 0 | 0 | 0 | 0 | 95,000 |
| CST | ACCM | 713,070 | 0 | 0 | 0 | 0 | 713,070 |
| CST | DIH | 60,593 | 0 | 0 | 0 | 0 | 60,593 |
| CST | LF | 302,800 | 0 | 0 | 0 | 0 | 302,800 |
| CST | SA | 4,942,262 | 0 | 0 | 0 | 0 | 4,942,262 |
| | | 6,113,725 | | | | | 6,113,725 |

Prior Year Cost: 1,002,535

Future Year Cost: 0

Total Project Cost: 7,116,260

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

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



Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 8.521
Phase Group: CONSTRUCTION

From: TIMBERWOLF CROSSING
To: GEORGIA STATE LINE

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|-------------------|------------|------|------|------|-------------------|
| CST | ACNR | 0 | 12,634,509 | 0 | 0 | 0 | 12,634,509 |
| CST | DDR | 0 | 1,516,141 | 0 | 0 | 0 | 1,516,141 |
| CST | DIH | 0 | 151,614 | 0 | 0 | 0 | 151,614 |
| CST | LF | 0 | 106,200 | 0 | 0 | 0 | 106,200 |
| | | 14,408,464 | | | | | 14,408,464 |

Prior Year Cost: 1,512,935

Future Year Cost: 0

Total Project Cost: 15,921,399

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

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



Prior Year Cost: 1,219,176

Future Year Cost: 0

Total Project Cost: 13,476,614

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

Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 3.323

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

From: ARDEN RD

To: GAINES ST

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|-------------------|------|------|------|------|-------------------|
| RRU | DDR | 3,000 | 0 | 0 | 0 | 0 | 3,000 |
| RRU | DS | 30,000 | 0 | 0 | 0 | 0 | 30,000 |
| RRU | LF | 4,500,000 | 0 | 0 | 0 | 0 | 4,500,000 |
| CST | DIH | 75,770 | 0 | 0 | 0 | 0 | 75,770 |
| CST | DS | 757,700 | 0 | 0 | 0 | 0 | 757,700 |
| CST | LF | 576,800 | 0 | 0 | 0 | 0 | 576,800 |
| CST | SA | 6,314,168 | 0 | 0 | 0 | 0 | 6,314,168 |
| | | 12,257,438 | | | | | 12,257,438 |

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



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 6.05

Phase Group: CONSTRUCTION

From: SR 263 (CAPITAL CIRCLE)

To: JOHN KNOX RD

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|-------------------|------------|------|------|------|-------------------|
| CST | ACNR | 0 | 16,942,625 | 0 | 0 | 0 | 16,942,625 |
| CST | DDR | 0 | 2,033,115 | 0 | 0 | 0 | 2,033,115 |
| CST | DIH | 0 | 203,311 | 0 | 0 | 0 | 203,311 |
| CST | LF | 0 | 106,200 | 0 | 0 | 0 | 106,200 |
| | | 19,285,251 | | | | | 19,285,251 |

Prior Year Cost: 1,874,957

Future Year Cost: 0

Total Project Cost: 21,160,208

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

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



Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 8.771
Phase Group: CONSTRUCTION

From: W OF OLD BAINBRIDGE RD
To: W OF OLSON RD

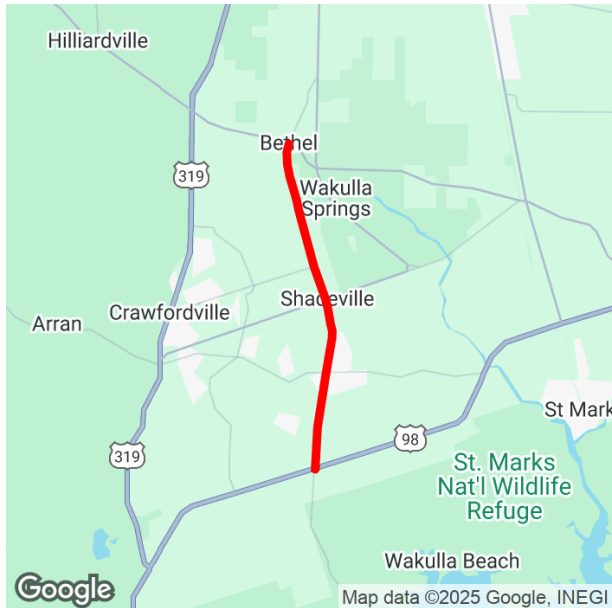
| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|-------------------|------|------|------|------|-------------------|
| CST | ACNP | 18,369,979 | 0 | 0 | 0 | 0 | 18,369,979 |
| | | 18,369,979 | | | | | 18,369,979 |

Prior Year Cost: 79,823,267

Future Year Cost: 0

Total Project Cost: 98,193,246

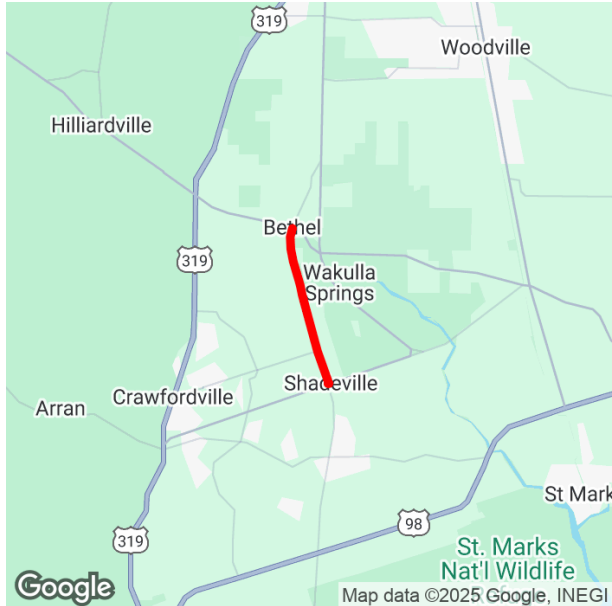
LRTP: 2045 RMP Page 5-8 - Table 5-4

CR 365 SPRING CREEK RD FROM BLOXHAM CUTOFF RD TO SR 30 (US 98)**4552191 Non-SIS****Project Description:** WIDEN/RESURFACE EXIST LANES**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE**From:** BLOXHAM CUTOFF RD**To:** SR 30 (US 98)**County:** WAKULLA**Length:** 7.844**Phase Group:** PRELIMINARY ENGINEERING

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|---------|------|------|------|----------------|
| PE | SCOP | 0 | 513,450 | 0 | 0 | 0 | 513,450 |
| | | 513,450 | | | | | 513,450 |

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 3,506,519****LRTP: 2045 RMP Page 5-8 - Table 5-4**

CR 365 SPRING CREEK RD FROM CR 61 TO SR 267 BLOXHAM CUTOFF RD
4552192 Non-SIS



Project Description: WIDEN/RESURFACE EXIST LANES

Lead Agency: RESPONSIBLE AGENCY NOT

From: CR 61

AVAILABLE

To: 267 BLOXHAM CUTOFF RD

County: WAKULLA

Length: 3.831

Phase Group: CONSTRUCTION

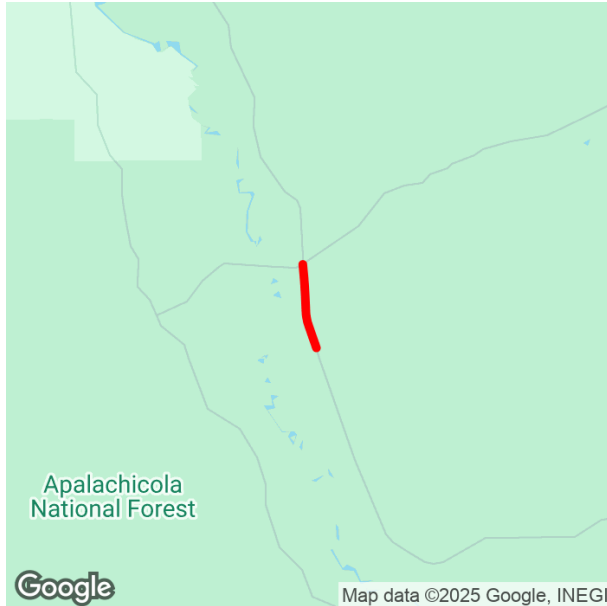
| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------|------------------|------|------|------------------|
| CST | GRSC | 0 | 0 | 2,993,069 | 0 | 0 | 2,993,069 |
| | | | | 2,993,069 | | | 2,993,069 |

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 3,506,519

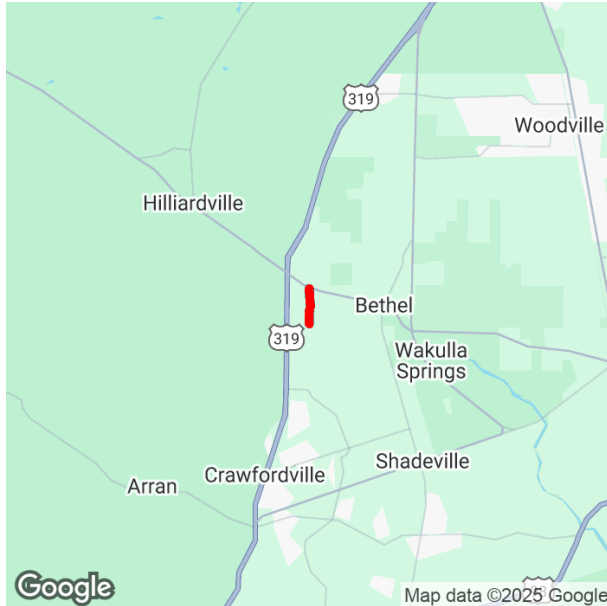
LRTP: 2045 RMP Page 5-8 - Table 5-4

CR 375 SMITH CREEK RD FROM S OF NF 388/CR368 TO NF 13
4406243 Non-SIS**Project Description:** WIDEN/RESURFACE EXIST LANES**Lead Agency:** RESPONSIBLE AGENCY NOT AVAILABLE**From:** S OF NF 388/CR368**To:** NF 13**County:** WAKULLA**Length:** 2.052**Phase Group:** CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|-----------|------|------|------|------------------|
| CST | SCRA | 0 | 1,909,435 | 0 | 0 | 0 | 1,909,435 |
| | | 1,909,435 | | | | | 1,909,435 |

Prior Year Cost: 5,263,331**Future Year Cost: 0****Total Project Cost: 7,172,766****LRTP: 2045 RMP Page 5-8 - Table 5-4**

LONNIE RAKER LN FROM S OF BOYNTON TO SR 267 BLOXHAM CUTOFF RD
4486542 Non-SIS



Project Description: RESURFACING

Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE

County: WAKULLA

Length: 1.244

Phase Group: CONSTRUCTION

From: S OF BOYNTON

To: SR 267 BLOXHAM CUTOFF RD

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------|----------------|------|------|----------------|
| CST | CIGP | 0 | 0 | 864,491 | 0 | 0 | 864,491 |
| | | | | 864,491 | | | 864,491 |

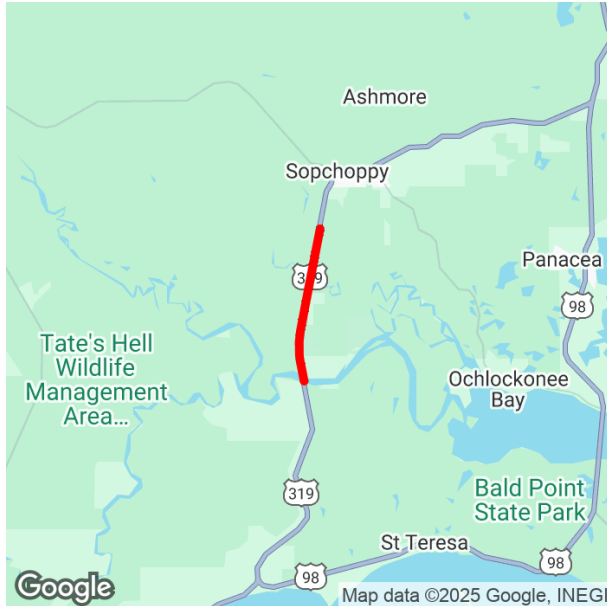
Prior Year Cost: 642,965

Future Year Cost: 0

Total Project Cost: 1,507,456

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

SR 377 (US 319) FROM OCHLOCKONEE RIVER BRIDGE TO N OF BEASLEY RD
4546211 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: WAKULLA

Length: 3.838

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: OCHLOCKONEE RIVER BRIDGE

To: N OF BEASLEY RD

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------|------------------|------|------|------------------|
| PE | DIH | 77,781 | 0 | 0 | 0 | 0 | 77,781 |
| PE | DS | 777,805 | 0 | 0 | 0 | 0 | 777,805 |
| CST | ACNR | 0 | 0 | 3,943,201 | 0 | 0 | 3,943,201 |
| CST | DIH | 0 | 0 | 47,319 | 0 | 0 | 47,319 |
| CST | SA | 0 | 0 | 473,184 | 0 | 0 | 473,184 |
| | | 855,586 | | 4,463,704 | | | 5,319,290 |

Prior Year Cost: 0

Future Year Cost: 0

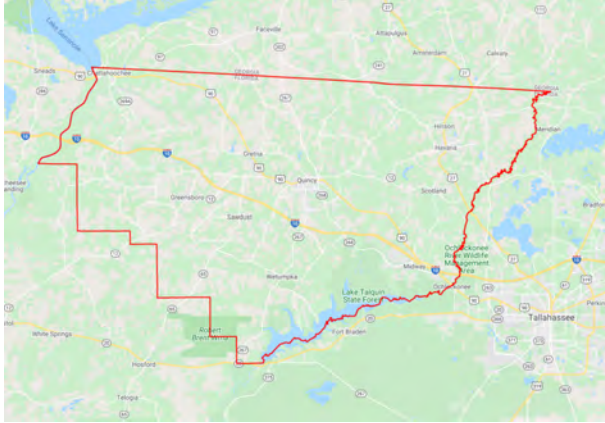
Total Project Cost: 5,319,290

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

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

GADSDEN COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS

4367411 Non-SIS



Project Description: TRAFFIC SIGNALS

Lead Agency: GADSDEN COUNTY BOARD OF COUNTY COMMISSIONERS

From:

To:

County: GADSDEN

Length: 0

Phase Group: OPERATIONS, BRDG/RDWY/CONTRACT MAINT

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|----------------|----------------|----------------|----------------|----------------|
| OPS | DITS | 108,869 | 111,656 | 0 | 0 | 0 | 220,525 |
| MNT | D | 0 | 0 | 109,265 | 115,200 | 123,500 | 347,965 |
| | | 108,869 | 111,656 | 109,265 | 115,200 | 123,500 | 568,490 |

Prior Year Cost: 726,994

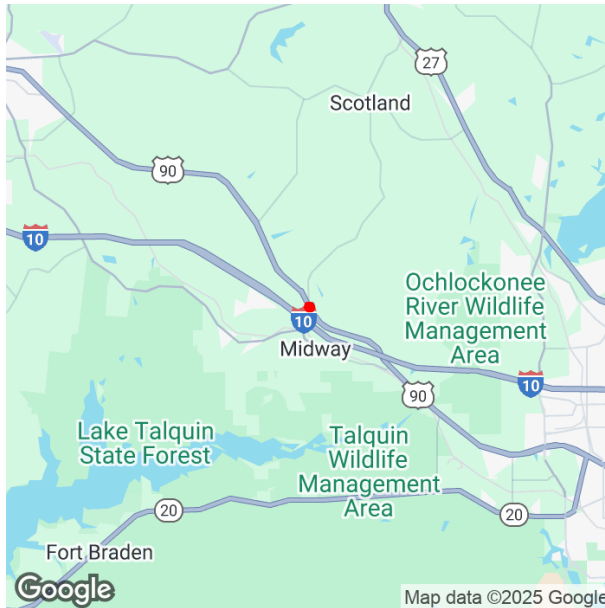
Future Year Cost: 0

Total Project Cost: 1,295,484

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

SR 10 (US 90) AT DOVER ROAD INTERSECTION IMPROVEMENTS

4495001 Non-SIS



Project Description: INTERSECTION IMPROVEMENT

Lead Agency: MANAGED BY FDOT

From:

County: GADSDEN

To:

Length: 0.105

Phase Group: CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CST | DDR | 1,813,153 | 0 | 0 | 0 | 0 | 1,813,153 |
| CST | DIH | 85,313 | 0 | 0 | 0 | 0 | 85,313 |
| CST | RED | 6,149,341 | 0 | 0 | 0 | 0 | 6,149,341 |
| | | 8,047,807 | | | | | 8,047,807 |

Prior Year Cost: 2,069,537

Future Year Cost: 0

Total Project Cost: 10,117,344

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: MANAGED BY FDOT

From: W OF BYRD RD

County: GADSDEN

To: OPPORTUNITY LN

Length: 2.115

Phase Group: CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| CST | ACSS | 303,971 | 0 | 0 | 0 | 0 | 303,971 |
| | | 303,971 | | | | | 303,971 |

Prior Year Cost: 39,719

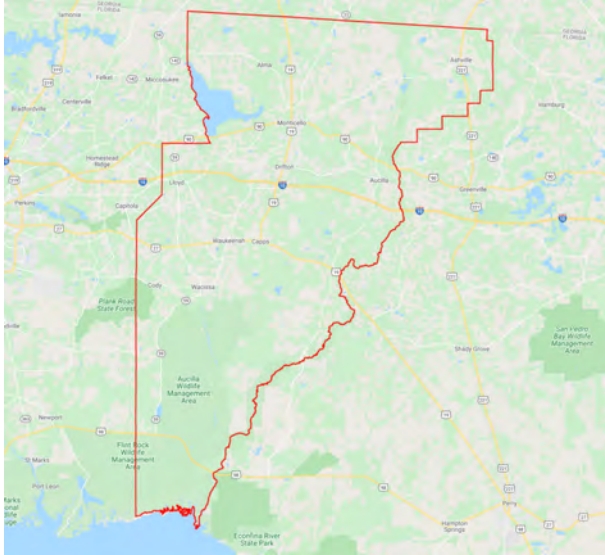
Future Year Cost: 0

Total Project Cost: 343,690

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

JEFFERSON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS

4367451 Non-SIS



Project Description: TRAFFIC SIGNALS

Lead Agency: MANAGED BY JEFFERSON COUNTY

From: BOARD OF COUNTY COMMISSIONERS

To:

County: JEFFERSON

Length: 0

Phase Group: OPERATIONS, BRDG/RDWY/CONTRACT MAINT

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|--------------|--------------|--------------|--------------|---------------|---------------|
| OPS | DITS | 8,705 | 8,952 | 0 | 0 | 0 | 17,657 |
| MNT | D | 0 | 0 | 9,252 | 9,500 | 10,000 | 28,752 |
| | | 8,705 | 8,952 | 9,252 | 9,500 | 10,000 | 46,409 |

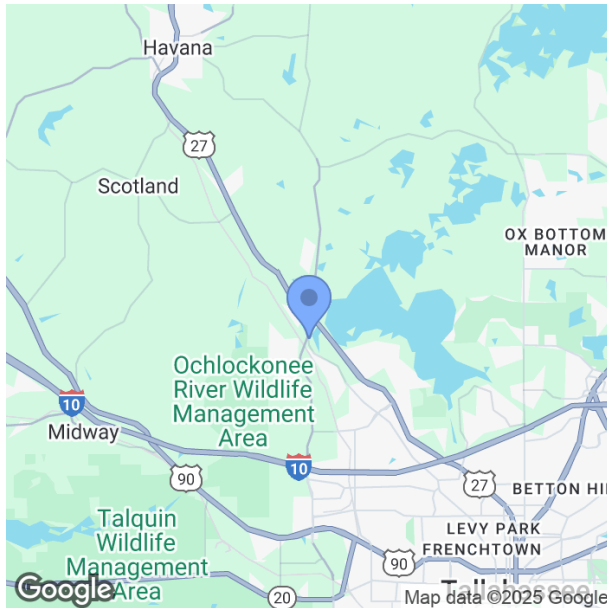
Prior Year Cost: 61,553

Future Year Cost: 0

Total Project Cost: 107,962

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

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



Project Description: INTERSECTION IMPROVEMENT

Lead Agency: MANAGED BY LEON COUNTY

From: CR 0361 OLD BAINBRIDGE RD

County: LEON

To: SR 263 CAPITAL CIRCLE

Length: 0.066

Phase Group: CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| CST | CIGP | 431,086 | 0 | 0 | 0 | 0 | 431,086 |
| CST | LF | 431,086 | 0 | 0 | 0 | 0 | 431,086 |
| | | 862,172 | | | | | 862,172 |

Prior Year Cost: 691,991

Future Year Cost: 0

Total Project Cost: 1,554,062

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

INTELLIGENT TRANSPORTATION SYSTEM CABINET UPGRADES

447154 SIS



Project Description: UPGRADE SIGNAL CABINETS FOR AUTOMATED CONNECTED VEHICLES
Notes: This project was amended into the FY 26 - FY 30 TIP at the November 17, 2025 meeting.
Lead Agency: MANAGED BY CITY OF TALLAHASSEE
County: LEON
Length:
Phase Group: OPERATIONS

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------|----------------|------|------|----------------|
| OPS | DDR | 500,000 | 0 | 300,000 | 0 | 0 | 800,000 |
| | | 500,000 | | 300,000 | | | 800,000 |

Prior Year Cost: 0

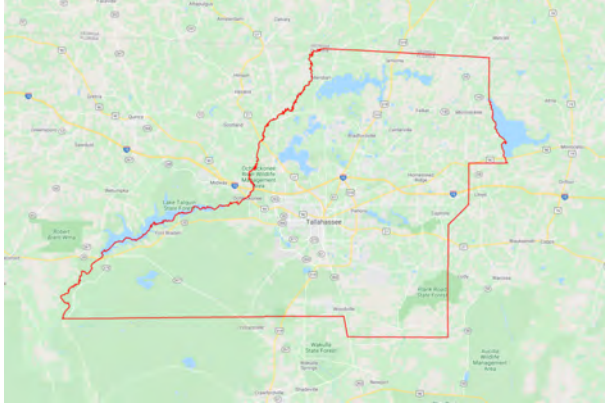
Future Year Cost: 0

Total Project Cost: 800,000

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

LEON COUNTY COMPUTER BASED ATMS IMPLEMENTATION/OPERATIONS

2197852 Non-SIS



Project Description: ITS COMMUNICATION SYSTEM

Lead Agency: CITY OF TALLAHASSEE

From:

County: LEON

To:

Length: 0

Phase Group: OPERATIONS

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | 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 |

Prior Year Cost: 1,717,506

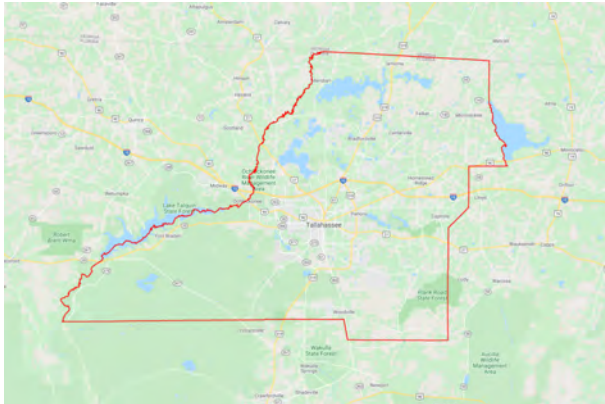
Future Year Cost: 0

Total Project Cost: 4,217,506

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: CITY OF TALLAHASSEE

County: LEON

Length: 0

Phase Group: OPERATIONS, BRDG/RDWY/CONTRACT MAINT

From:

To:

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------------------|------------------|------------------|------------------|------------------|
| OPS | DDR | 983,344 | 1,257,745 | 0 | 0 | 0 | 2,241,089 |
| OPS | DITS | 355,401 | 120,000 | 0 | 0 | 0 | 475,401 |
| MNT | D | 0 | 0 | 1,500,000 | 1,550,000 | 1,600,000 | 4,650,000 |
| | | 1,338,745 | 1,377,745 | 1,500,000 | 1,550,000 | 1,600,000 | 7,366,490 |

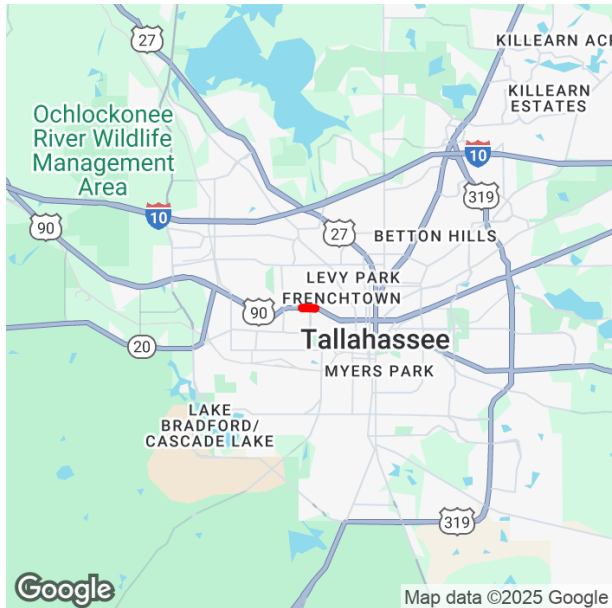
Prior Year Cost: 9,974,677

Future Year Cost: 0

Total Project Cost: 17,341,167

LRTP: 2045 RMP Page 5-8 - 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: MANAGED BY FDOT
County: LEON
Length: 0.317
Phase Group: CONSTRUCTION

From: CALIARK ST
To: W BREVARD ST

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CST | ACSS | 1,521,102 | 0 | 0 | 0 | 0 | 1,521,102 |
| | | 1,521,102 | | | | | 1,521,102 |

Prior Year Cost: 191,378
Future Year Cost: 0
Total Project Cost: 1,712,480
LRTP: 2045 RMP Page 5-8 - Table 5-4

SR 20/BLOUNTSTOWN HIGHWAY LIGHTING IMPROVEMENT
4579221 Non-SIS



Project Description:

Extra Description: Lighting safety project.

Notes: This project was amended into the FY 26 - FY 30 TIP at the November 17, 2025 meeting.

Lead Agency: MANAGED BY LEON COUNTY, FLORIDA

From: SILVER LAKE ROAD

To: AENON CHURCH ROAD

County: LEON

Length:

Phase Group: RAILROAD & UTILITIES

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| RRU | ACSS | 200,000 | 0 | 0 | 0 | 0 | 200,000 |
| | | 200,000 | | | | | 200,000 |

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 200,000

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

SR 8 (I-10) FROM OCHLOCKNEE RELIEF BRIDGE TO OCHLOCKNEE RIVER BRIDGE
4548581 SIS



Project Description: SAFETY PROJECT

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0.329

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: OCHLOCKNEE RELIEF BRIDGE

To: OCHLOCKNEE RIVER BRIDGE

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|----------------|------|------|------|------------------|
| PE | ACSS | 330,000 | 0 | 0 | 0 | 0 | 330,000 |
| CST | ACSS | 0 | 701,760 | 0 | 0 | 0 | 701,760 |
| | | 330,000 | 701,760 | | | | 1,031,760 |

Prior Year Cost: 0

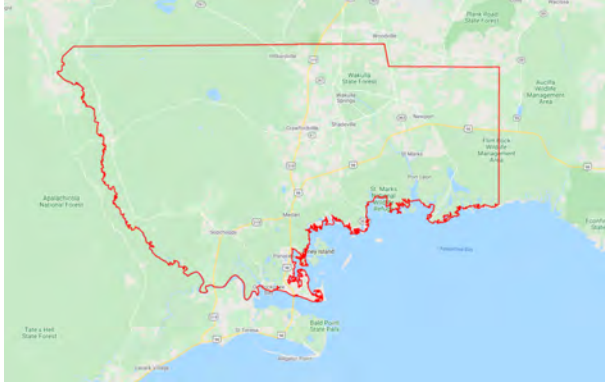
Future Year Cost: 0

Total Project Cost: 1,031,760

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

WAKULLA COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS

4367511 Non-SIS



Project Description: TRAFFIC SIGNALS

Lead Agency: WAKULLA COUNTY BOARD OF COUNTY COMMISSIONERS

From:

To:

County: WAKULLA

Length: 0

Phase Group: OPERATIONS, BRDG/RDWY/CONTRACT MAINT

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|---------------|---------------|---------------|---------------|---------------|----------------|
| OPS | DDR | 12,000 | 13,000 | 0 | 0 | 0 | 25,000 |
| OPS | DITS | 36,059 | 37,152 | 0 | 0 | 0 | 73,211 |
| MNT | D | 0 | 0 | 49,000 | 54,000 | 56,000 | 159,000 |
| | | 48,059 | 50,152 | 49,000 | 54,000 | 56,000 | 257,211 |

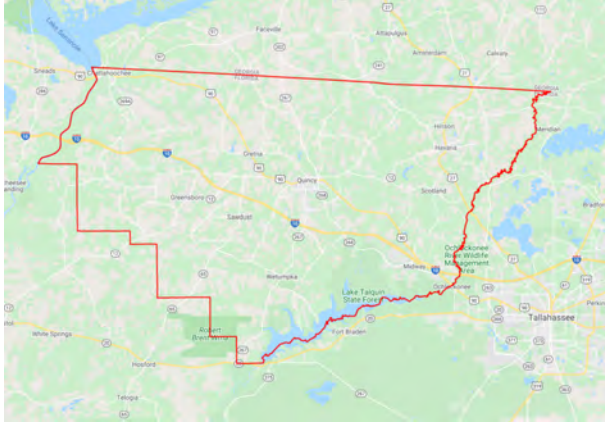
Prior Year Cost: 323,758

Future Year Cost: 0

Total Project Cost: 580,969

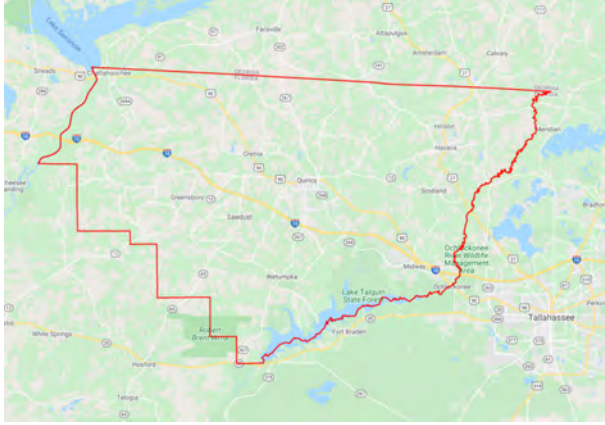
LRTP: 2045 RMP Page 5-8 - Table 5-4

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

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

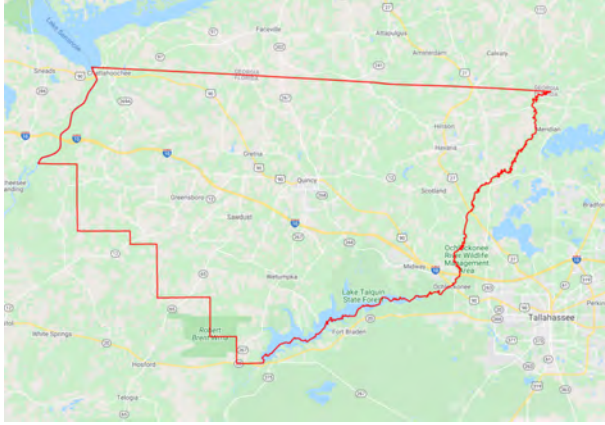
| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|----------------|----------------|----------------|----------------|----------------|
| ENV | FCO | 110,000 | 110,000 | 110,000 | 110,000 | 110,000 | 550,000 |
| | | 110,000 | 110,000 | 110,000 | 110,000 | 110,000 | 550,000 |

Prior Year Cost: 220,000**Future Year Cost: 0****Total Project Cost: 770,000****LRTP:**

MIDWAY OPERATIONS CENTER CONSTRUCT POLE BARN**4499561 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** MANAGED BY FDOT**County:** GADSDEN**Length:** 0**Phase Group:** CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | 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**

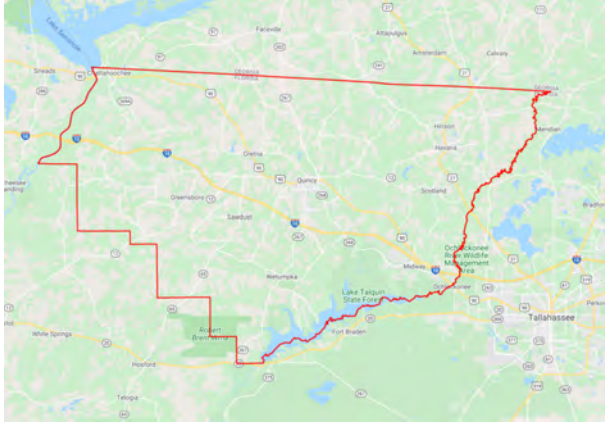
MIDWAY OPERATIONS CENTER EMERGENCY GENERATOR COMPONENTS REPLACEMENT**4483302 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** MANAGED BY FDOT**County:** GADSDEN**Length:** 0**Phase Group:** BRDG/RDWAY/CONTRACT MAINT

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|--------------|--------------|--------------|--------------|--------------|---------------|
| MNT | D | 6,200 | 6,200 | 6,700 | 6,700 | 7,000 | 32,800 |
| | | 6,200 | 6,200 | 6,700 | 6,700 | 7,000 | 32,800 |

Prior Year Cost: 327,070**Future Year Cost: 0****Total Project Cost: 519,870****LRTP: Not Applicable**

MIDWAY OPERATIONS CENTER HVAC UNIT REPLACEMENT

4483303 Non-SIS



Project Description: FIXED CAPITAL OUTLAY

Lead Agency: MANAGED BY FDOT

County: GADSDEN

Length: 0

Phase Group: CONSTRUCTION

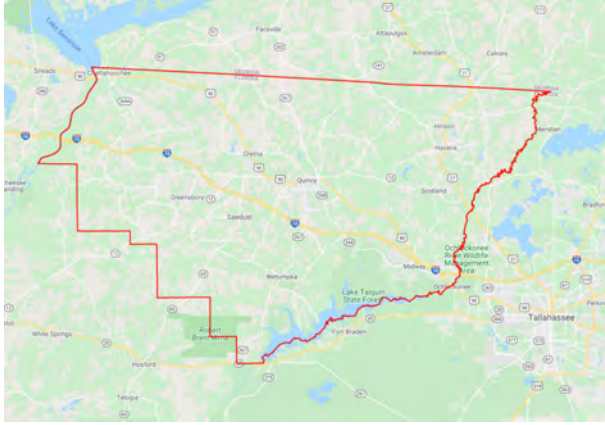
| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------|---------------|------|------|----------------|
| CST | FCO | 150,000 | 0 | 10,000 | 0 | 0 | 160,000 |
| | | 150,000 | | 10,000 | | | 160,000 |

Prior Year Cost: 327,070

Future Year Cost: 0

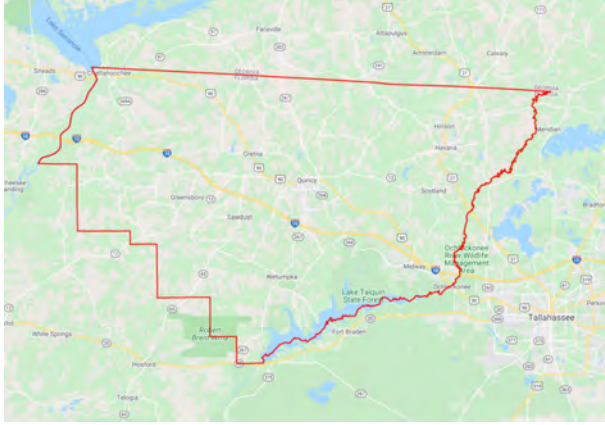
Total Project Cost: 519,870

LRTP: Not Applicable

MIDWAY OPERATIONS CENTER PAINTING INTERIOR**4499571 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** MANAGED BY FDOT**County:** GADSDEN**Length:** 0**Phase Group:** BRDG/RDWY/CONTRACT MAINT

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|--------------|------|------|--------------|--------------|
| MNT | D | 0 | 4,000 | 0 | 0 | 5,000 | 9,000 |
| | | | 4,000 | | | 5,000 | 9,000 |

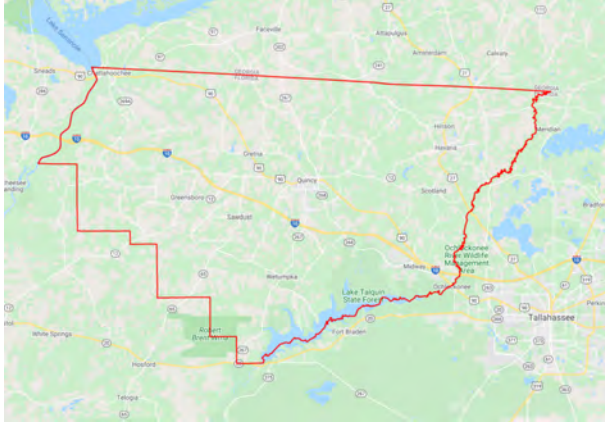
Prior Year Cost: 6,500**Future Year Cost: 0****Total Project Cost: 15,500****LRTP: Not Applicable**

MIDWAY OPERATIONS CENTER PAINTING/CLEANING EXTERIOR
4499581 Non-SIS


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

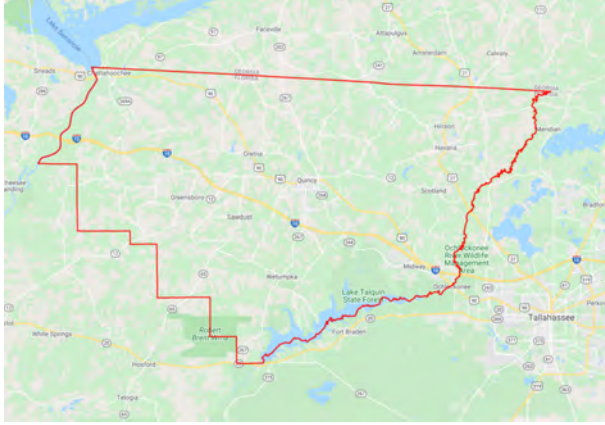
| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------|--------------|------|--------------|--------------|
| MNT | D | 0 | 0 | 5,000 | 0 | 2,000 | 7,000 |
| | | | | 5,000 | | 2,000 | 7,000 |

Prior Year Cost: 6,000
Future Year Cost: 0
Total Project Cost: 13,000
LRTP: Not Applicable

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

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|--------------|------|------|--------------|--------------|
| MNT | D | 0 | 5,000 | 0 | 0 | 2,500 | 7,500 |
| | | | 5,000 | | | 2,500 | 7,500 |

Prior Year Cost: 2,500**Future Year Cost: 0****Total Project Cost: 10,000****LRTP: Not Applicable**

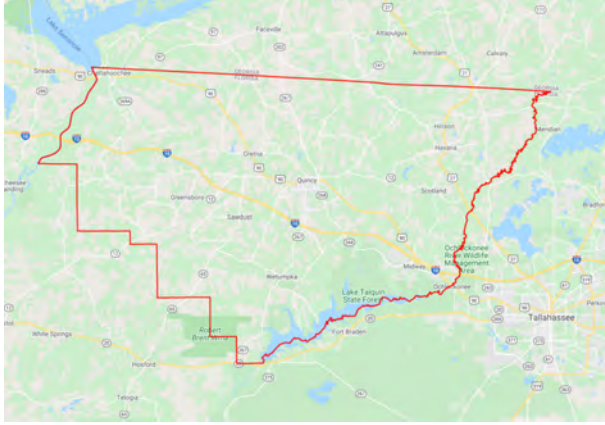
SR 8 (I-10) GADSDEN COUNTY REST AREAS EB/WB CAPITAL IMPROVEMENTS
4458982 SIS


Project Description: REST AREA
Lead Agency: MANAGED BY FDOT
County: GADSDEN
Length: 0.637
Phase Group: CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CST | DIH | 27,689 | 0 | 0 | 0 | 0 | 27,689 |
| CST | DRA | 2,254,742 | 0 | 0 | 0 | 0 | 2,254,742 |
| | | 2,282,431 | | | | | 2,282,431 |

Prior Year Cost: 1,312,189
Future Year Cost: 0
Total Project Cost: 4,697,690
LRTP:

SR 8 (I-10) GADSDEN COUNTY REST AREAS EB/WB CAPITAL IMPROVEMENTS
4458983 SIS



Project Description: REST AREA

Lead Agency: MANAGED BY FDOT

County: GADSDEN

Length: 0.637

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

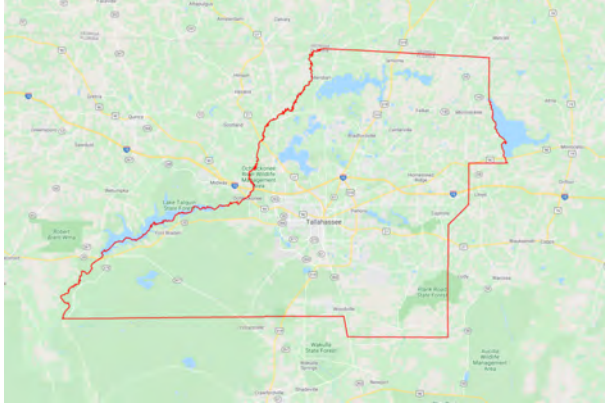
| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|----------------|----------------|------|------|------------------|
| PE | DIH | 0 | 14,042 | 0 | 0 | 0 | 14,042 |
| PE | DRA | 0 | 140,413 | 0 | 0 | 0 | 140,413 |
| CST | DIH | 0 | 0 | 11,151 | 0 | 0 | 11,151 |
| CST | DRA | 0 | 0 | 937,464 | 0 | 0 | 937,464 |
| | | | 154,455 | 948,615 | | | 1,103,070 |

Prior Year Cost: 1,312,189

Future Year Cost: 0

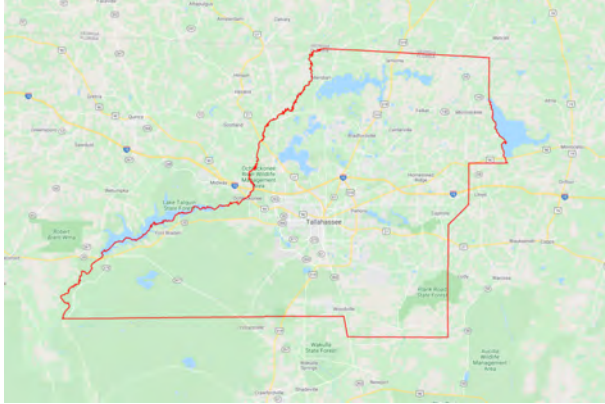
Total Project Cost: 4,697,690

LRTP:

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

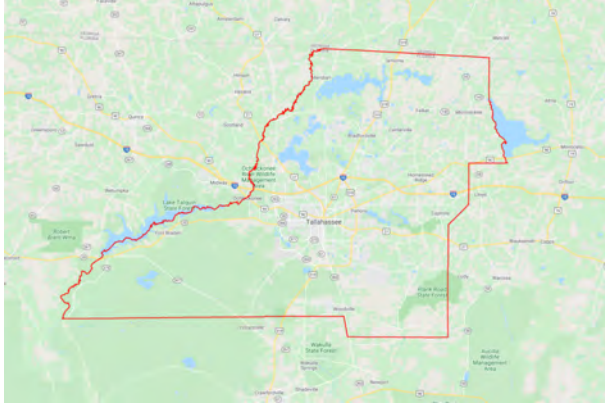
| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CST | FCO | 1,990,000 | 0 | 0 | 0 | 0 | 1,990,000 |
| | | 1,990,000 | | | | | 1,990,000 |

Prior Year Cost: 2,731,725**Future Year Cost: 0****Total Project Cost: 4,721,725****LRTP: Not Applicable**

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

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------|---------|----------------|------|---------|
| CST | FCO | 0 | 0 | 460,000 | 0 | 0 | 460,000 |
| | | 460,000 | | | 460,000 | | |

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 460,000****LRTP: Not Applicable**

BURNS BLDG - CENTRAL UTILITY BLDG. COOLING TOWER
4520931 Non-SIS

Project Description: FIXED CAPITAL OUTLAY

Lead Agency: MANAGED BY FDOT

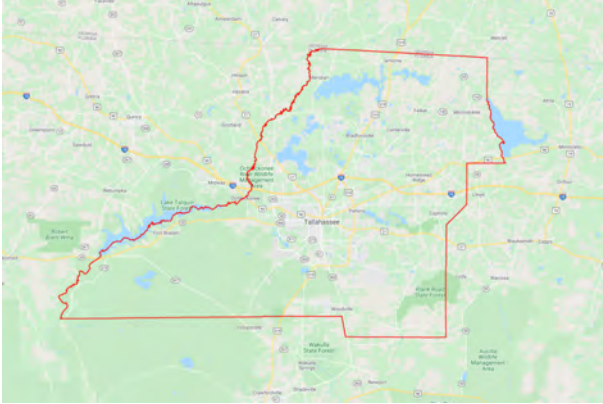
County: LEON

Length: 0

Phase Group: CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------|------|----------------|------|----------------|
| CST | FCO | 0 | 0 | 0 | 985,000 | 0 | 985,000 |
| | | | | | 985,000 | | 985,000 |

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 985,000
LRTP: Not Applicable

BURNS BLDG - CO HEADQUARTERS - PARKING GARAGE STUDY
4502901 Non-SIS

Project Description: FIXED CAPITAL OUTLAY

Lead Agency: MANAGED BY FDOT

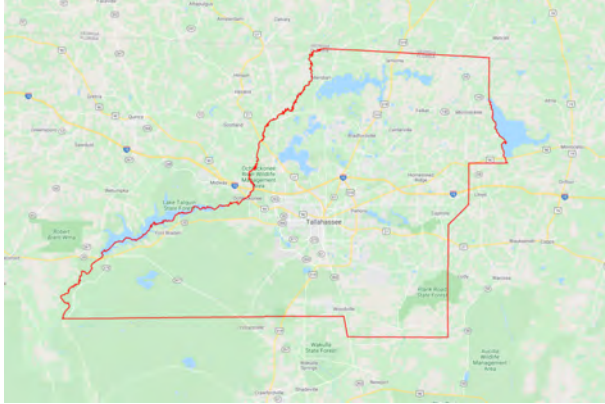
County: LEON

Length: 0

Phase Group: CONSTRUCTION

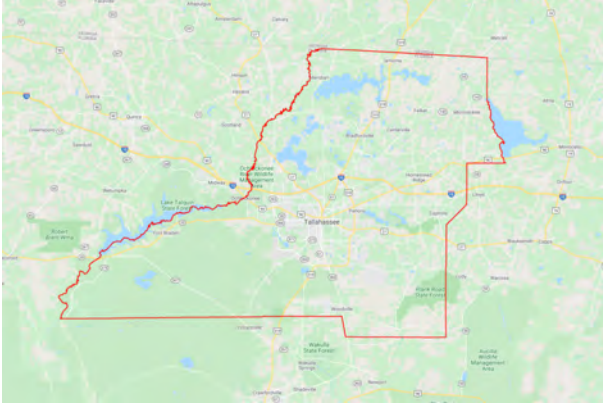
| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------|------|------|---------------|---------------|
| CST | FCO | 0 | 0 | 0 | 0 | 85,000 | 85,000 |
| | | | | | | 85,000 | 85,000 |

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 85,000
LRTP: Not Applicable

BURNS BLDG - KITCHEN DECOMMISSIONING AND SPACE RECONFIGURE/OPTIMIZATION**4541401 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** MANAGED BY FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------------------|------|------|------|------------------|
| CST | FCO | 0 | 2,650,000 | 0 | 0 | 0 | 2,650,000 |
| | | | 2,650,000 | | | | 2,650,000 |

Prior Year Cost: 220,304**Future Year Cost: 0****Total Project Cost: 2,870,304****LRTP: Not Applicable**

BURNS BLDG - LANDSCAPE AND HARDENING-MASTER CAMPUS PLAN
4502892 Non-SIS

Project Description: FIXED CAPITAL OUTLAY

Lead Agency: MANAGED BY FDOT

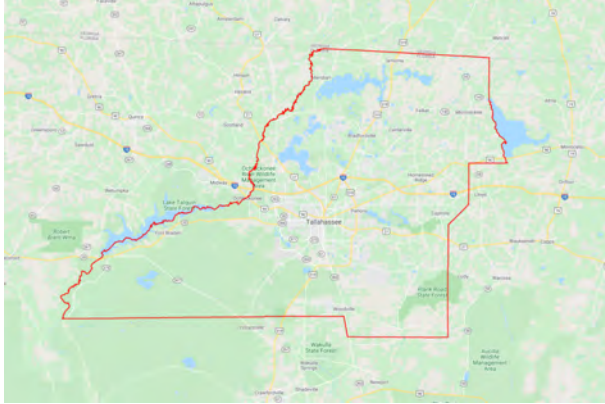
County: LEON

Length: 0

Phase Group: CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|---------------|----------------|------|------|----------------|
| CST | FCO | 210,000 | 75,000 | 132,000 | 0 | 0 | 417,000 |
| | | 210,000 | 75,000 | 132,000 | | | 417,000 |

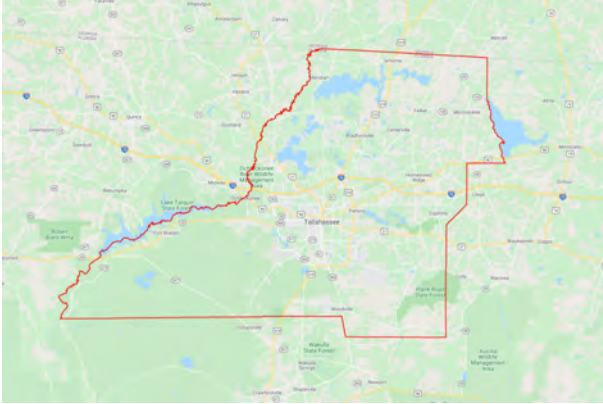
Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 417,000
LRTP: Not Applicable

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

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| CST | FCO | 240,000 | 0 | 0 | 0 | 0 | 240,000 |
| | | 240,000 | | | | | 240,000 |

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 240,000****LRTP: Not Applicable**

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



Project Description: FIXED CAPITAL OUTLAY

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0

Phase Group: CONSTRUCTION

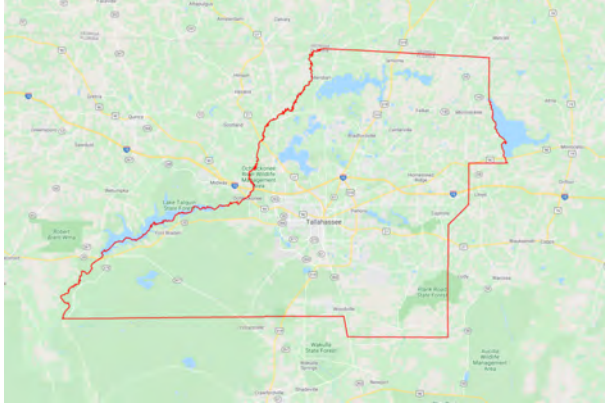
| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CST | FCO | 1,860,000 | 0 | 0 | 0 | 0 | 1,860,000 |
| | | 1,860,000 | | | | | 1,860,000 |

Prior Year Cost: 0

Future Year Cost: 0

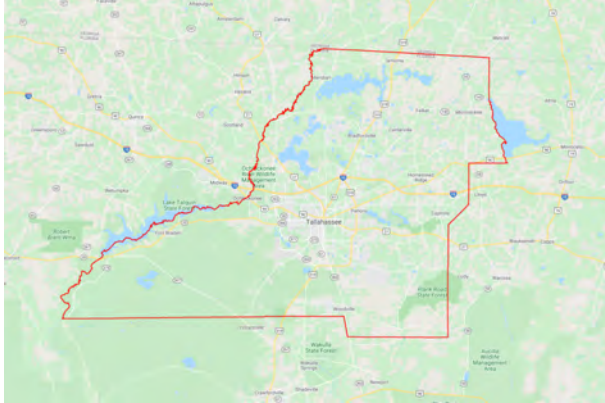
Total Project Cost: 1,860,000

LRTP: Not Applicable

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

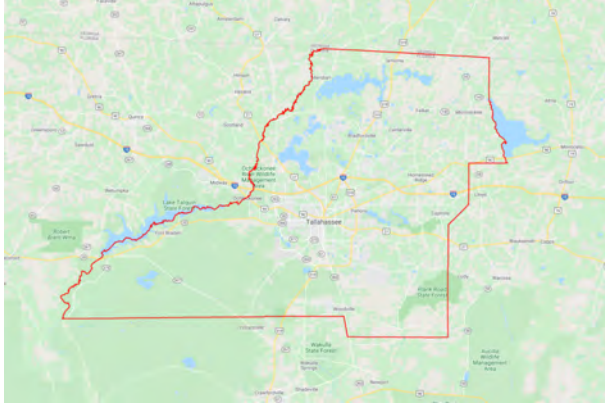
| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------|----------------|----------------|----------------|------------------|
| CST | FCO | 0 | 0 | 440,000 | 880,000 | 880,000 | 2,200,000 |
| | | | | 440,000 | 880,000 | 880,000 | 2,200,000 |

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 2,200,000****LRTP: Not Applicable**

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

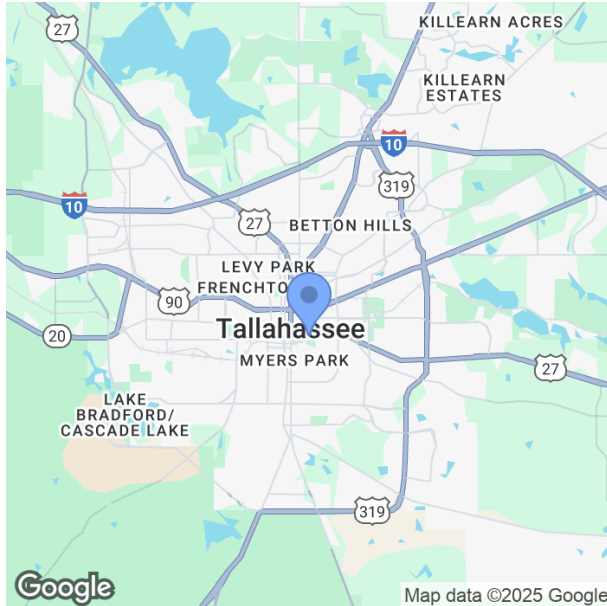
| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|---------------|---------------|---------------|------|------|----------------|
| CST | FCO | 0 | 85,000 | 94,000 | 0 | 0 | 179,000 |
| MNT | D | 29,000 | 0 | 0 | 0 | 0 | 29,000 |
| | | 29,000 | 85,000 | 94,000 | | | 208,000 |

Prior Year Cost: 32,021**Future Year Cost: 0****Total Project Cost: 240,021****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:** MANAGED BY FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION

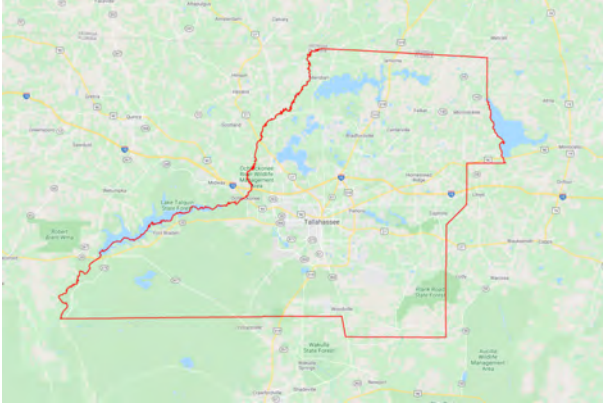
| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------------------|------------------|------|------|------------------|
| CST | FCO | 360,000 | 1,500,000 | 2,200,000 | 0 | 0 | 4,060,000 |
| | | 360,000 | 1,500,000 | 2,200,000 | | | 4,060,000 |

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 4,060,000****LRTP: Not Applicable**

FDOT FACILITIES - SECURITY ASSESSMENT & STANDARDS**4556431 Non-SIS****Project Description:** FIXED CAPITAL OUTLAY**Lead Agency:** MANAGED BY FDOT**County:** LEON**Length:** 0**Phase Group:** CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| CST | FCO | 100,000 | 0 | 0 | 0 | 0 | 100,000 |
| | | 100,000 | | | | | 100,000 |

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 100,000****LRTP: 2045 Table 5-9 - Page 5-11**

SPRINGHILL ROAD WELDING SHOP ROOF - CO
4482662 Non-SIS

Project Description: FIXED CAPITAL OUTLAY

Lead Agency: MANAGED BY FDOT

County: LEON

Length: 0

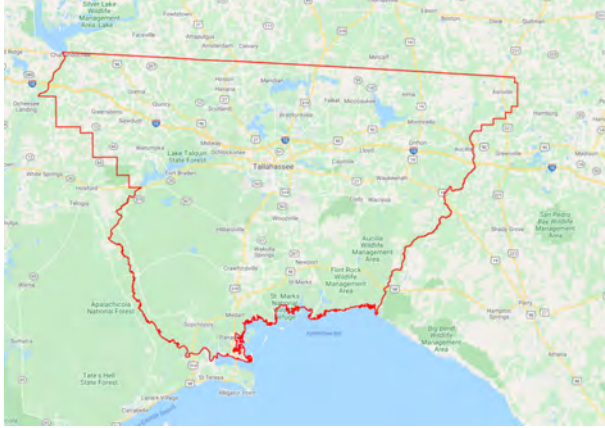
Phase Group: CONSTRUCTION

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|---------------|------|------|------|---------------|
| CST | FCO | 0 | 52,000 | 0 | 0 | 0 | 52,000 |
| | | | 52,000 | | | | 52,000 |

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 52,000
LRTP: Not Applicable

SECTION I - TRANSPORTATION PLANNING

**CAPITAL REGION TPA (TALLAHASSEE) FY 2024/2025-2025/2026 UPWP
4393235 Non-SIS**



Project Description: TRANSPORTATION PLANNING

Lead Agency: MANAGED BY FDOT

From:

County: LEON

To:

Length: 0

Phase Group: PLANNING

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| PLN | PL | 820,260 | 0 | 0 | 0 | 0 | 820,260 |
| PLN | SU | 1,006,808 | 0 | 0 | 0 | 0 | 1,006,808 |
| | | 1,827,068 | | | | | 1,827,068 |

Project budget was amended at the November 17, 2025 CRTPA Meeting.

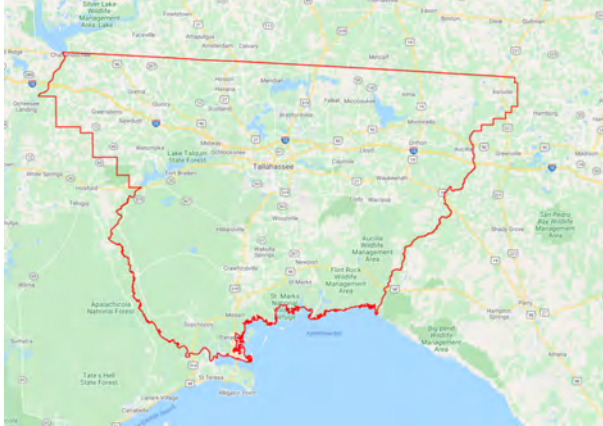
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 4,638,805

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: MANAGED BY FDOT

From:

County: LEON

To:

Length: 0

Phase Group: PLANNING

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|----------------|----------------|------|------|------------------|
| PLN | PL | 0 | 795,479 | 795,479 | 0 | 0 | 1,590,958 |
| | | | 795,479 | 795,479 | | | 1,590,958 |

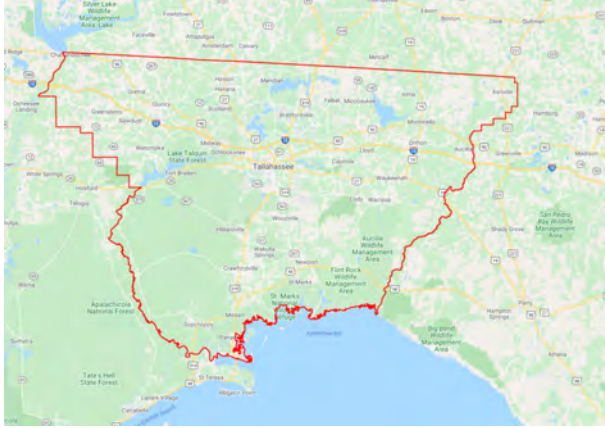
Prior Year Cost: 5,507,395

Future Year Cost: 0

Total Project Cost: 7,098,353

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: MANAGED BY FDOT

From:

County: LEON

To:

Length: 0

Phase Group: PLANNING

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------|------|----------------|----------------|------------------|
| PLN | PL | 0 | 0 | 0 | 795,479 | 795,479 | 1,590,958 |
| | | | | | 795,479 | 795,479 | 1,590,958 |

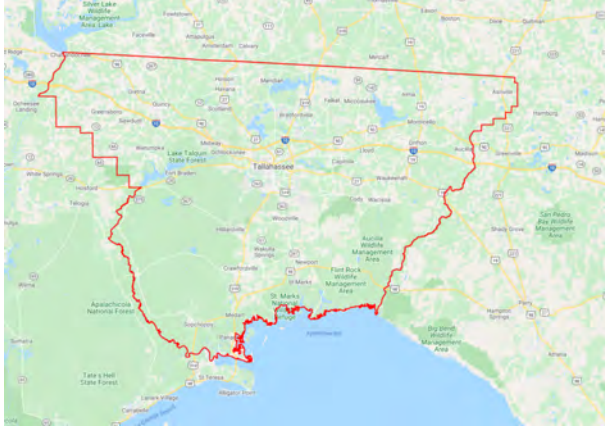
Prior Year Cost: 5,507,395

Future Year Cost: 0

Total Project Cost: 7,098,353

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: MANAGED BY FDOT

County: LEON

Length: 0

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From:

To:

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|----------------|------|------|------|----------------|
| PE | SU | 445,816 | 0 | 0 | 0 | 0 | 445,816 |
| CST | SU | 185,087 | 262,452 | 0 | 0 | 0 | 447,539 |
| | | 630,903 | 262,452 | | | | 893,355 |

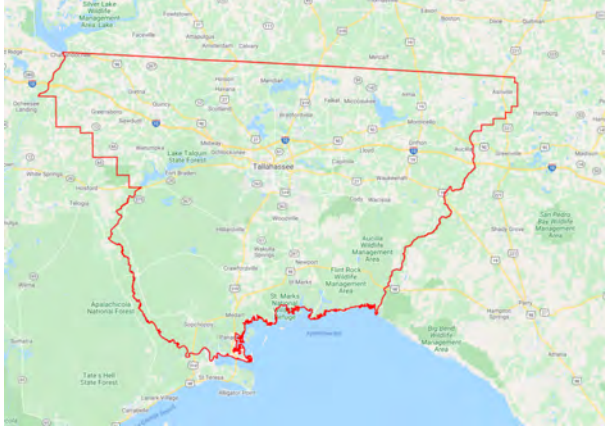
Prior Year Cost: 41,312

Future Year Cost: 0

Total Project Cost: 10,460,412

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

CRTPA RESERVE BOX FOR FUTURE PROJECTS USING URBAN FUNDS
2197935 Non-SIS



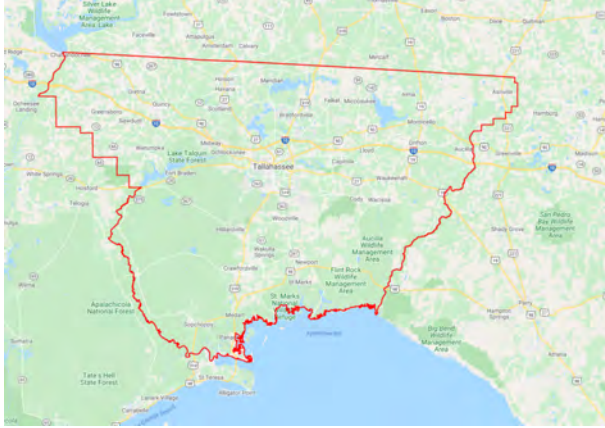
Project Description: FUNDING ACTION
Lead Agency: MANAGED BY FDOT
County: LEON
Length: 0
Phase Group: CONSTRUCTION

From:
To:

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------|------------------|------------------|------------------|------------------|
| CST | SU | 0 | 0 | 1,241,915 | 4,141,915 | 4,141,915 | 9,525,745 |
| | | | | 1,241,915 | 4,141,915 | 4,141,915 | 9,525,745 |

Prior Year Cost: 41,312
Future Year Cost: 0
Total Project Cost: 10,460,412
LRTP: 2045 RMP Table 5-1 - Page 5-2

MPO ADVISORY COMMITTEE STAFF FY 2024/2025-2025/2026 UPWP
4393395 SIS



Project Description: TRANSPORTATION PLANNING

Lead Agency: MANAGED BY FDOT

From:

County: LEON

To:

Length: 0

Phase Group: PLANNING

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| PLN | PL | 800,000 | 0 | 0 | 0 | 0 | 800,000 |
| | | 800,000 | | | | | 800,000 |

Prior Year Cost: 0

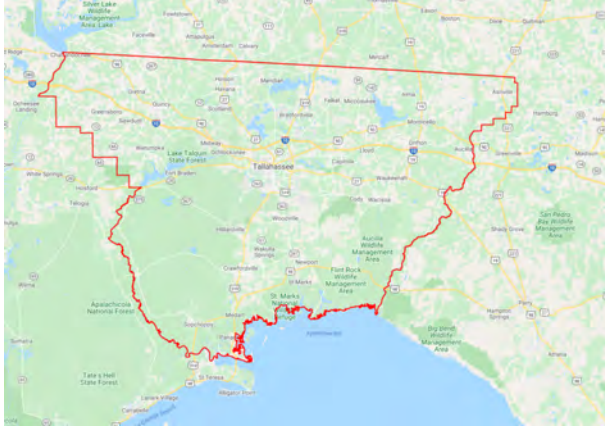
Future Year Cost: 0

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: MANAGED BY FDOT

From:

County: LEON

To:

Length: 0

Phase Group: PLANNING

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|----------------|----------------|------|------|------------------|
| PLN | PL | 0 | 800,000 | 800,000 | 0 | 0 | 1,600,000 |
| | | | 800,000 | 800,000 | | | 1,600,000 |

Prior Year Cost: 800,000

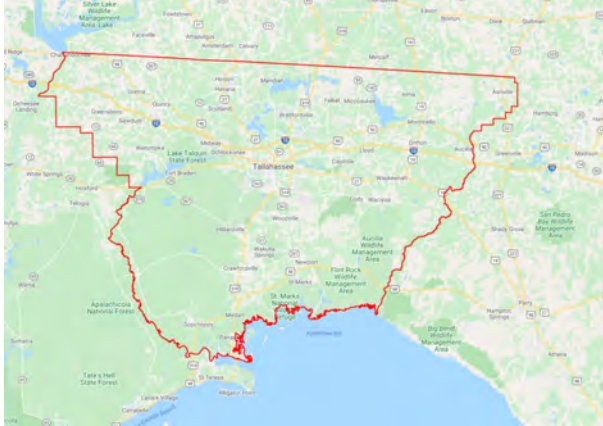
Future Year Cost: 0

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: MANAGED BY FDOT

From:

County: LEON

To:

Length: 0

Phase Group: PLANNING

| Phase | Fund Code | 2026 | 2027 | 2028 | 2029 | 2030 | Total |
|-------|-----------|------|------|------|----------------|----------------|------------------|
| PLN | PL | 0 | 0 | 0 | 800,000 | 800,000 | 1,600,000 |
| | | | | | 800,000 | 800,000 | 1,600,000 |

Prior Year Cost: 2,400,000

Future Year Cost: 0

Total Project Cost: 4,000,000

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

APPENDICES

Appendix A

Glossary/Definitions

Work Program Project Phase Codes

Work Program 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. |

TIP Abbreviations/Acronyms & Definitions (Cont.)

| | |
|-----------------|--|
| 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 CRTPA listing of project priorities providing funding guidance to the FDOT. |
| 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. |

TIP Abbreviations/Acronyms & Definitions (Cont.)

| | |
|-------------|---|
| 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.

Work Program and Budget

Work Program Instructions Appendix D Codes

Phase
As Of: 5/4/2025

| Phase Group | | Phase Type | |
|-------------|--------------------------------|------------|--------------------------------|
| Value | Description | Value | Description |
| 1 | PLANNING | 1 | IN-HOUSE |
| 2 | PD & E | 2 | CONSULTANTS/CONTRACTORS |
| 3 | PRELIMINARY ENGINEERING | 3 | PURCHASE |
| 4 | RIGHT OF WAY | 4 | GRANT |
| 5 | CONSTRUCTION | 5 | RELOCATE |
| 6 | CONSTRUCTION SUPPORT | 6 | UTILITY |
| 7 | MAINTENANCE | 7 | RAILROAD |
| 8 | OPERATIONS | 8 | OTHER AGENCY |
| 9 | CAPITAL | 9 | INDIRECT SUPPORT |
| A | ADMINISTRATION | A | CONTRACT BONUS |
| B | RESEARCH | B | SERVICES |
| C | ENVIRONMENTAL | C | PCR - PROJ COST REDISTRIBUTION |
| D | EMERGENCY DEBRIS REMOVAL | D | REPAYMENT |
| E | EMERGENCY SIGN REPR/REPL | | |
| F | EMERGENCY SIGNAL REPR/REPL | | |
| G | EMERGENCY ROAD REPAIR | | |
| H | EMERGENCY BRIDGE REPAIR | | |
| J | EMERGENCY CONTRACT MANAGEMENT | | |
| K | EMERGENCY FACILITIES REPR/REPL | | |
| L | EMERGENCY MAINT OF TRAFFIC | | |
| M | SERVICE PATROL (DISCONTINUED) | | |
| N | EMERGENCY EVACUATION | | |

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Work Program Fund Codes

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

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



Florida Department of Transportation

Work Program Instructions Appendix D Codes

Fund Code
As Of: 5/4/2025

| 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 |
| ARHF | ARPA- SHS MOTOR FUEL TAX | F49 | 100% FEDERAL NON-FHWA |
| ARPA | AMERICAN RESCUE PLAN ACT | F49 | 100% FEDERAL NON-FHWA |
| ARPI | ARPA INTEREST | N49 | OTHER NON-FEDERAL FUNDS |
| 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 |
| BRAS | ANCILLARY STRUCTURES | N11 | 100% STATE |
| BRP | STATE BRIDGE REPLACEMENT | N11 | 100% STATE |
| BRRP | STATE BRIDGE REPAIR & REHAB | N11 | 100% STATE |
| BRRR | BRIDGE REPAIR RAILROADS | N11 | 100% STATE |
| BRTD | FED BRIDGE REPL--DISCRETIONARY | F33 | O.F.A. - DEMO/EARMARK FUNDS |
| 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 |
| 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 |
| EM25 | GAA EARMARKS FY 2025 | N11 | 100% STATE |
| ER17 | 2017 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 |
| FC5 | OPEN GRADE FRICTION COURSE FC5 | N11 | 100% STATE |
| FCO | PRIMARY/FIXED CAPITAL OUTLAY | N11 | 100% STATE |
| 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 |
| 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 |
| GFNP | 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 |
| GR25 | GAA EARMARKS FY 2025 | 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 |
| HILL | HILLSBOROUGH CO SURTAX RESURF | N44 | LOCAL |
| 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 |

Appendix

| | | | |
|------|--------------------------------|-----|-------------------------------|
| 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 |
| MFF | MOVING FLORIDA FOWARD | N11 | 100% STATE |
| NAEP | NEIGHBORHOOD ACCESS & EQUITY | F43 | 100% FEDERAL DEMO/EARMARK |
| 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 |
| NHPF | NAT HWY PERF PGM-XFER FROM NFP | 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 |
| 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 |
| PROD | PROTECT DISC. GRANT PROGRAM | F43 | 100% FEDERAL DEMO/EARMARK |
| PROT | PROTECT GRANT PROGRAM | F21 | NH - REGULAR FUNDING |
| RBRP | REIMBURSABLE BRP FUNDS | N11 | 100% STATE |
| RCP | RECONNECTING COMM. PILOT PGM | F49 | 100% FEDERAL NON-FHWA |
| 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 |
| S99A | TRANS TO SIB FROM NH,IM,BRT | F31 | O.F.A. - REGULAR FUNDS |
| 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 |
| SS4A | SAFE STREETS FOR ALL | F43 | 100% FEDERAL DEMO/EARMARK |
| SSI | STATEWIDE SAFETY INITIATIVES | N11 | 100% STATE |
| 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 |
| TD25 | TD COMMISSION EARMARKS FY 2025 | 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 |
| TIFI | TRANS INFRAST FIN & INNOV ACT | F49 | 100% FEDERAL NON-FHWA |
| 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 |
| 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 |

Appendix

10

| | | | |
|------|--------------------------------|-----|-------------------------------|
| 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 |

APPENDIX B

CRTPA REGION PROJECTS - STATUS FY 2025

| Project Name/Limits | Project Description & Project Number | Current Status |
|---|--|--|
| Capital City to the Sea: Coastal Trails Project <i>US 98 (approximately 24 miles)</i> | Construct multiuse trail on US 98 (Coastal Highway) | Completed from Surf Road to St. Marks Trail. The St. Marks Trail to Lighthouse Rd. construction was completed in 2024. |
| Orange Avenue (SR 371 and SR 373) <i>Capital Circle, SW to Monroe Street (SR 61)</i> | Widen to 4 lanes and multimodal enhancements Project No. 4379021 (Leon County.) | Design is funded for two segments, starting in FY 22 and ongoing through 2028. Seeking Right-of-Way funding. |
| Woodville Highway (SR 363) <i>Capital Circle, SE to Paul Russell Rd (2.1 miles)</i> | Widen roadway to 4 lanes and multimodal enhancements Project No. 424009-4 & 424009-5 (Leon County.) | Design is complete. Funding for right-of-way acquisition in FY 2025. |
| Crawfordville Road (US 319) <i>LL Wallace Rd to S of SR 61 Int. (1.7 miles)</i> <i>Wakulla Co. Line to LL Wallace Rd (2 miles)</i> | Widen roadway to 4 lanes from Project Nos. 2198811, 219881-4 & -5 (Leon County.) | Design is underway through the Fall of July 2025. Right-of-way acquisition is programmed in FYs 25 - 27. |
| Capital Circle, SW (SR 263, US 319) <i>Crawfordville Rd to Springhill Rd (2.3 miles)</i> | Construct 6 lane roadway and multimodal enhancements. Project No. 2197492 (Leon County) | Right-of-way acquisition in FY 25. Construction is funded in FY 26. Moving Florida Forward Initiative. |
| Capital Circle, SW (SR 263, US 319) <i>Springhill Rd to Orange Ave (3.4 miles)</i> | Construct 6 lane roadway and multimodal enhancements. Project No. 4157829 (Leon County) | Project scheduled for completion in the Summer of 2026. |
| Crawfordville Road (US 319) <i>S of Ivan Road to Wakulla Arran Rd (1.9 miles)</i> | Widen roadway to 4 lanes from Project No. 4157829 (Wakulla County.) | Design (PE) is funded in 2024 and is ongoing through November of 2025. |
| Thomasville Road (SR 61) Multi Use Path <i>Betton Rd to Metropolitan Blvd (2.4 miles)</i> | Construct multiuse trail. Project No. 4488681 (Leon County.) | Design completed in 2024. Seeking Construction funding |
| Bloxham Cutoff Road (SR 267) Shared Use Trail <i>Wakulla Springs State Park to St Marks Trail (4.8 miles)</i> | Construct multiuse Project No. 4101722 (Wakulla County) | Design is underway and additional funding in FY 25. Seeking SUN Trail construction funding. |

| | | |
|---|--|---|
| North Monroe Street Sidewalk <i>John Knox Rd to Lakeshore Dr (.9 miles)</i> | Sidewalk on the west side of Monroe Street. Project No. 445053-1 (Leon County) | Right-of-way acquisition is funded in FYs 24 & 26. Construction in FY 25. |
| US 90/SR10 Shared Use Trail <i>Edenfield Road to Jefferson County Line (14.3 miles)</i> | Construct multiuse trail. Project No. 44510441 (Leon County.) | Feasibility Study complete. Project Development and Environment Study funded in FY 25 and Design is funded in FY 29 (SUN Trails). |
| US 90/SR 10 Shared Use Trail <i>Quincy to Jackson County Line (20.63 miles)</i> | Construct multiuse trail. Project No. 4554181 (Gadsden County) | Feasibility Study is funded in FY 25 through the SUN Trails project. |
| Tallahassee to Havana Trail <i>Old Bainbridge Road/CR 153 to Leon County Line (5.4 miles)</i> | Construct multiuse trail. Project No. 4554201 (Leon County) | Project Development and Environment Study in FY 25. Funded through the SUN Trails project. |
| Tallahassee to Havana Trail <i>Old Bainbridge Road Gadsden County Line to Salem Road/CR 159 (4 miles)</i> | Construct multiuse. Project No. 4554111 (Gadsden County) | Design is funded in FY 25 through the SUN Trails project. |

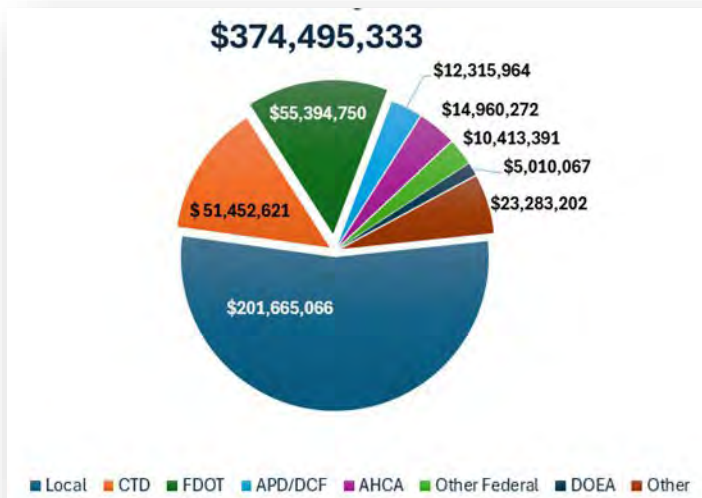
APPENDIX C

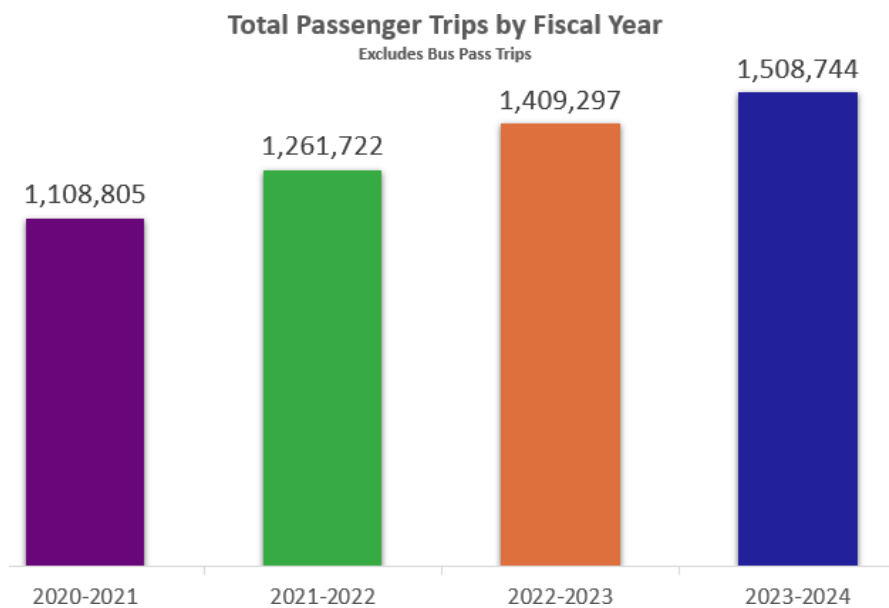
TRANSPORTATION DISADVANTAGED SUMMARY LISTED BY CRTPA COUNTY

State of Florida Commission
for the Transportation Disadvantaged

Annual Report Fiscal Year 2023 - 2024

- The Coordinated Transportation System provided approximately 13.4 million trips.
- Vehicles within the coordinated system traveled over 79.1 million miles.
- Over 189,000 individuals were provided transportation through the coordinated system.
- Over 1.6 million of these trips were funded under the Transportation Disadvantaged Trust Fund through the Trip and Equipment Grants and the Innovative Service Development Grants.





Innovative Service Development (ISD) Grant - The ISD Grant is designed to test new and innovative transportation service projects within the TD program. The Commission awards the funding on a competitive basis for projects that meet at least one of the following objectives:

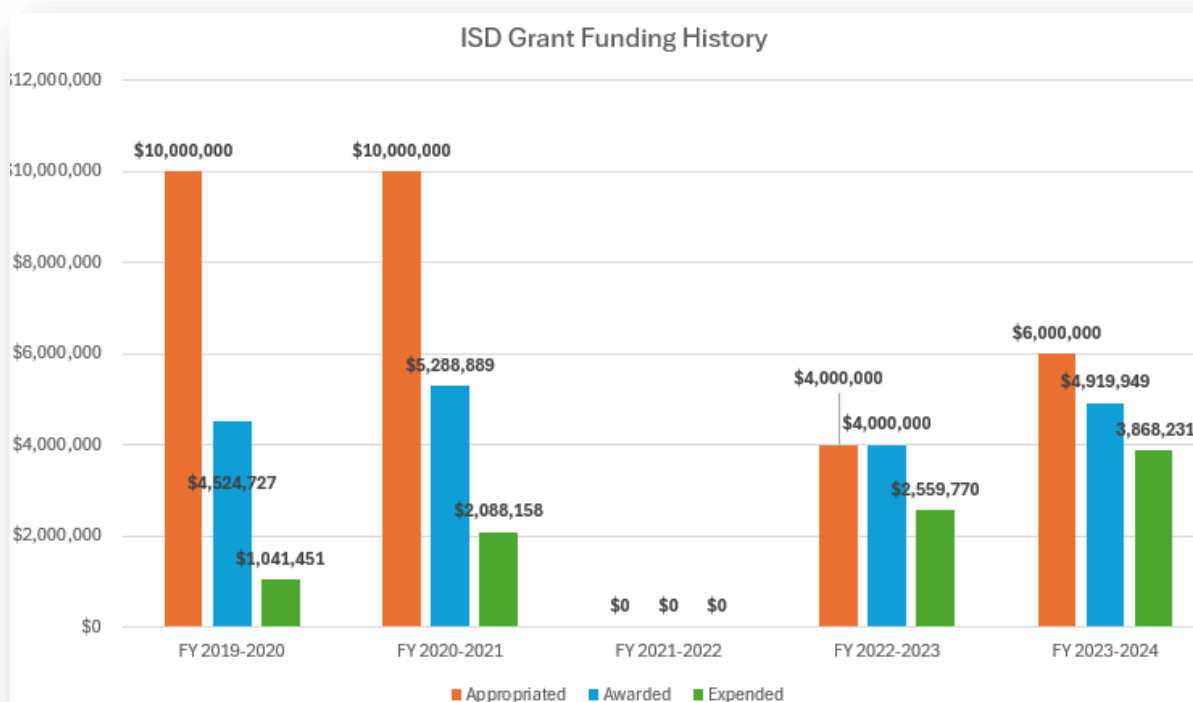
- 1) Increase a TD person’s access to and departure from job training, employment, health care, and other life-sustaining services.
- 2) Enhance regional connectivity and cross-county mobility.
- 3) Reduce the difficulty in connecting TD persons to a transportation hub and from the hub to their final destination.

Each year, CTD solicits CTCs to submit written project proposals that support the above objectives. While CTCs are the only entities eligible to apply, they are encouraged to work with

¹⁵ Established in Rule 41-2.014(5), F.A.C.

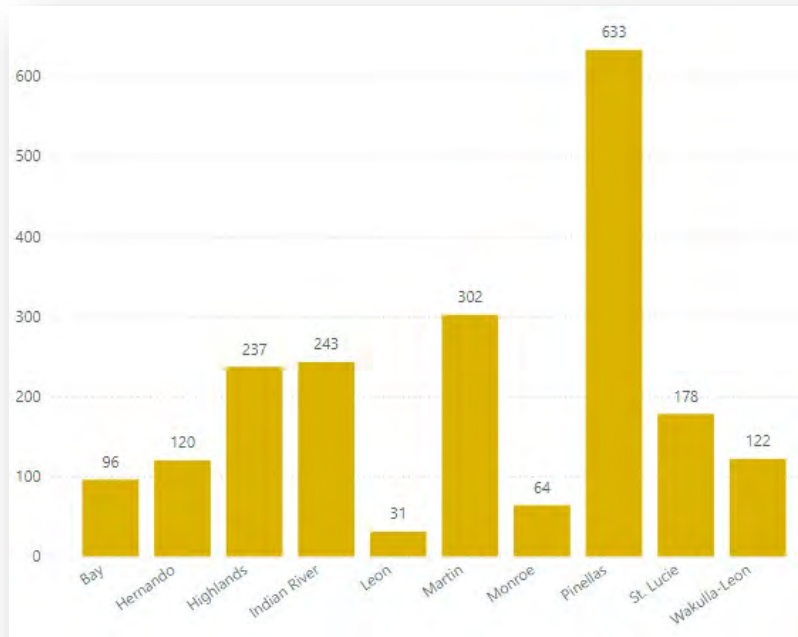
“non-traditional” provider organizations, such as Transportation Network Companies (TNCs), to deliver services under the project. After applications are received, CTD evaluates proposals using a scoring rubric and approves projects based on the funding appropriated by the Legislature. The maximum award amounts are \$750,000 for a project of a single service area and \$1.5 million for a regional project.

The ISD Grant program has evolved over the years and experienced various levels of funding, as depicted below. The most competitive application cycles have occurred when the ISD Grant was appropriated at approximately \$4 million. It is also important to note that some of the projects have experienced delays in providing services during the first year of funding, especially for CTCs required to conduct a competitive procurement process to secure a contract with a TNC.¹⁶ In December 2023, the Commission approved a policy limiting a project to a maximum of 4 years of funding. While a project is not guaranteed to be funded for 4 years (CTCs must still apply each year), this policy allows CTCs sufficient time to build operations, test services, and identify potential funding for the future of the project.

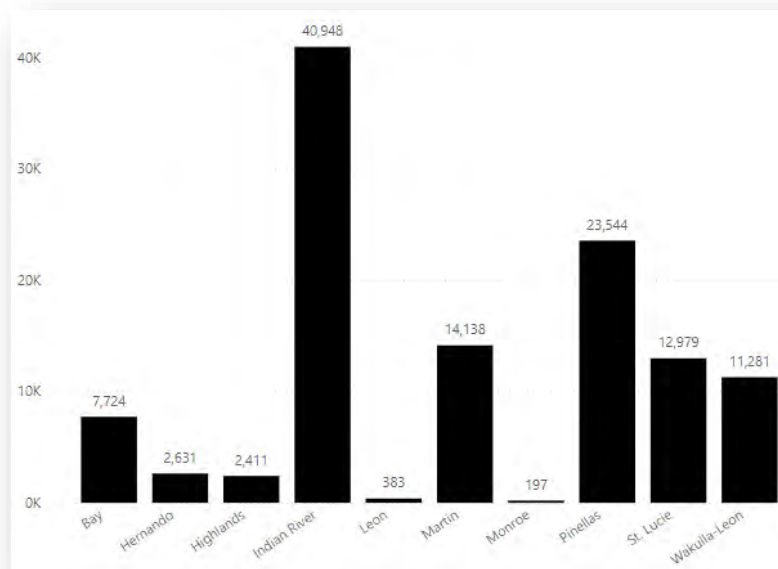


In Fiscal Year 2023-24, the Commission awarded \$4.9 million for 12 projects. Four projects supported regional transportation services for TD residents to access neighboring counties (Indian River/St. Lucie, Monroe/Miami, Pinellas/Hillsborough/Pasco, [Wakulla/Leon](#)). Two of those projects (Indian River/St. Lucie, Wakulla/Leon) prioritized serving individuals with

¹⁶ This was a finding from a study conducted by Thomas Howell Ferguson on behalf of CTD in 2023 (see pages 6-7): [Microsoft Word - 2023 ISD Grant Report - final draft](#).



Trip Count by ISD Project



Florida Commission for the Transportation Disadvantaged

605 Suwannee Street, MS 49
Tallahassee, FL 32399-0450

850-410-5700

800-983-2435

<https://ctd.fdot.gov>

| Demographics | Number |
|-------------------------|------------|
| Statewide Population | 21,634,529 |
| Unduplicated Head Count | 187,588 |



| Trips By Type of Service | | | | Vehicle Data | | | |
|---------------------------|-------------------|-------------------|-------------------|---------------|------------|------------|------------|
| | 2022 | 2023 | 2024 | | 2022 | 2023 | 2024 |
| Fixed Route (FR) | 3,939,150 | 3,837,093 | 5,373,680 | Vehicle Miles | 65,359,113 | 73,258,120 | 79,187,677 |
| Deviated FR | 320,228 | 376,833 | 326,975 | Road calls | 2,165 | 3,020 | 2,908 |
| Complementary ADA | 2,144,801 | 2,403,047 | 2,718,494 | Accidents | 401 | 429 | 511 |
| Paratransit | 4,105,025 | 4,786,970 | 4,831,995 | Vehicles | 4,598 | 4,490 | 4,394 |
| TNC | 38,494 | 96,917 | 114,287 | Drivers | 5904 | 6082 | 6343 |
| Taxi | 45,765 | 106,897 | 78,016 | | | | |
| School Board (School Bus) | 13,212 | 14,066 | 13,602 | | | | |
| Volunteers | 5,380 | 2,446 | 1,009 | | | | |
| TOTAL TRIPS | 10,612,055 | 11,624,269 | 13,458,058 | | | | |

| Passenger Trips By Trip Purpose | | | | Financial and General Data | | | |
|---------------------------------|-------------------|-------------------|-------------------|----------------------------|----------------|----------------|----------------|
| | 2022 | 2023 | 2024 | | 2022 | 2023 | 2024 |
| Medical | 2,364,468 | 2,518,314 | 3,025,015 | Expenses | \$ 278,790,926 | \$ 330,857,548 | \$ 381,814,036 |
| Employment | 1,694,988 | 1,668,746 | 2,114,061 | Revenues | \$ 299,488,692 | \$ 335,085,193 | \$ 374,495,333 |
| Ed/Train/Daycare | 1,915,597 | 2,484,183 | 2,556,166 | Commendations | 2,206 | 3,930 | 39,442 |
| Nutritional | 616,332 | 911,319 | 923,895 | Complaints | 7,965 | 8,650 | 10,000 |
| Life-Sustaining/Other | 4,020,670 | 4,041,707 | 4,838,921 | Passenger No-Shows | 189,718 | 262,699 | 269,684 |
| TOTAL TRIPS | 10,612,055 | 11,624,269 | 13,458,058 | Unmet Trip Requests | 13,197 | 8,840 | 8,612 |

| Passenger Trips By Revenue Source | | | | Performance Measures | | | |
|-----------------------------------|-------------------|-------------------|-------------------|----------------------------|---------|---------|---------|
| | 2022 | 2023 | 2024 | | 2022 | 2023 | 2024 |
| CTD | 4,190,777 | 4,327,352 | 5,918,300 | Accidents per 100,000 Mile | 0.61 | 0.59 | 0.65 |
| AHCA | 157,399 | 268,129 | 447,140 | Miles between Road calls | 30,189 | 24,258 | 27,231 |
| APD | 812,500 | 997,636 | 918,225 | Avg. Trips per Passenger | 55.68 | 60.15 | 71.74 |
| DOEA | 230,597 | 365,056 | 285,006 | Cost per Trip | \$26.27 | \$28.46 | \$28.37 |
| DOE | 114,065 | 120,693 | 101,143 | Cost per Paratransit Trip | \$41.58 | \$42.56 | \$46.67 |
| Other | 5,106,717 | 5,545,403 | 5,788,244 | Cost per Total Mile | \$4.27 | \$4.52 | \$4.82 |
| TOTAL TRIPS | 10,612,055 | 11,624,269 | 13,458,058 | Cost per Paratransit Mile | \$4.22 | \$4.51 | \$4.73 |

| Trips by Provider Type | | | |
|-------------------------|-------------------|-------------------|-------------------|
| | 2022 | 2023 | 2024 |
| CTC | 5,257,062 | 5,421,804 | 6,970,554 |
| Transportation Operator | 3,328,265 | 3,802,210 | 4,085,127 |
| Coordination Contractor | 2,026,728 | 2,400,255 | 2,402,377 |
| TOTAL TRIPS | 10,612,055 | 11,624,269 | 13,458,058 |



**FY 2023-24
ISD Grant Projects**

| <i>Service Area</i> | <i>CTC</i> | <i>Project Description</i> | <i>Awarded Funding</i> |
|---------------------------------|--|---|-------------------------------|
| <i>Leon</i> | City of Tallahassee – StarMetro | 2nd year project. Provided on-demand transportation utilizing TNCs, taxis, and other service providers. Services were provided Monday – Saturday, 6am – 11pm and Sunday 11am – 7pm. Eligible riders were provided more flexibility, access and choices for scheduling their trips. Project continued in FY24-25. | \$73,190 |
| <i>Wakulla/ Leon</i> | Wakulla Senior Citizens Council, Inc. | 2nd year project. Provided scheduled and on-demand transportation utilizing a TNC provider (i-Enable). Eligible riders in Wakulla County were provided trips within Wakulla County and/or cross-county trips to/from Leon County. Leon County riders were limited to trips within Leon County. Primarily served individuals with IDD. Project utilized a new electronic fare collection platform. Project continued in FY24-25. | \$535,261 |

**PLANNING AGENCY AND COMMUNITY TRANSPORTATION COORDINATOR
CONTACT LIST**

| County | Designated Planning Agency | Community Transportation Coordinator |
|---------------|---|---|
| Gadsden | Apalachee Regional Planning Council 2507 Callaway Road, Suite 100 Tallahassee, FL 32303 850-488-6211 | Big Bend Transit, Inc. 2201 Eisenhower Street Tallahassee, FL 32310 850-627-9958 |
| Jefferson | Apalachee Regional Planning Council 2507 Callaway Road, Suite 100 Tallahassee, FL 32303 850-488-6211 | Big Bend Transit, Inc. 2201 Eisenhower Street Tallahassee, FL 323310 850-997-1323 |
| Leon | Apalachee Regional Planning Council 2507 Callaway Road, Suite 100 Tallahassee, FL 32303 850-488-6211 | City of Tallahassee StarMetro 555 Appleyard Drive Tallahassee, FL 32304 850-891-5199 |
| Wakulla | Apalachee Regional Planning Council 2507 Callaway Road, Suite 100 Tallahassee, FL 32303 850-488-6211 | Wakulla Co. Senior Citizens' Council 33 Michael Drive Crawfordville, FL 32326 850-926-7145 |

Florida Commission for the



**Transportation
Disadvantaged**

2023-2024 Annual Operating Report

County Summaries and Data Tables

January 1, 2025

www.fdot.gov/ctd/



2025-26 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 2023-2024

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 | 187,588 |



| Trips By Type of Service | 2022 | 2023 | 2024 |
|---------------------------|-------------------|-------------------|-------------------|
| Fixed Route (FR) | 3,939,150 | 3,837,093 | 5,373,680 |
| Deviated FR | 320,228 | 376,833 | 326,975 |
| Complementary ADA | 2,144,801 | 2,403,047 | 2,718,494 |
| Paratransit | 4,105,025 | 4,786,970 | 4,831,995 |
| TNC | 38,494 | 96,917 | 114,287 |
| Taxi | 45,765 | 106,897 | 78,016 |
| School Board (School Bus) | 13,212 | 14,066 | 13,602 |
| Volunteers | 5,380 | 2,446 | 1,009 |
| TOTAL TRIPS | 10,612,055 | 11,624,269 | 13,458,058 |

| Vehicle Data | 2022 | 2023 | 2024 |
|---------------|------------|------------|------------|
| Vehicle Miles | 65,359,113 | 73,258,120 | 79,187,677 |
| Roadcalls | 2,165 | 3,020 | 2,908 |
| Accidents | 401 | 429 | 511 |
| Vehicles | 4,598 | 4,490 | 4,394 |
| Drivers | 5,904 | 6,082 | 6,343 |

| Passenger Trips By Trip Purpose | 2022 | 2023 | 2024 |
|---------------------------------|-------------------|-------------------|-------------------|
| Medical | 2,364,468 | 2,518,314 | 3,025,015 |
| Employment | 1,694,988 | 1,668,746 | 2,114,061 |
| Ed/Train/DayCare | 1,915,597 | 2,484,183 | 2,556,166 |
| Nutritional | 616,332 | 911,319 | 923,895 |
| Life-Sustaining/Other | 4,020,670 | 4,041,707 | 4,838,921 |
| TOTAL TRIPS | 10,612,055 | 11,624,269 | 13,458,058 |

| Financial and General Data | 2022 | 2023 | 2024 |
|----------------------------|---------------|---------------|---------------|
| Expenses | \$278,790,926 | \$330,857,548 | \$381,814,036 |
| Revenues | \$299,488,692 | \$335,085,193 | \$374,495,333 |
| Commendations | 2,206 | 3,930 | 39,442 |
| Complaints | 7,965 | 8,650 | 10,000 |
| Passenger No-Shows | 189,718 | 262,699 | 269,684 |
| Unmet Trip Requests | 13,197 | 8,840 | 8,612 |

| Passenger Trips By Revenue Source | 2022 | 2023 | 2024 |
|-----------------------------------|-------------------|-------------------|-------------------|
| CTD | 4,190,777 | 4,327,352 | 5,918,300 |
| AHCA | 157,399 | 268,129 | 447,140 |
| APD | 812,500 | 997,636 | 918,225 |
| DOEA | 230,597 | 365,056 | 285,006 |
| DOE | 114,065 | 120,693 | 101,143 |
| Other | 5,106,717 | 5,545,403 | 5,788,244 |
| TOTAL TRIPS | 10,612,055 | 11,624,269 | 13,458,058 |

| Performance Measures | 2022 | 2023 | 2024 |
|-----------------------------|---------|---------|---------|
| Accidents per 100,000 Miles | 0.61 | 0.59 | 0.65 |
| Miles between Roadcalls | 30,189 | 24,258 | 27,231 |
| Avg. Trips per Passenger | 55.68 | 60.15 | 71.74 |
| Cost per Trip | \$26.27 | \$28.46 | \$28.37 |
| Cost per Paratransit Trip | \$41.58 | \$42.56 | \$46.67 |
| Cost per Total Mile | \$4.27 | \$4.52 | \$4.82 |
| Cost per Paratransit Mile | \$4.22 | \$4.51 | \$4.73 |

| Trips by Provider Type | 2022 | 2023 | 2024 |
|-------------------------|-------------------|-------------------|-------------------|
| CTC | 5,257,062 | 5,421,804 | 6,970,554 |
| Transportation Operator | 3,328,265 | 3,802,210 | 4,085,127 |
| Coordination Contractor | 2,026,728 | 2,400,255 | 2,402,377 |
| TOTAL TRIPS | 10,612,055 | 11,624,269 | 13,458,058 |

2023-24 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 | 2,063 |



| Trips By Type of Service | 2022 | 2023 | 2024 |
|---------------------------|---------------|---------------|---------------|
| Fixed Route (FR) | 0 | 0 | 0 |
| Deviated FR | 34,750 | 41,521 | 40,399 |
| Complementary ADA | 0 | 0 | 0 |
| Paratransit | 18,225 | 30,696 | 26,193 |
| TNC | 0 | 0 | 0 |
| Taxi | 0 | 0 | 0 |
| School Board (School Bus) | 0 | 0 | 0 |
| Volunteers | 0 | 0 | 0 |
| TOTAL TRIPS | 52,975 | 72,217 | 66,592 |

| Passenger Trips By Trip Purpose | | | |
|---------------------------------|---------------|---------------|---------------|
| Medical | 4,758 | 9,292 | 5,523 |
| Employment | 30,051 | 35,596 | 31,696 |
| Ed/Train/DayCare | 7,873 | 11,908 | 10,114 |
| Nutritional | 12 | 113 | 56 |
| Life-Sustaining/Other | 10,281 | 15,308 | 19,203 |
| TOTAL TRIPS | 52,975 | 72,217 | 66,592 |

| Passenger Trips By Revenue Source | | | |
|-----------------------------------|---------------|---------------|---------------|
| CTD | 11,823 | 15,707 | 14,572 |
| AHCA | 1,489 | 4,373 | 2,820 |
| APD | 174 | 2,034 | 2,680 |
| DOEA | 0 | 0 | 0 |
| DOE | 396 | 395 | 124 |
| Other | 39,093 | 49,708 | 46,396 |
| TOTAL TRIPS | 52,975 | 72,217 | 66,592 |

| Trips by Provider Type | | | |
|-------------------------|---------------|---------------|---------------|
| CTC | 52,975 | 72,217 | 66,592 |
| Transportation Operator | 0 | 0 | 0 |
| Coordination Contractor | 0 | 0 | 0 |
| TOTAL TRIPS | 52,975 | 72,217 | 66,592 |

| Vehicle Data | 2022 | 2023 | 2024 |
|---------------|---------|---------|---------|
| Vehicle Miles | 654,608 | 804,396 | 800,480 |
| Roadcalls | 6 | 12 | 9 |
| Accidents | 0 | 0 | 0 |
| Vehicles | 26 | 25 | 28 |
| Drivers | 13 | 14 | 20 |

| Financial and General Data | | | |
|----------------------------|--------------|--------------|--------------|
| Expenses | \$ 1,467,893 | \$ 1,912,632 | \$ 1,870,930 |
| Revenues | \$ 1,531,768 | \$ 1,906,128 | \$ 1,282,045 |
| Commendations | 0 | 0 | 3 |
| Complaints | 2 | 0 | 0 |
| Passenger No-Shows | 949 | 2,020 | 1,411 |
| Unmet Trip Requests | 7 | 3 | 0 |

| Performance Measures | | | |
|-----------------------------|---------|---------|---------|
| Accidents per 100,000 Miles | 0.00 | 0.00 | 0.00 |
| Miles between Roadcalls | 109,101 | 67,033 | 88,942 |
| Avg. Trips per Passenger | 31.24 | 36.85 | 32.28 |
| Cost per Trip | \$27.71 | \$26.48 | \$28.10 |
| Cost per Paratransit Trip | \$27.71 | \$26.48 | \$28.10 |
| Cost per Total Mile | \$2.24 | \$2.38 | \$2.34 |
| Cost per Paratransit Mile | \$2.24 | \$2.38 | \$2.34 |

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 | 378 |



| Trips By Type of Service | 2022 | 2023 | 2024 |
|---------------------------|---------------|---------------|---------------|
| Fixed Route (FR) | 0 | 0 | 0 |
| Deviated FR | 0 | 226 | 3,978 |
| Complementary ADA | 0 | 0 | 0 |
| Paratransit | 14,077 | 16,481 | 17,164 |
| TNC | 0 | 0 | 0 |
| Taxi | 0 | 0 | 0 |
| School Board (School Bus) | 0 | 0 | 0 |
| Volunteers | 0 | 0 | 0 |
| TOTAL TRIPS | 14,077 | 16,707 | 21,142 |

| Passenger Trips By Trip Purpose | | | |
|---------------------------------|---------------|---------------|---------------|
| Medical | 4,122 | 4,695 | 4,033 |
| Employment | 2,840 | 2,660 | 2,546 |
| Ed/Train/DayCare | 1,585 | 512 | 360 |
| Nutritional | 2,784 | 3,950 | 3,416 |
| Life-Sustaining/Other | 2,746 | 4,890 | 10,787 |
| TOTAL TRIPS | 14,077 | 16,707 | 21,142 |

| Passenger Trips By Revenue Source | | | |
|-----------------------------------|---------------|---------------|---------------|
| CTD | 11,598 | 11,113 | 10,876 |
| AHCA | 536 | 1,379 | 796 |
| APD | 1,512 | 1,700 | 1,617 |
| DOEA | 0 | 0 | 0 |
| DOE | 0 | 0 | 0 |
| Other | 431 | 2,515 | 7,853 |
| TOTAL TRIPS | 14,077 | 16,707 | 21,142 |

| Trips by Provider Type | | | |
|-------------------------|---------------|---------------|---------------|
| CTC | 14,077 | 16,707 | 21,142 |
| Transportation Operator | 0 | 0 | 0 |
| Coordination Contractor | 0 | 0 | 0 |
| TOTAL TRIPS | 14,077 | 16,707 | 21,142 |

| Vehicle Data | 2022 | 2023 | 2024 |
|---------------|---------|---------|---------|
| Vehicle Miles | 223,537 | 304,579 | 340,664 |
| Roadcalls | 1 | 4 | 6 |
| Accidents | 0 | 0 | 0 |
| Vehicles | 8 | 12 | 12 |
| Drivers | 6 | 7 | 11 |

| Financial and General Data | | | | |
|----------------------------|----|---------|----|-----------|
| Expenses | \$ | 652,803 | \$ | 882,126 |
| Revenues | \$ | 654,619 | \$ | 1,048,070 |
| Commendations | | 3 | | 2 |
| Complaints | | 0 | | 1 |
| Passenger No-Shows | | 180 | | 271 |
| Unmet Trip Requests | | 2 | | 2 |

| Performance Measures | | | |
|-----------------------------|---------|---------|---------|
| Accidents per 100,000 Miles | 0.00 | 0.00 | 0.00 |
| Miles between Roadcalls | 223,537 | 76,145 | 56,777 |
| Avg. Trips per Passenger | 75.28 | 64.01 | 55.93 |
| Cost per Trip | \$46.37 | \$52.80 | \$41.48 |
| Cost per Paratransit Trip | \$46.37 | \$52.80 | \$41.48 |
| Cost per Total Mile | \$2.92 | \$2.90 | \$2.57 |
| Cost per Paratransit Mile | \$2.92 | \$2.90 | \$2.57 |

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 | 1,180 |



| Trips By Type of Service | 2022 | 2023 | 2024 |
|---------------------------|---------------|----------------|----------------|
| Fixed Route (FR) | 5,244 | 5,232 | 5,244 |
| Deviated FR | 7,800 | 9,069 | 4,511 |
| Complementary ADA | 30,715 | 43,648 | 36,857 |
| Paratransit | 19,628 | 22,629 | 25,121 |
| TNC | 0 | 0 | 3,125 |
| Taxi | 13,780 | 40,418 | 45,921 |
| School Board (School Bus) | 0 | 0 | 0 |
| Volunteers | 0 | 0 | 0 |
| TOTAL TRIPS | 77,167 | 120,996 | 120,779 |

| Passenger Trips By Trip Purpose | | | |
|---------------------------------|---------------|----------------|----------------|
| Medical | 17,500 | 28,071 | 23,499 |
| Employment | 20,596 | 32,067 | 36,363 |
| Ed/Train/DayCare | 20,321 | 19,871 | 18,433 |
| Nutritional | 1,250 | 492 | 887 |
| Life-Sustaining/Other | 17,500 | 40,495 | 41,597 |
| TOTAL TRIPS | 77,167 | 120,996 | 120,779 |

| Passenger Trips By Revenue Source | | | |
|-----------------------------------|---------------|----------------|----------------|
| CTD | 18,096 | 29,213 | 35,011 |
| AHCA | 0 | 0 | 0 |
| APD | 300 | 6,996 | 0 |
| DOEA | 0 | 0 | 0 |
| DOE | 0 | 0 | 0 |
| Other | 58,771 | 84,787 | 85,768 |
| TOTAL TRIPS | 77,167 | 120,996 | 120,779 |

| Trips by Provider Type | | | |
|-------------------------|---------------|----------------|----------------|
| CTC | 0 | 44,205 | 40,686 |
| Transportation Operator | 77,167 | 76,791 | 80,093 |
| Coordination Contractor | 0 | 0 | 0 |
| TOTAL TRIPS | 77,167 | 120,996 | 120,779 |

| Vehicle Data | 2022 | 2023 | 2024 |
|---------------|---------|---------|---------|
| Vehicle Miles | 826,743 | 905,991 | 905,357 |
| Roadcalls | 80 | 313 | 78 |
| Accidents | 3 | 3 | 7 |
| Vehicles | 90 | 134 | 103 |
| Drivers | 119 | 125 | 121 |

| Financial and General Data | | | |
|----------------------------|--------------|--------------|--------------|
| Expenses | \$ 1,576,991 | \$ 2,556,973 | \$ 2,323,072 |
| Revenues | \$ 2,413,902 | \$ 2,556,973 | \$ 2,323,072 |
| Commendations | 1 | 7 | 1 |
| Complaints | 203 | 289 | 140 |
| Passenger No-Shows | 2,500 | 3,666 | 4,029 |
| Unmet Trip Requests | 0 | 0 | 0 |

| Performance Measures | | | |
|-----------------------------|---------|---------|---------|
| Accidents per 100,000 Miles | 0.36 | 0.33 | 0.77 |
| Miles between Roadcalls | 10,334 | 2,895 | 11,607 |
| Avg. Trips per Passenger | 61.73 | 99.42 | 102.36 |
| Cost per Trip | \$20.44 | \$21.13 | \$19.23 |
| Cost per Paratransit Trip | \$24.53 | \$25.88 | \$24.83 |
| Cost per Total Mile | \$1.91 | \$2.82 | \$2.57 |
| Cost per Paratransit Mile | \$1.87 | \$3.01 | \$2.73 |

County: Wakulla
 CTC: Wakulla Senior Citizens Council, Inc.
 Contact: Lara Edwards
 33 Michael Drive
 Crawfordville, FL 32327
 850-926-7145
 Email: ledwards@wakullaseniorcitizens.com

| Demographics | Number |
|-------------------------|--------|
| Total County Population | 33,732 |
| Unduplicated Head Count | 362 |



| Trips By Type of Service | 2022 | 2023 | 2024 |
|---------------------------|--------------|---------------|---------------|
| Fixed Route (FR) | 0 | 0 | 0 |
| Deviated FR | 0 | 0 | 0 |
| Complementary ADA | 0 | 0 | 0 |
| Paratransit | 9,415 | 13,618 | 15,449 |
| TNC | 0 | 5,177 | 0 |
| Taxi | 0 | 0 | 0 |
| School Board (School Bus) | 0 | 0 | 0 |
| Volunteers | 0 | 0 | 0 |
| TOTAL TRIPS | 9,415 | 18,795 | 15,449 |

| Passenger Trips By Trip Purpose | | | |
|---------------------------------|--------------|---------------|---------------|
| Medical | 3,699 | 5,332 | 4,795 |
| Employment | 1,686 | 6,006 | 2,123 |
| Ed/Train/DayCare | 424 | 1,218 | 832 |
| Nutritional | 3,342 | 5,717 | 5,920 |
| Life-Sustaining/Other | 264 | 522 | 1,779 |
| TOTAL TRIPS | 9,415 | 18,795 | 15,449 |

| Passenger Trips By Revenue Source | | | |
|-----------------------------------|--------------|---------------|---------------|
| CTD | 6,097 | 12,502 | 7,678 |
| AHCA | 443 | 1,114 | 1,216 |
| APD | 0 | 0 | 0 |
| DOEA | 0 | 0 | 0 |
| DOE | 71 | 57 | 8 |
| Other | 2,804 | 5,122 | 6,547 |
| TOTAL TRIPS | 9,415 | 18,795 | 15,449 |

| Trips by Provider Type | | | |
|-------------------------|--------------|---------------|---------------|
| CTC | 9,415 | 13,618 | 15,449 |
| Transportation Operator | 0 | 5,177 | 0 |
| Coordination Contractor | 0 | 0 | 0 |
| TOTAL TRIPS | 9,415 | 18,795 | 15,449 |

| Vehicle Data | 2022 | 2023 | 2024 |
|---------------|---------|---------|---------|
| Vehicle Miles | 194,515 | 334,749 | 265,259 |
| Roadcalls | 0 | 0 | 0 |
| Accidents | 0 | 0 | 0 |
| Vehicles | 9 | 10 | 10 |
| Drivers | 8 | 8 | 9 |

| Financial and General Data | | | |
|----------------------------|------------|------------|------------|
| Expenses | \$ 477,529 | \$ 752,880 | \$ 880,150 |
| Revenues | \$ 582,558 | \$ 668,755 | \$ 917,696 |
| Commendations | 0 | 0 | 0 |
| Complaints | 0 | 0 | 0 |
| Passenger No-Shows | 17 | 50 | 140 |
| Unmet Trip Requests | 181 | 0 | 0 |

| Performance Measures | | | |
|-----------------------------|---------|---------|---------|
| Accidents per 100,000 Miles | 0.00 | 0.00 | 0.00 |
| Miles between Roadcalls | 0 | 0 | 0 |
| Avg. Trips per Passenger | 35.53 | 57.83 | 42.68 |
| Cost per Trip | \$50.72 | \$40.06 | \$56.97 |
| Cost per Paratransit Trip | \$50.72 | \$42.73 | \$56.97 |
| Cost per Total Mile | \$2.45 | \$2.25 | \$3.32 |
| Cost per Paratransit Mile | \$2.45 | \$2.01 | \$3.32 |

APPENDIX D

List of Federal Highway Administration and Federal Transit Administration Obligated Projects

ANNUAL LISTING OF FHWA OBLIGATED FEDERAL FUNDING/IMPLEMENTED PROJECTS FY 2024

FHWA OBLIGATED FUNDING

| PROJECT NUMBER | PROJECT NAME | COUNTY | DESCRIPTION | LENGTH | FUND TOTAL | FUND CODE | PROJECT TOTAL |
|----------------|---|---------|-------------------------|--------|------------|-----------|------------------|
| 2204957 | SR 369 (US 319) FROM SOUTH OF EAST IVAN ROAD TO NORTH OF SR 267 | WAKULLA | ADD LANES & RECONSTRUCT | 3.878 | 0 | | |
| | | | | | 1,372,798 | NHPP | 1,372,798 |
| 4512261 | CALLEN STREET FROM WALCOTT STREET TO POTTS DAMER STREET | LEON | SIDEWALK | 0.56 | 0 | SR2T | |
| | | | | | 0 | SR2T | 0 |
| 4538171 | CR 2196 OLD ST AUGUSTINE RD FROM LAFAYETTE ST TO PAUL RUSSELL RD | LEON | SIDEWALK | 0.989 | 0 | SU | 0 |
| 4481521 | SABAL PALMS ELEMENTARY SAFE ROUTES / SIDEWALKS | LEON | SIDEWALK | 0.38 | 0 | SR2T | 0 |
| 4552621 | WAVERLY ROAD FROM CR 155 MERIDIAN ROAD TO SR 61 THOMASVILLE ROAD | LEON | SIDEWALK | 1.235 | 0 | TALT | |
| | | | | | 0 | TALU | 0 |
| 4517251 | DR. MLK JR MEMORIAL RD FROM REHWINKEL RD TO MALLARD POND CIRCLE | WAKULLA | BIKE PATH/TRAIL | 1.115 | 0 | TALN | |
| | | | | | 0 | TALT | 0 |
| 4393831 | CR 268 HIGH BRIDGE RD OVER LITTLE RIVER BRIDGE NO. 500045 | GADSDEN | BRIDGE REPLACEMENT | 0.402 | 0 | ACBZ | |
| | | | | | 5,994 | GFBZ | |
| | | | | | 85,410 | GFBZ | 91,404 |
| 4490791 | SPRINGHILL ROAD OVER MUNSON SLOUGH BRIDGE NO 550054 | LEON | BRIDGE REPLACEMENT | 0.01 | 0 | ACBR | |
| | | | | | 4,081 | NHBR | 4,081 |
| 4429511 | CR 372 SURF ROAD OVER OTTER CREEK RISE BRIDGE NO. 594049 | WAKULLA | BRIDGE REPLACEMENT | 0.005 | 0 | ACBR | |
| | | | | | 28,291 | NHBR | 28,291 |
| 4518921 | PROGRAM 18 - SECTION 5311 CAPITAL AWARD GADSDEN COUNTY BIG BEND TRANS | GADSDEN | CAPITAL FOR FIXED ROUTE | 0 | 0 | DU | 0 |

| PROJECT NUMBER | PROJECT NAME | COUNTY | DESCRIPTION | LENGTH | FUND TOTAL | FUND CODE | PROJECT TOTAL |
|----------------|--|---------|-----------------------------|--------|------------|-----------|---------------|
| 4222512 | CITY OF TALLAHASSEE STARMETRO CAPITAL SECTION 5307 | LEON | CAPITAL FOR FIXED ROUTE | 0 | 0 | FTA | 0 |
| 4336851 | CITY OF TALLAHASSEE STARMETRO CAPITAL-OPERATING 5310 | LEON | CAPITAL FOR FIXED ROUTE | 0 | 0 | FTA | 0 |
| 4252699 | CITY OF TALLAHASSEE STARMETRO SECTION 5339 CAPITAL | LEON | CAPITAL FOR FIXED ROUTE | 0 | 0 | FTA | 0 |
| 4213643 | CITY OF TALLAHASSEE TRANSIT NON-URBANIZED AREA 5311 | LEON | OPERATING/ADMIN. ASSISTANCE | 0 | 0 | DU | 0 |
| 4213663 | WAKULLA COUNTY SENIOR CITIZEN TRANSIT NON-URBANIZED AREA 5311 | WAKULLA | OPERATING/ADMIN. ASSISTANCE | 0 | 0 | DU | 0 |
| 4531201 | SR 8 (I-10) FROM WEST OF SR 267 TO WEST OF SR 10 (US 90) | GADSDEN | RESURFACING | 11.084 | 0 | ACNP | 0 |
| 2225896 | SR 8 (I-10) FROM W OF OLD BAINBRIDGE RD TO W OF OLSON RD | LEON | RESURFACING | 8.771 | 0 | ACNP | |
| | | | | | 231,094 | NHPP | 231,094 |
| 4456631 | SR 10 (US 90) FROM W OF BYRD RD TO OPPORTUNITY LN | GADSDEN | SIGNING/PAVEMENT MARKINGS | 2.115 | 0 | ACSS | 0 |
| 4456051 | SR 10 (US 90) W TENNESSEE ST FROM CALIARK ST TO W BREVARD ST | LEON | SAFETY PROJECT | 0.317 | 0 | ACSS | 0 |
| 4548581 | SR 8 (I-10) FROM OCHLOCKNEE RELIEF BRIDGE TO OCHLOCKNEE RIVER BRIDGE | LEON | SAFETY PROJECT | 0.329 | 0 | ACSS | 0 |
| 4393235 | CAPITAL REGION TPA (TALLAHASSEE) FY 2024/2025-2025/2026 UPWP | LEON | TRANSPORTATION PLANNING | 0 | 0 | PL | |
| | | | | | 450,000 | CM | |
| | | | | | 330,965 | PL | 780,965 |
| 4393236 | CAPITAL REGION TPA (TALLAHASSEE) FY 2026/2027-2027/2028 UPWP | LEON | TRANSPORTATION PLANNING | 0 | 0 | PL | 0 |
| 4393237 | CAPITAL REGION TPA (TALLAHASSEE) FY 2027/2028-2028/2029 UPWP | LEON | TRANSPORTATION PLANNING | 0 | 0 | PL | 0 |
| 4393395 | MPO ADVISORY COMMITTEE STAFF FY 2024/2025-2025/2026 UPWP | LEON | TRANSPORTATION PLANNING | 0 | 0 | PL | |
| | | | | | 788,285 | PL | 788,285 |
| 4393396 | MPO ADVISORY COMMITTEE STAFF FY 2026/2027-2027/2028 UPWP | LEON | TRANSPORTATION PLANNING | 0 | 0 | PL | 0 |

| PROJECT NUMBER | PROJECT NAME | COUNTY | DESCRIPTION | LENGTH | FUND TOTAL | FUND CODE | PROJECT TOTAL |
|-----------------------|---|---------------|---------------------------|---------------|-------------------|------------------|----------------------|
| 4393397 | MPO ADVISORY COMMITTEE STAFF FY 2028/2029-2029/2030 UPWP | LEON | TRANSPORTATION PLANNING | 0 | 0 | PL | 0 |
| 4393234 | CAPITAL REGION TPA (TALLAHASSEE) FY 2022/2023-2023/2024 UPWP | LEON | TRANSPORTATION PLANNING | 0.000 | 199,994 | PL | 199,994 |
| 4406491 | CR 153 IRON BRIDGE RD FROM OCHLOCKONEE RIVER TO CR 157 | GADSDEN | GUARDRAIL | 0.767 | 5,000 | HSP | |
| | | | | | 645,585 | HSP | 650,585 |
| 4406471 | CR 159 DOVER/SCOTLAND RD FROM SR 10 (US 90) TO SR 63 (US 27) | GADSDEN | GUARDRAIL | 7.570 | 41 | HSP | |
| | | | | | 38,813 | HSP | 38,854 |
| 4393741 | CR 159 SALEM ROAD OVER SWAMP CREEK BRIDGE NO. 500032 | GADSDEN | BRIDGE REPLACEMENT | 0.674 | -215,319 | BRTZ | |
| | | | | | -23,643 | BRTZ | -238,962 |
| 4340321 | CR 257A OVER AUCILLA RIVER BRIDGE NO. 544061 | JEFFERSON | BRIDGE REPLACEMENT | 0.216 | 1,024,668 | NHBR | |
| | | | | | 10,380 | NHBR | 1,035,048 |
| 4393661 | CR 259 OVER SCL RAILROAD BRIDGE NO. 540027 | JEFFERSON | BRIDGE REPLACEMENT | 0.359 | 2,867,550 | NHBR | |
| | | | | | 6,900 | NHBR | |
| | | | | | 80,686 | NHBR | |
| | | | | | 76,655 | NHBR | 3,031,791 |
| 4369921 | CR 268 ADAMS ST FROM CR 274 MARTIN LUTHER KING JR BLVD TO CLARK ST | GADSDEN | SIDEWALK | 0.576 | 98,724 | SE | |
| | | | | | 186,433 | SU | |
| | | | | | 38,349 | TALT | |
| | | | | | 722,834 | TALU | 1,046,340 |
| 4366151 | CR 268 HIGH BRIDGE RD FROM JOE ADAMS ROAD TO BRICKYARD ROAD E | GADSDEN | SAFETY PROJECT | 8.844 | -6,205 | HSP | -6,205 |
| 4407241 | CR 274 BARACK OBAMA BLVD FROM BEN BOSTIC RD TO MARTIN LUTHER KING BLVD | GADSDEN | SIDEWALK | 1.447 | -56,170 | TALT | |
| | | | | | -13,050 | TALU | -69,220 |
| 4406551 | CR 361 (OLD BAINBRIDGE RD) FROM SR 8 (I-10) TO SR 263 (CAPITAL CIRCLE) | LEON | SIGNING/PAVEMENT MARKINGS | 4.279 | -101 | HSP | -101 |

| PROJECT NUMBER | PROJECT NAME | COUNTY | DESCRIPTION | LENGTH | FUND TOTAL | FUND CODE | PROJECT TOTAL |
|----------------|--|-----------|-------------------------|--------|------------|-----------|------------------|
| 4420601 | CR 375 SMITH CREEK ROAD FROM S OF FIRE DEPT TO SR 20 BLOUNTSTOWN HWY | LEON | BIKE LANE/SIDEWALK | 1.300 | -425 | PLH | |
| | | | | | -2,353 | PLH | |
| | | | | | -678 | SE | |
| | | | | | -24,812 | SE | -28,268 |
| 4433301 | CR 59 (VETERANS MEMORIAL DR) OVER STILL CREEK BRIDGE #550012 | LEON | BRIDGE REPLACEMENT | 0.006 | 862,049 | CD23 | 862,049 |
| 4381271 | HAVANA MIDDLE SCHOOL SIDEWALK EXTENSION | GADSDEN | SIDEWALK | 0.535 | -4,284 | TALU | |
| | | | | | -14,719 | TALU | -19,003 |
| 4429441 | MICCOSUKEE ROAD OVER UNNAMED BRANCH BRIDGE NO. 550051 | LEON | BRIDGE REPLACEMENT | 0.076 | 415,492 | NHBR | 415,492 |
| 4393394 | MPO ADVISORY COMMITTEE STAFF FY 2022/2023-2023/2024 | LEON | TRANSPORTATION PLANNING | 0.000 | 87,936 | PL | 87,936 |
| 4403851 | RALPH STRONG RD FROM CROSSROADS SCH ENTRANCE TO SR 10 (US 90) | GADSDEN | SIDEWALK | 0.863 | 5,000 | SR2T | 5,000 |
| 4134253 | SR 10 (US 90) FROM JACKSON COUNTY LINE TO BATES ST | GADSDEN | RESURFACING | 1.024 | 1,136,798 | CM | 1,136,798 |
| 4510441 | SR 10 (US 90) FROM PEDRICK ROAD TO JEFFERSON COUNTY LINE | LEON | PD&E/EMO STUDY | 13.633 | 100,444 | SU | 100,444 |
| 4395712 | SR 10 (US 90) FROM SR 61 (US 27) MONROE ST TO CR 1568 BUCK LAKE RD | LEON | LIGHTING | 4.206 | 10,590 | HSP | |
| | | | | | -14,193 | RED | |
| | | | | | -4,272 | RED | -7,875 |
| 4397291 | SR 10 (US 90) MONTICELLO HWY FROM WILLOW ST TO MADISON COUNTY LINE | JEFFERSON | RESURFACING | 9.911 | -13,589 | SA | -13,589 |
| 4484511 | SR 10/SR 12 (US 90) JEFFERSON ST FROM CHALK ST TO RALPH STRONG RD | GADSDEN | SIDEWALK | 1.073 | -308,246 | CARB | |
| | | | | | -614,110 | TALT | |
| | | | | | 15,710 | TALU | |
| | | | | | 5,000 | TALT | -901,646 |
| 4456341 | SR 155 MERIDIAN RD FROM SR 61 THOMASVILLE RD TO CR 63A LAKESHORE DR | LEON | RESURFACING | 2.543 | 307,261 | SA | 307,261 |

| PROJECT NUMBER | PROJECT NAME | COUNTY | DESCRIPTION | LENGTH | FUND TOTAL | FUND CODE | PROJECT TOTAL |
|----------------|--|---------|-------------------------|--------|------------|-----------|------------------|
| 4397271 | SR 20 (US 27) APALACHEE PKWY FROM SR 261 (US 319) C.C. TO JEFFERSON CL | LEON | RESURFACING | 9.252 | -7,465 | SA | -7,465 |
| 4287392 | SR 261 (US 319) CAP CIR FROM SR 20 (US 27) APALACHEE PKWY TO PARK AVE | LEON | RESURFACING | 1.077 | 4,169,269 | NHRE | 4,169,269 |
| 2196894 | SR 261 CAP CIR FROM SR 363 WOODVILLE HWY TO CR 259 TRAM RD | LEON | RESURFACING | 2.313 | 427,992 | NHRE | |
| | | | | | 819,268 | SA | 1,247,260 |
| 2197224 | SR 263 CAP CIR NW FROM SR 10 (US 90) TO SR 8 (I-10) W RAMP LANDSCAPING | LEON | LANDSCAPING | 1.992 | 1,811 | HPP | 1,811 |
| 2197492 | SR 263 CAPITAL CIR FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD | LEON | ADD LANES & RECONSTRUCT | 2.341 | -607 | SU | -607 |
| 4101722 | SR 267 BLOXHAM CUTOFF FROM WAKULLA SPRINGS PARK TO ST MARKS TRAIL | WAKULLA | BIKE PATH/TRAIL | 4.780 | 630,000 | SU | 630,000 |
| 4325502 | SR 267 BLOXHAM CUTOFF RD FROM LEON COUNTY LINE TO SR 363 WOODVILLE RD | WAKULLA | RESURFACING | 12.860 | 5,543,247 | NHRE | |
| | | | | | 662,288 | SA | 6,205,535 |
| 4451241 | SR 30 (US 98) CORRIDOR WAKULLA COUNTY SIGN REPAIR HURRICANE MICHAEL | WAKULLA | EMERGENCY OPERATIONS | 24.083 | -247 | ER19 | -247 |
| 4377562 | SR 30 (US 98) FROM W OF WAKULLA RIVER BR TO SR 267 BLOXHAM CUTOFF RD | WAKULLA | RESURFACING | 4.652 | 3,946,969 | NHRE | 3,946,969 |
| 4240095 | SR 363 WOODVILLE HWY FROM GAILE AVENUE TO SR 363/PAUL RUSSELL RD | LEON | ADD LANES & RECONSTRUCT | 1.483 | -7,166 | SU | |
| | | | | | 215,086 | GFSU | |
| | | | | | 1,000 | SU | 208,920 |
| 4240094 | SR 363 WOODVILLE HWY FROM SR 263 (US 319) C.C. TO GAILE AVENUE | LEON | ADD LANES & RECONSTRUCT | 1.499 | -35,242 | SU | -35,242 |
| 4395752 | SR 363/SR 61 (US 27) WOODVILLE HWY/MONROE ST FROM ROSS RD TO CALL ST | LEON | LIGHTING | 0.000 | 289,457 | HSP | 289,457 |
| 4395793 | SR 366 PENSACOLA ST FROM APPELYARD DR TO STADIUM DRIVE | LEON | LIGHTING | 1.873 | 81,964 | HSP | 81,964 |
| 4508962 | SR 369 (US 319) FROM N OF WAKULLA ARRAN ROAD TO S OF EAST IVAN ROAD | WAKULLA | ADD LANES & RECONSTRUCT | 1.869 | 1,578,165 | SU | 1,578,165 |
| 2204958 | SR 369 (US 319) FROM NORTH OF SR 267 TO LEON COUNTY LINE | WAKULLA | ADD LANES & RECONSTRUCT | 2.243 | -99,577 | NHPP | -99,577 |

| PROJECT NUMBER | PROJECT NAME | COUNTY | DESCRIPTION | LENGTH | FUND TOTAL | FUND CODE | PROJECT TOTAL |
|----------------|--|-----------|-------------------------|--------|------------|-----------|------------------|
| 2198815 | SR 369 (US 319) FROM S OF WAKULLA CO LINE TO S OF L.L. WALLACE ROAD | LEON | ADD LANES & RECONSTRUCT | 2.122 | 10,000 | SU | 10,000 |
| 4379021 | SR 371/373 ORANGE AVE FROM SR 263 CAPITAL CIRCLE TO SR 61 S. MONROE ST | LEON | PD&E/EMO STUDY | 4.348 | 472,038 | SU | 472,038 |
| 4377571 | SR 57 (US 19) N JEFF. ST FROM SR 10 (US 90) WASH. ST TO GA STATE LINE | JEFFERSON | RESURFACING | 8.276 | 8,122,123 | NHRE | 8,122,123 |
| 4541701 | SR 61 (US 27) MONROE ST @ PARK AVE | LEON | TRAFFIC SIGNALS | 0.036 | 234,617 | PROT | 234,617 |
| 4529401 | SR 61 (US 319) FROM TIMBERWOLF CROSSING TO GEORGIA STATE LINE | LEON | RESURFACING | 8.531 | 1,410,490 | SA | 1,410,490 |
| 4397281 | SR 61 (US 319) TVILLE RD FROM S OF MACLAY RD TO TIMBERWOLF CROSSING | LEON | RESURFACING | 4.604 | -39,669 | CM | -39,669 |
| 4443312 | SR 63 (US 27) FROM FAULK DR TO SR 61 THOMASVILLE RD | LEON | LIGHTING | 5.995 | 175,107 | HSP | 175,107 |
| 4450531 | SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD | LEON | SIDEWALK | 0.896 | -12,593 | SU | |
| | | | | | 90,565 | SU | 77,972 |
| 4451011 | SR 8 (I-10) CORRIDOR GADSDEN COUNTY SIGN REPAIR HURRICANE MICHAEL | GADSDEN | EMERGENCY OPERATIONS | 33.508 | -2,249 | ER19 | -2,249 |
| 4451201 | SR 8 (I-10) CORRIDOR LEON COUNTY SIGN REPAIR HURRICANE MICHAEL | LEON | EMERGENCY OPERATIONS | 22.200 | -7,965 | ER19 | -7,965 |
| 4439731 | SR 8 (I-10) FROM E OF CR 158 OLD LLOYD RD TO E OF SR 57 (US 19) | JEFFERSON | RESURFACING | 5.969 | 2,179,106 | NHPP | 2,179,106 |
| 2225306 | SR 8 (I-10) FROM GADSDEN CO LINE TO WEST OF SR 263 CAPITAL CIRCLE | LEON | ADD LANES & RECONSTRUCT | 1.488 | 26,266 | SA | 26,266 |
| 4456571 | SR 8 (I-10) FROM LEON COUNTY LINE TO MADISON COUNTY LINE | JEFFERSON | SAFETY PROJECT | 19.487 | 10,509 | HSP | 10,509 |
| 4176432 | SR 8 (I-10) FROM W OF OLSON RD TO E OF SR 10 (US 90) MAHAN DRIVE | LEON | RESURFACING | 7.559 | 1,173,499 | NHPP | 1,173,499 |
| 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 | -18,240 | NFP | -18,240 |
| 2225936 | SR 8 (I-10) INTERCHANGE AT SR 61 & SR 261 (US 319) | LEON | INTERCHANGE IMPROVEMENT | 1.413 | 243 | NHPP | 243 |
| 4522301 | SR 8 (I-10) JEFFERSON COUNTY REST AREA TRUCK PARKING - WB REST AREA | JEFFERSON | REST AREA | 0.471 | 8,333,970 | CARB | |
| | | | | | 49,047 | CARB | 8,383,017 |

| PROJECT NUMBER | PROJECT NAME | COUNTY | DESCRIPTION | LENGTH | FUND TOTAL | FUND CODE | PROJECT TOTAL |
|-------------------|--------------|--------|-------------|--------|------------|--------------|------------------|
| GRAND TOTAL | | | | | | | 51,352,717 |

| 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

Additional obligated FY 24 projects to be added..

APPENDIX E

Adopted FY 2026 - FY 2030 Project Priority Lists

| Capital Region Transportation Planning Agency | | | | | | | | Fiscal Year 2026 - Fiscal Year 2030 | | | Roadway and Capacity | | | | | Project Priority List: CRTPA Meeting 06.17.24 | | | |
|---|--|-----------------------------|-----------------|-------|--------|-------|-------|-------------------------------------|----------------------|-----------------------------|----------------------|--------------|---------------|---|--|---|--|--|--|
| PRIORITY NO. | PROJECT | 1PHASE & 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 M | Divided 4 lane w/ bicycle lanes and sidewalks | | | | | |
| | Gaile Ave to Paul Russell Rd | - | - | - | - | - | - | 1.48 | | ROW | \$7 M | CST/CEI | \$18 M | | | | | | |
| | FPN: 424009-4,-5 | | | | | | | | | Cost to complete: \$69 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 | \$69 M | Divided 4-lane w/ shared use path and sidewalks | | | | | |
| | S Lake Bradford Rd to Cypress Lake | - | - | - | - | - | - | 1.2 | | ROW | \$17 M | CST/CEI | \$25 M | | | | | | |
| | CCSW to S Lake Bradford Rd | - | - | - | - | - | - | 1.6 | Reconstruct | PE/ROW | \$13 M | CST/CEI | \$26 M | Divided 2-lane w/ shared-use path and sidewalks | | | | | |
| | FPN: 437902-4, -3 | | | | | | | | | Cost to complete: \$185 M | | | | | | | | | |
| 4 | Crawfordville Road (US 319) | | | | | | | | | | | | | | | | | | |
| | LL Wallace Rd to S of SR61 Int. | ROW | - | - | \$.5M | - | - | 1.61 | Capacity | ROW | \$2 M | CST/CEI | \$28 M | Divided 4 lane w/ bicycle lanes and sidewalks | | | | | |
| | S of Wakulla Co Line to LL Wallace Rd | ROW | - | \$4M | \$1.5M | - | - | 1.69 | | ROW | \$5 M | CST/CEI | \$50 M | | | | | | |
| | FPN: 219881-4, -5 | | Design underway | | | | | | | Cost to complete: \$85 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 | \$36 M | Divided 4 lane w/ bicycle lanes and sidewalks | | | | | |
| | FPN: 219820-2 | | PD&E underway | | | | | | | ROW Estimate to be provided | | | | | | | | | |
| 7 | Lake Bradford Road/Springhill Road ^{BPIA} | | | | | | | | | | | | | | | | | | |
| | Springhill Rd-Capital Circle SW to Orange Ave | | - | - | - | - | - | - | Corridor Improvement | 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 | \$ 3.5 M | CST/CEI | TBD | Divided 4 lane w/ bicycle lanes and sidewalks | | | | | |
| | FPN: 451896-1 | | | | | | | | | | | | | | | | | | |

| PRIORITY NO. | PROJECT | ¹PHASE & FUNDING PROGRAMMED | | | | | | LENGTH | IMPROV. | NEXT PHASE | COST ESTIMATE | FUTURE PHASE | COST ESTIMATE | DESCRIPTION |
|---|--|-----------------------------|-------|-------|-------|-------|-------|--------|-----------------|------------|---------------|--------------|---------------|--|
| | | PHASE | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | | | | | | | |
| 9 | Crawfordville Road (US 319) | | | | | | | | | | | | | |
| | N of Alaska Way to Lost Creek Bridge | - | - | - | - | - | - | 3.4 | Capacity | PE | - | ROW | - | Divided 4-lane w/ bicycle lanes |
| | | | | | | | | | | | | | | |
| 10 | Tharpe Street ^{BPIA} | | | | | | | | | | | | | |
| | Capital Circle SW to Ocala Rd | | \$2 M | - | \$ 7M | \$ 1M | - | 2.7 | Capacity | | | CST | \$ 25 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 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 M | | | Divided 4-lane w/ shared-use path, sidewalks |
| | | | | | | | | | | | | | | |
| 14 | I-10 Interchange ^{BPIA} | | | | | | | | New Interchange | | | | | |
| | at Welaunee Boulevard | | - | - | - | - | - | 0.5 | | IJR | | | | New Interchange |
| <div><div><div><div>¹Project Phases</div><div>FS - Feasibility Study</div><div>PD&E - Project Development & Environment Study</div><div>PE - Preliminary Engineering</div><div>ROW - Right-of-way Acquisition</div><div>CST - Construction</div><div>CEI - Construction Engineering/Inspection</div><div>IJR - Interchange Justification Report</div></div><div><div>²Acronyms</div><div>FDOT</div><div>BPIA</div><div>WPN</div><div>RMP</div><div>Florida Department of Transportation</div><div>Blueprint Intergovernemntal Agency</div><div>FDOT Work Program Number</div><div>CRTPA's 2045 Regional Mobility Plan</div></div></div></div> | | | | | | | | | | | | | | |




| PRIORITY NO. | PROJECT | PHASE & FUNDING PROGRAMMED | | | | | | LENGTH | COUNTY | NEXT PHASE | *COST ESTIMATE | FUTURE PHASE | COST ESTIMATE | DESCRIPTION | |
|---|---|----------------------------|---------|-------|-------|----------|-------|--------|--------------|------------|----------------|--------------|---------------|--|---|
| | | PHASE | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | | | | | | | | |
| 1 | Wakulla Springs Trail | | | | | | | | | | | | | | SUNTrail application for CST submitted Dec 2023 |
| | Wakulla Springs State Park to the St Marks Trail | PE | \$700 K | - | - | - | - | 4.8 | Wakulla | CST | \$6.1 M | | | | |
| | WPN: 410172-2 | | | | | | | | | | | | | | |
| 2 | Capitol City Trail - East (US 90) | | | | | | | | | | | | | | |
| | Pedrick Road to Lake Miccosukee | PE | - | - | - | \$11.5 M | - | 9.7 | Leon | CST | | | | PD&E underway | |
| | WPN: 451044-2 | | | | | | | | | | | | | | |
| | Lake Miccosukee to the Monticello Trail | | | | | | | 10.5 | Jefferson | | | | | | |
| 3 | Capital City Trail - Central | | | | | | | | | | | | | | |
| | Havana to Tallahassee | | | | | | | | | | | | | | |
| | SR 12 to Ochlockonee River Bridge | - | - | - | - | - | - | 5.6 | Gadsden | PE | \$700 K | CST/CEI | \$6.2 M | SUNTrail application for PE & CST submitted Dec 2023 | |
| | Ochlockonee River Bridge to Orchard Pond Greenway E Trailhead | - | - | - | - | - | - | 4.2 | Leon | PD&E | \$1 M | | | SUNTrail application for PD&E submitted Dec 2023 | |
| | Orchard Pond Greenway East Trailhead to Meridian Road ^{BPIA} | - | - | - | - | - | - | 1.5 | Leon | CST | | | | SUNTrail application for CST submitted Dec 2023 | |
| | Bannerman Road ^{BPIA} | | | | | | | | | | | | | | |
| | Meridian Road to Thomasville Road | - | - | - | - | - | - | 2.3 | Leon | CST | | | | | |
| | Bradfordville Road/Welaunee Greenway | | | | | | | | | | | | | | |
| Thomasville Road to Miccosukee Greenway | - | - | - | - | - | - | - | 7.8 | Leon | FS | \$100 K | | | FS to begin 2025 | |
| 4 | Capital City Trail - West (US 90) | | | | | | | | | | | | | | |
| | Chattahoochee to SR 12 at Quincy Bypass | - | - | - | - | - | - | 22 | Gadsden | FS | \$250 K | | | SUNTrail application for FS submitted Dec 2023 | |
| 5 | Trout Pond Trail Extension | | | | | | | | | | | | | | |
| | SR 267 to Lake Henrietta | - | - | - | - | - | - | | Wakulla/Leon | FS | \$200 K | | | FS to begin late 2024 | |
| <div><div>^{BPIA}Blueprint Intergovernmental Agency project</div><div>PROJECT PHASES</div><div>ACRONYMS</div></div> <div><div>FS - Feasibility Study PD&E - Project Development & Environment Study PE - Preliminary Engineering ROW - Right-of-way Acquisition</div><div>CST - Construction CEI - Construction Engineering/Inspection</div><div>FDOT - Florida Department of Transportation BPIA - Blueprint Intergovernmental Agency WPN - FDOT Work Program Number RMP - CRTPA's 2045 Regional Mobility Plan SUN Trails - Shared-Use Non-Motorized Trail Program</div></div> | | | | | | | | | | | | | | | |

| PRIORITY NO. | PROJECT | PHASE & FUNDING PROGRAMMED | | | | | | LENGTH | COUNTY | NEXT PHASE | *COST ESTIMATE | FUTURE PHASE | COST ESTIMATE | DESCRIPTION |
|---|---|--|-------|-------|-------|-------|-------|---|-----------|------------|----------------|--------------|---------------|---|
| | | PHASE | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | | | | | | | |
| 6 | Tram Road Connector Multi-Use Trail | | | | | | | | | | | | | SUNTrail application for CST submitted Dec 2024 |
| | Capital Circle SE to Four Oaks Blvd. | - | - | - | - | - | - | 0.5 | Leon | CST | \$985,300 | | | |
| | Southwood Connector Multi-Use Trail | | | | | | | | | | | | | |
| | Tram Rd at Four Oaks to US 27 at Sutor Road | - | - | - | - | - | - | 4.5 | Leon | PE/CST | | | | |
| | Apalachee Parkway (US 27) | | | | | | | | | | | | | |
| | Sutor Road to Conner Blvd | - | - | - | - | - | - | 0.6 | Leon | PE | | | | |
| 7 | Monticello Path Extension | | | | | | | | | | | | | |
| | Martin Road to Jefferson County K-12 School | - | - | - | - | - | - | 0.97 | Jefferson | PE | - | | | |
| 8 | Nature Coast Trail | | | | | | | | | | | | | |
| | Lighthouse Road to Taylor County Line | - | - | - | - | - | - | 14 | Wakulla/ | PD&E | - | | | |
| | | | | | | | | | Jefferson | | | | | |
| BPIA - Blueprint Intergovernmental Agency project | | PROJECT PHASES | | | | | | ACRONYMS | | | | | | |
| | | FS - Feasibility Study PD&E - Project Development & Environment Study PE - Preliminary Engineering ROW - Right-of-way Acquisition | | | | | | CST - Construction CEI - Construction Engineering/Inspection FDOT - Florida Department of Transportation BPIA - Blueprint Intergovernmental Agency WPN - FDOT Work Program Number RMP - CRTPA's 2045 Regional Mobility Plan SUN Trails - Shared-Use Non-Motorized Trail Program | | | | | | |

| Fiscal Year 2026 | | | | | | | |
|--|----------------------------------|--|--------------|--------------|--------------|-----|--------------|
| Priority Ranking | FDOT WP# | Description | Local | FDOT | BIL-AIG | FAA | Total |
| 1 | 448565-1 448580-1 448580-2 | Terminal Modernization - Elevator & Air Handler Improvements | \$ 500,000 | \$ 1,475,000 | \$ 1,475,000 | | \$ 3,450,000 |
| FY26 Total | | | | | | | \$ 3,450,000 |
| Fiscal Year 2027 | | | | | | | |
| Priority Ranking | FDOT WP# | Description | Local | FDOT | BIL-AIG | FAA | Total |
| 1 | 450038-1 | Air Carrier Apron Improvements | | \$ 550,000 | \$ 2,000,000 | | \$ 2,550,000 |
| FY27 Total | | | | | | | \$ 2,550,000 |
| Fiscal Year 2028 | | | | | | | |
| Priority Ranking | FDOT WP# | Description | Local | FDOT | BIL-AIG | FAA | Total |
| 1 | 416010-7 | Airport Access and Roadway Realignment Phase II | \$ 200,000 | \$ 2,000,000 | \$ 1,800,000 | | \$ 4,000,000 |
| FY28 Total | | | | | | | \$ 4,000,000 |
| Fiscal Year 2029 | | | | | | | |
| Priority Ranking | FDOT WP# | Description | Local | FDOT | BIL-AIG | FAA | Total |
| 1 | 444974-2 | International Passenger Processing Facility | \$ 2,092,536 | \$ 2,092,536 | | | \$ 4,185,072 |
| FY29 Total | | | | | | | \$ 4,185,072 |
| 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>Electric Bus Conversion and Supporting Charging Infrastructure</i> | | |
| 1 | Acquire additional battery electric buses and construct Phase II of charging infrastructure to expand the depot charging at StarMetro Appleyard facility. | \$ 10,000,000 |
| <i>Transit Scheduling & Communications Systems Upgrade</i> | | |
| 2 | Transit scheduling hardware, software, technology and communication system upgrades | \$ 1,500,000 |
| <i>Redevelopment of C.K. Steele Plaza - Planning & Design</i> | | |
| 3 | Feasibility Study, planning, and design of C.K. Steele Plaza into a mixed-use, multistory intermodal facility with connections to intercity transportation such as the Gadsden Express, Monticello Express, Greyhound. | \$ 750,000 |
| <i>StarMetro Appleyard Facility Upgrades - Assessment & Planning</i> | | |
| 4 | Assessment, planning, and design for facility upgrades and expansion of StarMetro's Appleyard facility. | \$ 750,000 |
| Previous Priority No. 2 - Construction of multi-bay Sustainable Southside Transit Center - (Meridian Road and Orange Avenue) is funded in FY24 for construction. \$20,000,000 Previous Priority No. 3 - Phase I of the Electric Bus Charging Infrastruture project is funded. \$20,370,792 | | |

| PRIORITY NO. | PROJECT NAME & ROADWAY | PHASE & FUNDING PROGRAMMED | | | | | | NEXT PROJECT PHASE | COST ESTIMATE TO FUND THE PHASE | NOTES |
|---|---|----------------------------|------------|------------|------------|------------|-----------|--------------------|---------------------------------|---|
| | | PHASE | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | | | |
| 1 | Annual Funding | OPS | \$ 500,000 | \$ 500,000 | \$ 500,000 | \$ 500,000 | \$500,000 | OPS | 500,000 | Funding in the new 5th year for operations and maintenance of the current ITS system. |
| | Various Locations 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 FY26. ITS Master Plan Project #14 |
| | Capital Circle NW to Monroe St | | | | | | | | | |
| 4 | Adaptive Traffic Signal Control (US 27) | - | - | - | - | - | - | CAP | \$1.12M | Request Funding in FY26. ITS Master Plan Project #16 |
| | Monroe St to Conner Blvd | | | | | | | | | |
| <div><div><div>CRTPA CAPITAL REGION TRANSPORTATION PLANNING AGENCY</div></div><div><div>PROJECT PHASES</div><div>(OPS) Operations (CAP) Capital</div></div><div><div>ACRONYM</div><div>WPN - FL Department of Transportation Work Program Number</div></div></div> | | | | | | | | | | |

| PRIORITY NO. | | ¹ PROGRAMMED | | | | | | COST ESTIMATE OF PHASE | PHASE AND FUNDING SOUGHT |
|--------------|---|-------------------------|-------|-------|-------|-------|-------|------------------------|----------------------------------|
| | | PHASE | FY 25 | FY 26 | FY 27 | FY 28 | FY 29 | | |
| SU FUNDING | | | | | | | | | |
| | | | | | | | | | |
| 1 | CRTPA UPWP | Oper/Plan | 1.5M | - | - | - | - | \$ 2 M | FY 2026 Operational and Planning |
| | Urban Area SU Allocation - Annual Budget for operations and planning projects | | | | | | | | |
| | | | | | | | | | |

Capital Region Transportation Planning Agency
DRAFT Transportation Alternatives (TA) Project Priority List
 Fiscal Year (FY) 2026 - FY 2030

| Priority | Project Name | Limits | Funding Sought | Phase |
|----------|---|--|----------------|--------------------|
| 1 | Spring Creek Highway (CR 363) (Phase 1) Multi Use Path Sponsor: Wakulla County | US 98 to Parkland Drive (1.13 miles) | \$763,081 | Construction & CEI |
| 2 | Waverly Road Sidewalk Project Sponsor: City of Tallahassee | Meridian Road to Thomasville Road (1.22 miles) | \$1,320,000 | Construction & CEI |
| 3 | Dr. MLK, Jr. Memorial Boulevard (Phase II) Multi Use Path Sponsor: Wakulla County | Mallard Pond Circle to Pheasant Hill Trail (1.6 miles) | \$947,633 | Construction & CEI |
| 4 | Highland Drive Sidewalk Project Sponsor: Leon County | Buck Lake Road to Mahan Drive (0.67 miles) | \$1,647,814 | Construction |

APPENDIX F

Appendix F

Federal Eastern Lands Transportation Projects

If there are funded projects this section is updated in October of 2025.



FY2025-FY2028 Mid-Year Transportation Improvement Program

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 7/8/2025

| PROJECT | PROGRAM FISCAL YEAR | STATE | COUNTY | PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY | DESCRIPTION | TYPE OF WORK | PRIMARY FUND SOURCE | TOTAL PROGRAMMED AMOUNT | FUNDS FROM TITLE | DELIVERED BY | STATUS | CONGRESSIONAL DISTRICT | FLMA REGION |
|-----------------------------|---------------------|-------|--------------|--|---|--------------|---------------------|-------------------------|------------------|--------------|--------------|------------------------|-------------|
| Florida | | | | | | | | | | | | | |
| FL FLAP 26 | 2025 | FL | Citrus | Crystal River National Wildlife Refuge | Crystal River National Wildlife Refuge Headquarters Bypass Road | 4R | FLAP - EFL | \$1,655,000.00 | Title 23 | EFL | Construction | FL-11 | FWS-R4 |
| FW HBS 900(1) 901(1) TRL(1) | 2026 | FL | Martin | Hobe Sound National Wildlife Refuge | Replace Hobe Sound South End Boardwalk and Repair HQ and VC Parking | 3R | FLTP - FWS | \$1,876,975.52 | Title 23 | FWS | In Design | FL-07 | FWS-R4 |
| FL ERFO FW MRT 2022-1(1) | 2027 | FL | Brevard | Merritt Island National Wildlife Refuge | 2022 FL FWS September Hurricane Ian at Merritt Island | 3R | ERFO | \$7,083,000.00 | Title 23 | EFL | In Design | FL-25 | FWS-R4 |
| FL ERFO FW JND 2022-1(1) | 2027 | FL | Lee | J.N. Ding Darling National Wildlife Refuge | 2022 FL FWS September Hurricane Ian at JN Ding Darling | 3R | ERFO | \$2,808,000.00 | Title 23 | EFL | In Design | FL-13 | FWS-R4 |
| FL ERFO FW PLC 2022-1(1) | 2027 | FL | Indian River | Pelican Island National Wildlife Refuge | 2022 FL FWS September Hurricane Ian at Pelican Island | Misc | ERFO | \$1,753,000.00 | Title 23 | EFL | In Design | FL-08 | FWS-R4 |
| FL ERFO FW SWE 2023-1(1) | 2027 | FL | Dixie, Levy | Lower Suwannee National Wildlife Refuge, Cedar Keys National Wildlife Refuge | 2023 FL FWS September Hurricane Idalia | BR | ERFO | \$1,508,000.00 | Title 23 | EFL | In Design | FL-02 | FWS-R4 |
| FL FLTP FW LXH(4) | 2027 | FL | Palm Beach | Arthur R. Marshall Loxahatchee National Wildlife Refuge | Heavy Rehabilitation Route #903 Visitor Center Parking | 3R | FLTP - FWS | \$300,000.00 | Title 23 | FWS | In Design | FL-21 | FWS-R4 |
| FL FW SMK TRL(1) | 2027 | FL | Wakulla | St. Marks National Wildlife Refuge | Plum Orchard Pond Trail Boardwalks | Trail | FLTP - FWS | \$1,448,551.26 | Title 23 | FWS | Planned | FL-02 | FWS-R4 |
| FL FLTP FW LXH(3) | 2028 | FL | Palm Beach | Arthur R. Marshall Loxahatchee National Wildlife Refuge | Funds to Develop Alternative Transportation Projects | Transit | FLTP - FWS | \$200,000.00 | Title 23 | FWS | Planned | FL-22 | FWS-R4 |

APPENDIX G

Public Involvement

The Capital Region Transportation Planning Agency (CRTPA) is hosting a series of meetings to provide the public the opportunity to learn about the transportation plans and projects in the Capital Region.

Open House on Thursday, June 5, 2025

Midday 10:00 AM – 2:00 PM

Evening 4:30 PM – 6:30 PM

Renaissance Community Center - Second Floor

457 W. Virginia Street, Tallahassee, FL 32301

Virtual Engagements

Wednesday, June 4, 2025 via [TEAMS](#), 11:30 am to 1:00 pm

Wednesday, June 4, 2025 via [TEAMS](#), 4:30 pm to 6:00 pm

Thursday June 12, 2025 via [TEAMS](#), 11:30 to 1:00 pm



View funded projects and comment with the

Interactive TIP Tool <https://www.crtiptool.com/crtpa2025/>

The Fiscal Years (FY) 2026 – FY 2030 Transportation Improvement Program (TIP) and the FY 2027 – FY 2031 Priority Project Lists will be presented for adoption by the CRTPA Board at the June 16, 2025 meeting, 1:30 in Tallahassee City Commission Chambers, 300 South Adams St., Tallahassee, FL, 32301.

Other Ways to Comment

- June 3, 2025 In-person at the CRTPA Committee Meetings, 9:00 am and 11:30 am
- June 4, 2025 Virtual Meetings, 11:30 am and 4:30 pm
- June 5, 2025 In-person at the Open House 10:00 am and 4:30 pm
- June 12, 2025 Virtual Meeting, 11:30 am
- Website at CRTPA Contact Us
- Email Suzanne.Lex@CRTPA.org or via US Mail to Address Above
- Telephone (850) 891-8627 or 891-8630

See CRTPA.org for more information on upcoming meetings and ways to participate.

“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, two business days in advance of the meeting at (850) 891-8630, the telephone number of the Florida Relay TDD Service is # 711, or by email Suzanne.Lex@crtpa.org.

From: Lex, Suzanne
To: Lex, Suzanne
Bcc: chanson@pewtrusts.org; Realestatepro2008@gmail.com; RogerSunbeam66@yahoo.com; johanyantol@yahoo.com; drmkbikes@hotmail.com; dbeaty@hntb.com; dunnet@talstar.com; Marcus.thompkins1@gmail.com; Longstreet35@hotmail.com; C.hale@halecontracting.net; esgreenfl@outlook.com; Burke_Greg; Slay_Greg; Kostrzewa_Jack; Lex_Suzanne; Clark_Michael; bryant.paulk@dot.state.fl.us; Kearney_Cassidy; kaylor.collins@dot.state.fl.us; Thomas.Thompson; tjlewis@gadsdencountyfl.gov; Pingree_Ben; Autumn.calder@Blueprintia.org; Megan.Doherty@Blueprintia.org; brocmeier5@leoncountyfl.gov; Burnsed_Keith; Ryan.Guffey; KEastberg@theaprc.com; Ken.Morris; Chris.Muehleemann; lcruz@mywakulla.com; christy.johnson@dot.state.fl.us; Pollard_David; Rosser_Andrea; Charles.Wu; Burke_Greg; Slay_Greg; Lex_Suzanne; Kostrzewa_Jack; Houge_Eric; smetty@jeffersoncountyfl.gov; spell@mywakulla.com; cassidy.haney@floridadep.gov; Hollingsworth_Joshua; Mary.O'Brien; Elnemr_Beshoy; Secreast_Allen; Gooch_Eric; jared.kirkland@dot.state.fl.us; mmetcalfe@mywakulla.com; Farmer_Damian_J; Hinkle_Christina; Mitchell_Yulonda; Daniel_Kate; Alfano_Michael; hugh@theaarons.com; Drjohndunn77@gmail.com; Jevell.Robinson; Matlow_Jeremy; Williams-Cox_Dianne; Richardson_Curtis; Rick_Minor; lauriecox5296@gmail.com; Nick.Maddox; havanathomas@aol.com; Ray_Ryan; Davila-Davis_Towanda; Thomas_Akhenaton; Jodi.Wilkof; twilliams@twalaw.com; clerk@townofhavana.com; Clark_Michael; Group2@townofhavana.com; gmessersmith@mywakulla.com; CRletow@aprc.org; ehinson@gadsdencountyfl.gov; lbradley@gadsdencountyfl.gov; Mitchell_Yulonda; ahosford@jeffersoncountyfl.gov; David.O'Keefe; Gary_Zirin; cox@leonschools.net; egoldwire@mygretna.com; Frazier_Howard; bholt@gadsdencountyfl.gov; dthomas@gadsdencountyfl.gov; bholt0706@gmail.com; Lakysa.Perkins; Shandra.Ganious; r.gaffney@fsu.edu; KEastberg@theaprc.com
Subject: CRTPA To Adopt FY26 - FY30 Transportation Improvement Program & FY 27 - FY 31 Project Priority Lists
Date: Thursday, May 29, 2025 12:25:00 PM
Attachments: [image001.png](#)
[image002.png](#)

View funded projects and comment with the

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Evening 4:30 PM – 6:30 PM

Renaissance Community Center - Second Floor

457 W. Virginia Street, Tallahassee, FL 32301

Virtual Engagements

Wednesday, June 4, 2025 via [TEAMS](#), 11:30 am to 1:00 pm

Wednesday, June 4, 2025 via [TEAMS](#), 4:30 pm to 6:00 pm

Thursday June 12, 2025 via [TEAMS](#), 11:30 to 1:00 pm

Other Ways to Comment

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- Telephone (850) 891-8627 or 891-8630

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From: [Lex, Suzanne](#)
To: [Leslie Steele](#)
Subject: CRTPA Plans - \$116.8 Million in Funding in Gadsden County - Please Post on Facebook and Distribute to Contacts - Thanks Leslie
Date: Thursday, May 29, 2025 8:27:00 PM
Attachments: [image001.png](#)



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From: [Lex, Suzanne](#)
To: [Lex, Suzanne](#)
Bcc: rittman-jacksond@gcpsmail.com; balexander@mygretna.com; robnixon@tds.net; tsmith4848@bellsouth.net; cyoung@gadsdencountyfl.gov; andy.gay@rfmunroe.org; thomasdewitt@flhsmv.gov; mchester@dewberry.com; sganious@wsbeng.com; rbell@myquincy.net; sheheane@aol.com; ajefferson@mygretna.com; lbradley@gadsdencountyfl.gov; robertpresnell@fairpoint.net; adenson@gadsdencountyfl.gov; mmiller@chattahoocheefl.gov; ltstonehpd@mediacombb.net; Gretchen.Peoples@dot.state.fl.us; [White, Andrew](#); manager@townofhavana.com; greensboromgr@tds.net; [Lakysa Perkins](#); [Shandra Ganius](#)
Subject: CRTPA Plans - \$116.8 Million in Funding in Gadsden County
Date: Thursday, May 29, 2025 8:17:00 PM
Attachments: [image001.png](#)



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CRTPA Committee Meetings

June 3, 2025



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

FY 2027 – FY 2031 Project Priority Lists (PPLs)



CRTPA PROGRAM DOCUMENTS – TIP & PPLs

➤ FY 2026 – FY 2030 TIP

- Five-year multi-modal program of transportation projects.
- Fiscally constrained.
- Federal, state and local funds.
- Funds local and regional priorities.

➤ FY 2027 – FY 2031 PPLs

- Listing of priority projects by mode.
- Lists are developed in cooperation with local governments & FDOT.
- Lists priorities to be funded when developing the FY27-FY31 work program

FY 2026 – FY 2030 TIP

- Fulfills state & federal requirements to have coordinated transportation projects consistent with local & regional goals.
- Approved annually with a new fifth year added.
- Allocates resources among capital, planning, maintenance & operating needs.
- Includes a schedule of improvements to the transportation system.
- Assigns available funding to specific projects.
- Covers all modes of transportation in the Capital Region.
- Consistent with Connections 2045 Regional Mobility Plan; and,
- Demonstrates the transportation projects are financially feasible.





FY 2027 – FY 2031 Project Priority Lists(PPLs)

"Each M.P.O. annually shall prepare a list of project priorities & 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)

PUBLIC INVOLVEMENT - TIP & PPLS

The purpose of the meetings is to:

- ✓ Educate Who is the CRTPA? Why a regional planning agency?
- ✓ Inform What & where are the transportation projects & priorities.
- ✓ Engage Staff encourages questions & comments.
- ✓ Include Participants' comments are incorporated into the TIP & are provided to the CRTPA Board.





PUBLIC INVOLVEMENT

MEETINGS



VIRTUAL (TEAMS)



IN-PERSON



- Posted on the CRTPA, Wakulla and Gadsden Counties' Facebook Page
- Distributed to Interested Parties Contact List
- Sent to Local Governments' Contacts
- Advertised on CRTPA Website
- Interactive TIP



CAPITAL REGION'S TRANSPORTATION PLANS & PROGRAMS

The Capital Region Transportation Planning Agency (CRTPA) is hosting a series of meetings to provide the public the opportunity to learn about the transportation plans and projects in the Capital Region.

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See CRTPA.org for more information on upcoming meetings and ways to participate.

PUBLIC INVOLVEMENT - TIP & PPLs

Provide the public additional opportunities to comment on the TIP & PPLs.

- Present the Draft FY 2026 – FY 2030 TIP for CRTPA Committees.
- Wednesday, June 4th via TEAMS, 11:30 am and 4:30 pm
- June 5th In-Person at the Renaissance Center
- Thursday June 12th via TEAMS, 11:30 am
- In-Person Meeting held in Leon County.
- CRTPA Meeting - Monday, June 16, 2025



FAQ's – TIP BASICS

Frequently Asked Questions – 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 members on the CRTPA Board represent the following local governments:



- 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



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 the CRTPA to develop a TIP.

FY 26 – FY30 TIP EXECUTIVE SUMMARY

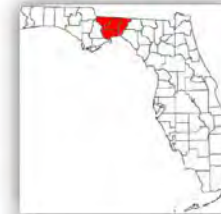
EXECUTIVE SUMMARY

Purpose of the TIP

Prepared annually, the Transportation Improvement Program (TIP) provides a prioritization of projects covering a five-year period that is consistent with the Capital Region Transportation Planning Agency's (CRTPA) Long-Range Transportation Plan, "*Connections 2045 Regional Mobility Plan (RMP)*." The TIP contains all transportation projects in the CRTPA's Metropolitan Planning Area (*Figure 1*) funded with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds, as well as regionally significant projects regardless of funding source (23 C.F.R. 450.326(a)); (49 U.S.C. Chapter 53). Additionally, the TIP contains projects funded with state and local monies. In its capacity as the Metropolitan Planning Organization (MPO) 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.



The Capital Region Metropolitan Planning Area (MPA) includes Gadsden, Jefferson, Leon, and Wakulla counties, which is also consistent with Tallahassee Metropolitan Statistical Area.



The CRTPA is responsible for transportation, planning, policy development, and coordination with the counties and the municipalities in the Capital Region.

Figure 1

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



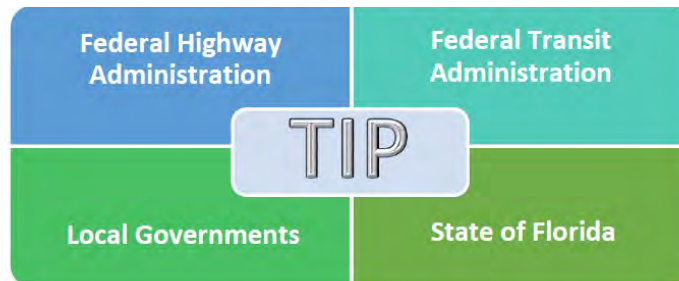
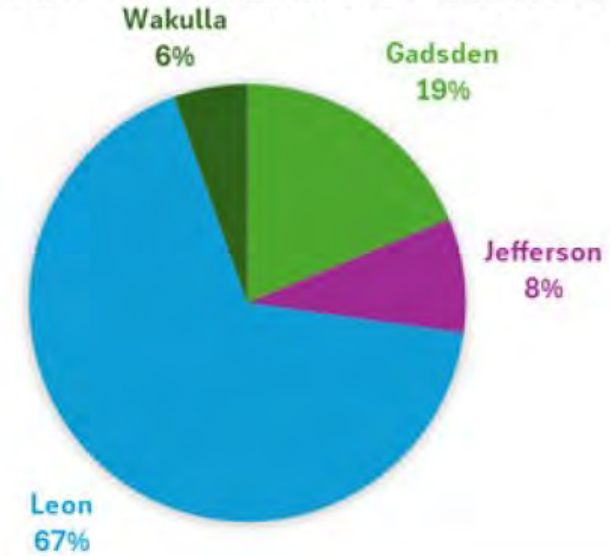
Section G
Transportation Systems Management

FY 26 – FY30 TIP BY THE NUMBERS

FUNDING BY AGENCY



SUMMARY OF FUNDING BY COUNTY

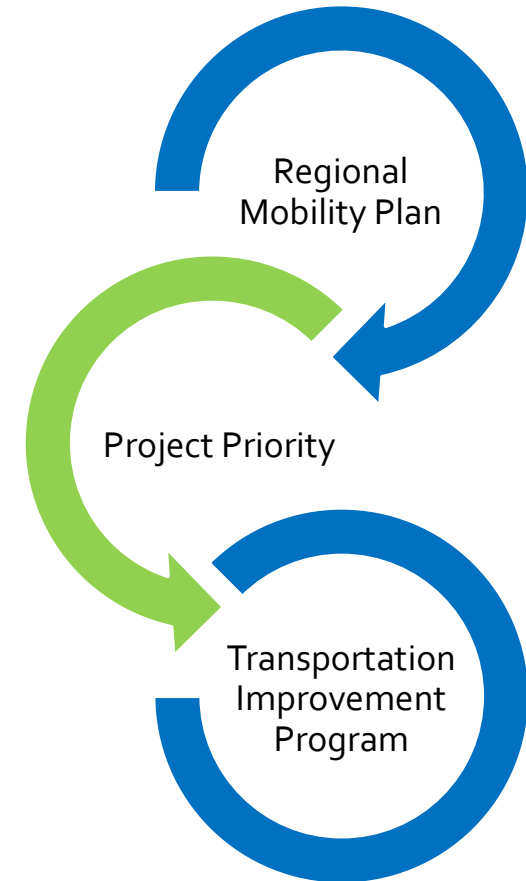


TOTAL PROGRAMMED \$ 622,671,717

Recommended Action
Recommend the Board adopt Resolution
No. 2025-06-6A approving the
FY 2026 – FY 2030 TIP

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.



PROJECT PRIORITY LISTS BY CATEGORY



Aviation

Tallahassee International Airport



Bike & Ped



Regional Trails



Highways



Transit

StarMetro

Intelligent Transportation System



Transportation Systems Management & Safety

HOW ARE THE PROJECTS IDENTIFIED?

Through agency & 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



Phases

PHASES & TYPES OF PROJECTS

- (FS) Feasibility Study
- (PD&E) Project Development & Environmental Study
- (PE) Design
- (ROW) Right-of-Way
- (CST) Construction
- (CEI) Construction Engineering & Inspection

Types

Operational
Capital Investments
Safety
Planning
Maintenance



NEXT STEPS



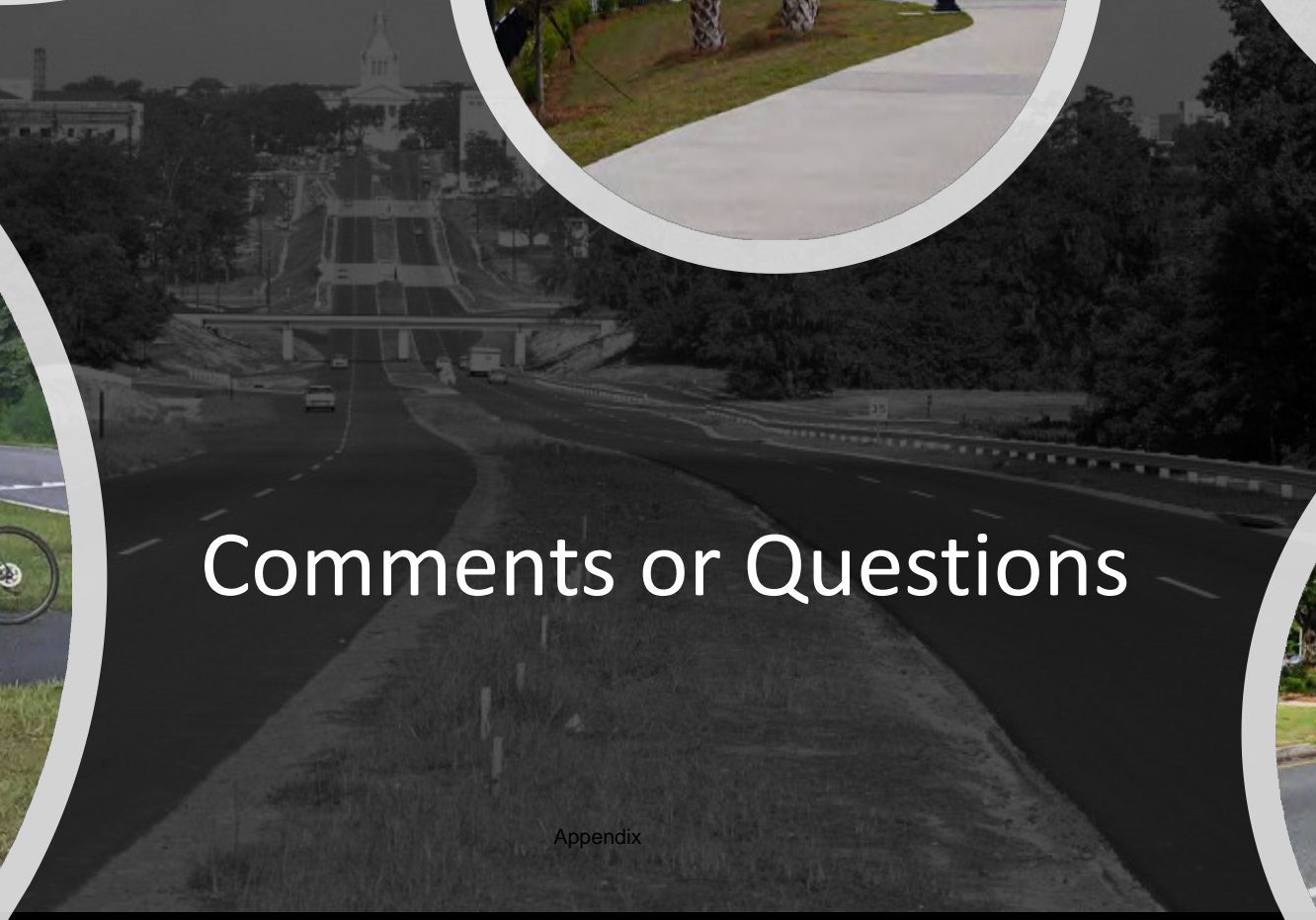
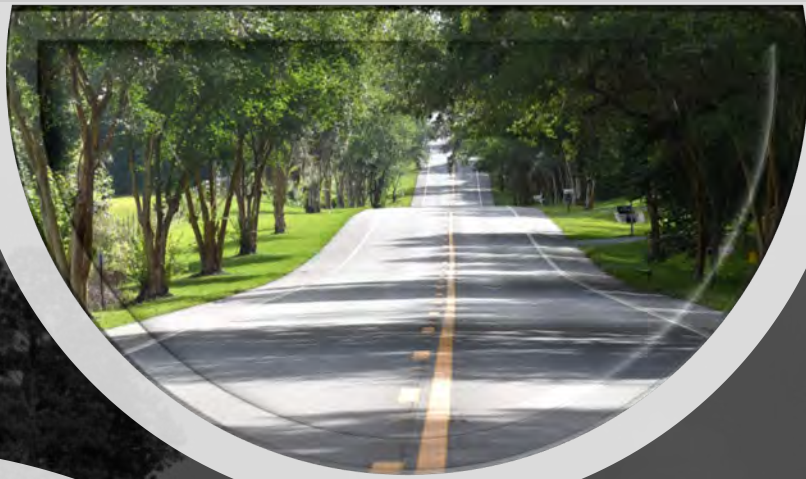
➤ TIP

- ✓ Notice of Adoption June 16, 2025, Board Meeting - public may provide comments.
- ✓ Transmit the adopted FY 2026 – FY 2030 TIP to FDOT District 3 Secretary.
- ✓ Governor approves final TIP/State Transportation Improvement Program.

➤ PPLS

- ✓ Notice of Adoption June 16, 2025, Board Meeting - public may provide comments.
- ✓ Transmit the adopted FY 2027 – FY 2031 PPLs to FDOT District 3 Secretary,
- ✓ Meet with FDOT in the Summer 2025 to discuss programming of priority projects.

Recommended Action
Recommend the Board approve the FY
2027 – FY 2031 PPLS for
Transmittal to the FDOT



STATEMENT OF ISSUE

The CRTPA Fiscal Year (FY) 2026– FY 2030 Transportation Improvement Program (TIP) has been developed for Capital Region Transportation Planning Agency (CRTPA) Board adoption by Resolution No. 2025-06-6A (**Attachment 1**). **Attachment 2**, is provided as a link and can be viewed at [FY 2026 – FY 2030 Transportation Improvement Plan \(TIP\)](#).

CRTPA COMMITTEE ACTIONS

The CRTPA’s Technical Advisory Committee and Citizen’s Multimodal Advisory Committee met on June 3, 2025 and both committees voted to recommend the CRTPA Board adopt Resolution No. 2025-06-6A .

RECOMMENDED ACTION

Option 1: Adopt Resolution No. 2025-06-6A by roll call vote.

BACKGROUND

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

The five-year program categorizes regional transportation projects (roadway, bicycle and pedestrian, transportation systems management, transportation enhancement, public transportation, aviation, freight, resurfacing and bridge projects) that have received funding in the Florida Department of Transportation’s (FDOT) Five-Year Work Program. Additionally, the TIP includes funding for safety projects, maintenance and operations, Federal Lands Highway projects and transportation planning. The TIP is developed in accordance with 23 U.S.C. 134(h), 23 CFR 450 and Chapter 339.175(7), F.S., and is one of the annual requirements of the metropolitan transportation planning process for the CRTPA.



Fiscal Year 2026 – Fiscal Year 2030

Transportation Improvement Program



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Interactive TIP Tool <https://www.crtiptool.com/crtpa2025/>

The Fiscal Years (FY) 2026 – FY 2030 Transportation Improvement Program (TIP) and the FY 2027 – FY 2031 Priority Project Lists will be presented for adoption by the CRTPA Board at the June 16, 2025 meeting, 1:30 in Tallahassee City Commission Chambers, 300 South Adams St., Tallahassee, FL, 32301.

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LEON COUNTY NEWS & EVENTS

View Leon County Videos on Our Website and YouTube Channel

Due to a change in Facebook's storage policy, live videos will now only be available for 30 days before being automatically removed from pages and deleted from Facebook servers.

To ensure continued access to Leon County public meetings, community events, and other video content, we invite you to visit LeonCountyFL.gov/BOCCMeetingsPortal and subscribe to our YouTube channel at YouTube.com/LeonCountyFL. There, you will find a catalog of Leon County videos available on demand.

CRTPA to Host Community Meetings

The Capital Region Transportation Planning Agency (CRTPA) is hosting four events to provide the public the opportunity to learn about the transportation plans and projects in Gadsden, Jefferson, Leon, and Wakulla counties. Meetings will take place on the following dates:

- ▶ Wednesday, June 4, from 11:30 a.m. to 1 p.m., virtual
- ▶ Wednesday, June 4, from 4:30 to 6 p.m., virtual
- ▶ Thursday, June 5, from 10 a.m. to 2 p.m. and 4:30 p.m. to 6:30 p.m. at the Renaissance Community Center, 457 W. Virginia St., 2nd floor
- ▶ Thursday, June 12, from 11:30 a.m. to 1 p.m., virtual

Visit CRTPA.org/News or call (850) 891-8627 for more information.

**SIGN UP FOR
LEON COUNTY
NEWS AND ALERTS**

LeonCountyFL.gov/News

Dr. B.L. Perry, Jr. Branch Library
Tuesday through Friday from 3-4 p.m.
June 3 through August 1

TAKE A MEAL AND ENJOY

Woodville Branch Library, 800
Tuesday through Friday from 11 a.m.-12 p.m.
June 3 through August 1

Fort Braden Branch Library, 15
Tuesday through Friday from 2-4 p.m.
June 3 through August 1

VIEW THE SCHEDULE AT
LeonCountyLibrary.org/Summer



Second
Harvest
OF THE BIG BEND



This institution is a



BOARD OF COUNTY COMMISSIONERS JUNE 2025

| | | |
|-----------------------|--------------|--|
| TUESDAY 10 | 3:00 p.m. | Board of County County Courthouse 301 S. Monroe Street |
| MONDAY 16 | 1:30 p.m. | Capital Region Transportation Regular Meeting City Commission |
| TUESDAY 17 | 9:00 a.m. | Board of County County Courthouse 301 S. Monroe Street |

Live television broadcasts of Board of County Commissioners are available on Comcast channel 16, the Leon County Courthouse, the County's Facebook page, YouTube channel, and the County's website.

For meeting and location updates, visit LeonCountyFL.gov/BOCC.

The Link is produced by Leon County Community and Media Relations, 301 S. Monroe Street, Suite 502 | (850) 681-1234

Capital
Outlook

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Inc.
1363 East

time for love, unity

Me- Many of my family
y in members, including
Agri- my wife, mother, sib-
hant- lings, in-laws, hun-
Talla- dreds of my parish-
ioners and countless
ard at number of friends at-
Uni- tended and graduated
ville, from HBCTs. I also
from HBCTs and others are
Nation and others are
These and other
ed by the trustees, and
we must now move
forward.
I don't know attor-
ney Marva Johnson.
I do know that the at-
tacks on her character,
family and selection
as the next president

[illegible]

6-5-25

← N

sidewalk (No right angle turns)

Jampsey
May

speed bumps
either side

Raised

8-10' wide median

Bollards

Microsnake
greenway

Crossing
lights
Similar to Meridian
at Forest Meadows.

Raised crossing area is inadequate. Added median
+ speed bumps are needed.

A easy prediction is that this and other possible
future road crossings of the greenway will become
very busy. A lot of people really like & use the greenway.
Please make it as safe as possible.

Thank you, *Karl Collins*

850-728-4829

dkcollins13@gmail.com

Emphasize the city bus system a lot more. Give all state workers
free bus passes. Have a goal of no more than $\frac{1}{4}$ - $\frac{1}{2}$ mile walk to
a bus stop from big neighborhoods and to main office bldgs and
universities. No more than one transfer.

Charge more for parking, close off Madison.

From: [Lex, Suzanne](#)
To: [Lex, Suzanne](#)
Bcc:
CRTPA To Adopt FY26 - FY30 Transportation Improvement Program & FY 27 - FY 31 Project Priority Lists
Thursday, May 29, 2025 12:25:00 PM
[i](#)

Subject:
Date:
Attachments: _____

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From: [Lex, Suzanne](#)
To: [Lex, Suzanne](#)
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Subject: CRTPA Plans - \$116.8 Million in Funding in Gadsden County
Date: Thursday, May 29, 2025 8:17:00 PM
Attachments: [image001.png](#)



**View funded projects and comment with the
Interactive TIP Tool <https://www.crtiptool.com/crtpa2025/>**

The Capital Region Transportation Planning Agency (CRTPA) is hosting a series of meetings to provide the public the opportunity to learn about the transportation plans and projects in the Capital Region.

Open House on Thursday, June 5, 2025

Midday 10:00 AM – 2:00 PM

Evening 4:30 PM – 6:30 PM

**Renaissance Community Center - Second Floor
457 W. Virginia Street, Tallahassee, FL 32301**

Virtual Engagements

Wednesday, June 4, 2025 via [TEAMS](#), 11:30 am to 1:00 pm

Wednesday, June 4, 2025 via [TEAMS](#), 4:30 pm to 6:00 pm

Thursday June 12, 2025 via [TEAMS](#), 11:30 to 1:00 pm

Other Ways to Comment

- **June 3, 2025 In-person at the CRTPA Committee Meetings, 9:00 am and 11:30 am in Tallahassee City Hall**
- **June 16, 2025 CRTPA Board Meeting (ADOPTION) at 1:30 pm in Tallahassee City Hall**
- **Website at CRTPA Contact Us**
- **Email Suzanne.Lex@CRTPA.org**
- **US Mail to 300 South Adams St., A-15, Tallahassee, FL 32301**
- **Telephone (850) 891-8627 or 891-8630**

See CRTPA.org/news for more information.

“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, two business days in advance of the meeting at (850) 891-8630, the telephone number of the Florida Relay TDD Service is # 711, or by email Suzanne.Lex@crtpa.org.”

Summary of Funds

- 5-Year Summary of Projects by Funding Category
- 5-Year Summary of Funding Source GADSDEN
- 5-Year Summary of Funding Source JEFFERSON
- 5-Year Summary of Funding Source LEON
- 5-Year Summary of Funding Source WAKULLA
- 5-Year Summary of Funding Source

5-YEAR SUMMARY OF PROJECTS BY FUNDING CATEGORY

| Fund Summary | | | | | | | | | | |
|---|--|------------------|-------------------|-------------------|-------------------|----------|-------------------|------------------------|--------------------|--|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program | |
| ADVANCE CONSTRUCTION (BRT) | ACBR | 2,554,458 | 17,377,915 | 3,037,278 | - | - | - | - | 22,969,651 | |
| 4429511 | CR 372 SURF ROAD OVER OTTER CREEK RISE BRIDGE NO. 594049 | 1,638,949 | 17,377,915 | - | - | - | - | - | 19,016,864 | |
| 4490791 | SPRINGHILL ROAD OVER MUNSON SLOUGH BRIDGE NO 550054 | 915,509 | - | 3,037,278 | - | - | - | - | 3,952,787 | |
| ADVANCE CONSTRUCTION (BRTZ) | ACBZ | 1,153 | - | - | 165,000 | - | 12,107,022 | - | 12,273,175 | |
| 4411861 | CR 65B OLD FEDERAL ROAD OVER RICHLANDER CREEK BRIDGE NO. 500059 | - | - | - | 165,000 | - | 12,107,022 | - | 12,272,022 | |
| 4393831 | CR 268 HIGH BRIDGE RD OVER LITTLE RIVER BRIDGE NO. 500045 | 1,153 | - | - | - | - | - | - | 1,153 | |
| ADVANCE CONSTRUCTION (CM) | ACCM | - | 713,070 | - | - | - | - | - | 713,070 | |
| 2194842 | SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD | - | 713,070 | - | - | - | - | - | 713,070 | |
| ADVANCE CONSTRUCTION NHPP | ACNP | 3,368,884 | 18,369,979 | - | 37,753,169 | - | - | - | 59,492,032 | |
| 2225896 | SR 8 (I-10) FROM W OF OLD BAINBRIDGE RD TO W OF OLSON RD | 1,285,354 | 18,369,979 | - | - | - | - | - | 19,655,333 | |
| 4531201 | SR 8 (I-10) FROM WEST OF SR 267 TO WEST OF SR 10 (US 90) | 2,083,530 | - | - | 37,753,169 | - | - | - | 39,836,699 | |
| AC NAT HWY PERFORM RESURFACING | ACNR | - | 15,555,118 | 44,203,788 | 45,074,119 | - | - | - | 104,833,025 | |
| 4547501 | SR 20 FROM OCHLOCKONEE RIVER TO WEST OF SR 263 CAPITAL CIRCLE | - | - | - | 19,678,790 | - | - | - | 19,678,790 | |
| 4546211 | SR 377 (US 319) FROM OCHLOCKONEE RIVER BRIDGE TO N OF BEASLEY RD | - | - | - | 3,943,201 | - | - | - | 3,943,201 | |

| Fund Summary | | | | | | | | | | |
|--------------------------------------|---|-------------------|------------------|------------------|------------------|-------------|-------------|-------------------------|----------------------|--|
| FUND CODE | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program | |
| 4546431 | SR 57 (US 19) S JEFFERSON ST FROM NORTH OF MARTIN RD TO SR 10 (US 90) | - | - | - | 2,415,142 | - | - | - | 2,415,142 | |
| 4529401 | SR 61 (US 319) FROM TIMBERWOLF CROSSING TO GEORGIA STATE LINE | - | - | 12,634,509 | - | - | - | - | 12,634,509 | |
| 4508171 | SR 30 (US 98) FROM WAKULLA COUNTY LINE TO TAYLOR COUNTY LINE | - | 7,500,731 | - | - | - | - | - | 7,500,731 | |
| 4529411 | SR 20 (US 27) FROM WEST OF CR 259 TO WEST OF SR 57 (US 19) | - | - | 6,222,839 | - | - | - | - | 6,222,839 | |
| 4529391 | SR 63 (US 27/MONROE ST) FROM SR 263 (CAPITAL CIRCLE) TO JOHN KNOX ROAD | - | - | 16,942,625 | - | - | - | - | 16,942,625 | |
| 4529381 | SR 61 (THOMASVILLE RD) FROM NORTH OF 9TH AVE TO S OF MACLAY RD | - | - | 4,931,764 | - | - | - | - | 4,931,764 | |
| 4529461 | SR 261 (US 319) CAPITAL CIRCLE FROM CENTERVILLE RD TO SR 61 THOMASVILLE RD | - | 8,054,387 | - | - | - | - | - | 8,054,387 | |
| 4546251 | SR 261 CAPITAL CIRCLE FROM TRAM RD (CR 259) TO SR 20 (US 27) APALACHEE PKWY | - | - | - | 11,805,511 | - | - | - | 11,805,511 | |
| 4530961 | SR 263 (US 319) CAPITAL CIRCLE SW FROM SR 363 (US 27) WOODVILLE TO E OF SR 61 | - | - | 3,472,051 | - | - | - | - | 3,472,051 | |
| 4546241 | SR 59 GAMBLE RD FROM SR 20 (US 27) TO LEON COUNTY LINE | - | - | - | 7,231,475 | - | - | - | 7,231,475 | |
| ADVANCE CONSTRUCTION (SA) | ACSA | 1,657,798 | - | - | - | - | - | - | 1,657,798 | |
| 2197492 | SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD | 1,657,798 | - | - | - | - | - | - | 1,657,798 | |
| ADVANCE CONSTRUCTION (SS,HSP) | ACSS | 231,097 | 2,347,549 | 1,138,994 | 1,558,839 | - | - | - | 5,276,479 | |
| 4529411 | SR 20 (US 27) FROM WEST OF CR 259 TO WEST OF SR 57 (US 19) | - | - | 262,167 | - | - | - | - | 262,167 | |

| Fund Summary | | | | | | | | | |
|--------------------------------------|---|------------------|----------------|----------|-----------|----------|----------|------------------------|------------------|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program |
| 4529381 | SR 61 (THOMASVILLE RD) FROM NORTH OF 9TH AVE TO S OF MACLAY RD | - | - | 175,067 | - | - | - | - | 175,067 |
| 4529461 | SR 261 (US 319) CAPITAL CIRCLE FROM CENTERVILLE RD TO SR 61 THOMASVILLE RD | - | 97,476 | - | - | - | - | - | 97,476 |
| 4456631 | SR 10 (US 90) FROM W OF BYRD RD TO OPPORTUNITY LN | 39,719 | 303,971 | - | - | - | - | - | 343,690 |
| 4548581 | SR 8 (I-10) FROM OCHLOCKNEE RELIEF BRIDGE TO OCHLOCKNEE RIVER BRIDGE | - | 330,000 | 701,760 | - | - | - | - | 1,031,760 |
| 4547501 | SR 20 FROM OCHLOCKONEE RIVER TO WEST OF SR 263 CAPITAL CIRCLE | - | - | - | 1,258,379 | - | - | - | 1,258,379 |
| 4546271 | SR 363 WOODVILLE HWY FROM CR 2192 NATURAL BR RD TO SR 261 (US 319) CAPITAL CIRCLE | - | - | - | 300,460 | - | - | - | 300,460 |
| 4456051 | SR 10 (US 90) W TENNESSEE ST FROM CALIARK ST TO W BREVARD ST | 191,378 | 1,521,102 | - | - | - | - | - | 1,712,480 |
| 2194842 | SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD | - | 95,000 | - | - | - | - | - | 95,000 |
| ADVANCE CONSTRUCTION (SU) | ACSU | 861,777 | 352,488 | - | - | - | - | - | 1,214,265 |
| 2197492 | SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD | 179,765 | - | - | - | - | - | - | 179,765 |
| 4450531 | SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD | 682,012 | - | - | - | - | - | - | 682,012 |
| 2198815 | SR 369 (US 319) FROM S OF WAKULLA CO LINE TO S OF L.L. WALLACE ROAD | - | 352,488 | - | - | - | - | - | 352,488 |
| 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 |

| Fund Summary | | | | | | | | | | |
|--------------------------------|---|-----------|------------|-----------|-----------|-----------|------|------|------------------|---------------|
| FUND CODE DESCRIPTION | | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program |
| ARTERIAL HIGHWAYS PROGRAMS | | ART | 1,476,504 | - | - | - | - | - | - | 1,476,504 |
| 2197492 | SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD | 1,476,504 | - | - | - | - | - | - | - | 1,476,504 |
| STATE BRIDGE REPAIR & REHAB | | BRRP | 229,214 | 3,685,237 | - | 3,407,651 | - | - | - | 7,322,102 |
| 4543091 | SR 267 OVER ROCKY COMFORT CREEK BRIDGE NO. 500027 AND 500028 | 194,214 | 1,165,137 | - | - | - | - | - | - | 1,359,351 |
| 4530721 | SR 265 MAGNOLIA DR. OVER FG&A RR BRIDGE NO. 550011 | 35,000 | 2,370,100 | - | - | - | - | - | - | 2,405,100 |
| 4546241 | SR 59 GAMBLE RD FROM SR 20 (US 27) TO LEON COUNTY LINE | - | - | - | 78,944 | - | - | - | - | 78,944 |
| 4552631 | SR 8 (I-10) OVER BEAVER DAM BRIDGE NO. 500085 | - | 150,000 | - | 3,328,707 | - | - | - | - | 3,478,707 |
| CARBON REDUCTION GRANT PGM | | CARB | 553,312 | - | - | - | - | - | - | 553,312 |
| 4450531 | SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD | 553,312 | - | - | - | - | - | - | - | 553,312 |
| CARB FOR URB. AREA > THAN 200K | | CARU | 455,683 | - | - | - | - | - | - | 455,683 |
| 4450531 | SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD | 455,683 | - | - | - | - | - | - | - | 455,683 |
| COUNTY INCENTIVE GRANT PROGRAM | | CIGP | 80,000 | 431,086 | - | 864,491 | - | - | - | 1,375,577 |
| 4486542 | LONNIE RAKER LN FROM S OF BOYNTON TO SR 267 BLOXHAM CUTOFF RD | - | - | - | 864,491 | - | - | - | - | 864,491 |
| 4406552 | CR 0361 OLD BAINBRIDGE RD @ SR 263 CAPITAL CIRCLE | 80,000 | 431,086 | - | - | - | - | - | - | 511,086 |
| CONGESTION MITIGATION - AQ | | CM | - | - | - | 1,132,690 | - | - | - | 1,132,690 |
| 4546271 | SR 363 WOODVILLE HWY FROM CR 2192 NATURAL BR RD TO SR 261 (US 319) CAPITAL CIRCLE | - | - | - | 1,132,690 | - | - | - | - | 1,132,690 |

| Fund Summary | | | | | | | | | | |
|---|---|-----------------------|-------------------|-------------------|------------------|------------------|------------------|---------------------------------|--------------------------|--|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program | |
| UNRESTRICTED STATE PRIMARY | D | 84,341 | 39,200 | 19,200 | 1,683,217 | 1,739,400 | 1,810,000 | - | 5,375,358 | |
| 4499581 | MIDWAY OPERATIONS CENTER PAINTING/CLEANING EXTERIOR | 6,000 | - | - | 5,000 | - | 2,000 | - | 13,000 | |
| 4367511 | WAKULLA COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS | - | - | - | 49,000 | 54,000 | 56,000 | - | 159,000 | |
| 001543 | ORCHARD POND TOLL FACILITY INSURANCE | 19,411 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | - | 39,411 | |
| 4499601 | MIDWAY OPERATIONS CENTER ROOF REPAIRS | 2,500 | - | 5,000 | - | - | 2,500 | - | 10,000 | |
| 4512121 | FDOT CREDIT UNION BUILDING - AC UNIT REPLACEMENT | 28,831 | 29,000 | - | - | - | - | - | 57,831 | |
| 4367411 | GADSDEN COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS | - | - | - | 109,265 | 115,200 | 123,500 | - | 347,965 | |
| 4367451 | JEFFERSON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS | - | - | - | 9,252 | 9,500 | 10,000 | - | 28,752 | |
| 4367461 | LEON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS | - | - | - | 1,500,000 | 1,550,000 | 1,600,000 | - | 4,650,000 | |
| 4499571 | MIDWAY OPERATIONS CENTER PAINTING INTERIOR | 6,500 | - | 4,000 | - | - | 5,000 | - | 15,500 | |
| 4483302 | MIDWAY OPERATIONS CENTER EMERGENCY GENERATOR COMPONENTS REPLACEMENT | 21,099 | 6,200 | 6,200 | 6,700 | 6,700 | 7,000 | - | 53,899 | |
| 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 | 29,390,318 | 11,461,331 | 19,337,432 | 8,467,867 | 2,379,117 | 2,440,446 | - | 73,476,511 | |
| 2197852 | LEON COUNTY COMPUTER BASED ATMS IMPLEMENTATION/OPERATIONS | 1,717,506 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | - | 4,217,506 | |
| 2197492 | SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD | 2,192,690 | - | - | - | - | - | - | 2,192,690 | |

| Fund Summary | | | | | | | | | |
|----------------------------------|---|-----------------------|-------------|-------------|-------------|-------------|-------------|---------------------------------|--------------------------|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program |
| 4529391 | SR 63 (US 27/MONROE ST) FROM SR 263 (CAPITAL CIRCLE) TO JOHN KNOX ROAD | - | - | 2,033,115 | - | - | - | - | 2,033,115 |
| 4203111 | BIG BEND TRANSIT COMMUTER ASSISTANCE | 248,783 | 40,000 | 40,000 | 40,000 | 44,554 | 51,000 | - | 464,337 |
| 4529461 | SR 261 (US 319) CAPITAL CIRCLE FROM CENTERVILLE RD TO SR 61 THOMASVILLE RD | 1,367,966 | - | - | - | - | - | - | 1,367,966 |
| 4546251 | SR 261 CAPITAL CIRCLE FROM TRAM RD (CR 259) TO SR 20 (US 27) APALACHEE PKWY | - | - | - | 1,416,661 | - | - | - | 1,416,661 |
| 2198815 | SR 369 (US 319) FROM S OF WAKULLA CO LINE TO S OF L.L. WALLACE ROAD | 1,875 | - | - | - | - | - | - | 1,875 |
| 4466411 | TALLAHASSEE INTERNATION AIRPORT TERMINAL ELEVATOR & AIR HANDLER | 900,000 | 411,494 | - | - | - | - | - | 1,311,494 |
| 4508111 | SR 61 / 363 (CRAWFORDVILLE RD/ADAMS ST) FROM ARDEN RD TO GAINES ST | - | 3,000 | - | - | - | - | - | 3,000 |
| 4469941 | APALACHEE REGIONAL PLANNING COUNCIL COMMUTER ASSISTANCE | 858,778 | 258,679 | 272,014 | 275,927 | 279,554 | 283,006 | - | 2,227,958 |
| 4379024 | SR 373 ORANGE AVE FROM CYPRESS LAKE ST TO SR 61 S MONROE ST | 215,621 | - | - | - | - | - | - | 215,621 |
| 4531521 | SR 59 GAMBLE RD FROM SR 30 (US98) TO CR 259 TRAM RD | 1,540,114 | - | 2,227,194 | - | - | - | - | 3,767,308 |
| 4546271 | SR 363 WOODVILLE HWY FROM CR 2192 NATURAL BR RD TO SR 261 (US 319) CAPITAL CIRCLE | - | - | - | 4,670,806 | - | - | - | 4,670,806 |
| 4508121 | SR 10 (US 90) FROM DUVAL ST TO W OF QUINCY CREEK | - | - | 2,858,130 | - | - | - | - | 2,858,130 |
| 4500381 | TALLAHASSEE INTERNATIONAL AIRPORT AIR CARRIER APRON IMPROVEMENTS | - | - | 550,000 | - | - | - | - | 550,000 |
| 4367511 | WAKULLA COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS | 209,485 | 12,000 | 13,000 | - | - | - | - | 234,485 |
| 4222501 | CITY OF TALLAHASSEE TRANSIT OPERATING ASSISTANCE | 12,928,195 | 1,411,263 | 1,451,085 | 1,494,618 | 1,539,455 | 1,585,640 | - | 20,410,256 |

| Fund Summary | | | | | | | | | | |
|-----------------------------------|---|---------------|-----------|-----------|---------|--------|--------|------------------------|------------------|--|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program | |
| 4529381 | SR 61 (THOMASVILLE RD) FROM NORTH OF 9TH AVE TO S OF MACLAY RD | - | - | 5,909,008 | - | - | - | - | 5,909,008 | |
| 2198811 | SR 369 (US 319) FROM L. L. WALLACE ROAD TO S SR 61 INTERSECTION | 574,339 | - | - | - | - | - | - | 574,339 | |
| 2194842 | SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD | 906,296 | - | - | - | - | - | - | 906,296 | |
| 4450531 | SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD | 6,427 | 1,000,000 | - | - | - | - | - | 1,006,427 | |
| 4367411 | GADSDEN COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS | 94,323 | - | - | - | - | - | - | 94,323 | |
| 4367451 | JEFFERSON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS | 19,551 | - | - | - | - | - | - | 19,551 | |
| 4529401 | SR 61 (US 319) FROM TIMBERWOLF CROSSING TO GEORGIA STATE LINE | - | - | 1,516,141 | - | - | - | - | 1,516,141 | |
| 4367461 | LEON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS | 5,376,257 | 983,344 | 1,257,745 | - | - | - | - | 7,617,346 | |
| 4495001 | SR 10 (US 90) AT DOVER ROAD INTERSECTION IMPROVEMENTS | 43,599 | 1,813,153 | - | - | - | - | - | 1,856,752 | |
| 4222621 | BIG BEND TRANSIT COMMUTER ROUTE | 188,513 | 10,000 | 10,000 | 10,000 | 15,554 | 20,800 | - | 254,867 | |
| 4547501 | SR 20 FROM OCHLOCKONEE RIVER TO WEST OF SR 263 CAPITAL CIRCLE | - | - | - | 59,855 | - | - | - | 59,855 | |
| 4508091 | SR 63 (US 27) FROM SR 159 TO CR 270 SHADY REST RD | - | 5,018,398 | - | - | - | - | - | 5,018,398 | |
| 4498951 | QUINCY MUNICIPAL AIRPORT TAXIWAY REHABILITATION - CONSTRUCTION, CEI/RP | - | - | 700,000 | - | - | - | - | 700,000 | |
| STATE IN-HOUSE PRODUCT SUPPORT | DIH | 2,047,512 | 2,499,918 | 1,167,826 | 955,328 | 1,000 | - | - | 6,671,584 | |
| 4495001 | SR 10 (US 90) AT DOVER ROAD INTERSECTION IMPROVEMENTS | 57,503 | 85,313 | - | - | - | - | - | 142,816 | |

| Fund Summary | | | | | | | | | | |
|--------------------------|---|---------------|---------|---------|---------|------|------|------------------------|------------------|--|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program | |
| 4379024 | SR 373 ORANGE AVE FROM CYPRESS LAKE ST TO SR 61 S MONROE ST | 54,921 | - | - | - | - | - | - | 54,921 | |
| 4508091 | SR 63 (US 27) FROM SR 159 TO CR 270 SHADY REST RD | 24,000 | 60,221 | - | - | - | - | - | 84,221 | |
| 4508121 | SR 10 (US 90) FROM DUVAL ST TO W OF QUINCY CREEK | 67,000 | - | 34,297 | - | - | - | - | 101,297 | |
| 4458983 | SR 8 (I-10) GADSDEN COUNTY REST AREAS EB/WB CAPITAL IMPROVEMENTS | - | - | 14,042 | 11,151 | - | - | - | 25,193 | |
| 4552631 | SR 8 (I-10) OVER BEAVER DAM BRIDGE NO. 500085 | - | 15,000 | - | 40,879 | - | - | - | 55,879 | |
| 4529341 | SR 10 (US 90/MAHAN DR) FROM CR 0353 (DEMPSEY MAYO RD) TO APEX DR | 11,797 | - | 105,481 | - | - | - | - | 117,278 | |
| 4546221 | SR 59 FROM JEFFERSON CO LINE TO SR 10 (US 90) | - | 12,947 | - | 2,766 | - | - | - | 15,713 | |
| 4529401 | SR 61 (US 319) FROM TIMBERWOLF CROSSING TO GEORGIA STATE LINE | 71,193 | - | 151,614 | - | - | - | - | 222,807 | |
| 4530961 | SR 263 (US 319) CAPITAL CIRCLE SW FROM SR 363 (US 27) WOODVILLE TO E OF SR 61 | 60,000 | - | 41,664 | - | - | - | - | 101,664 | |
| 4547501 | SR 20 FROM OCHLOCKONEE RIVER TO WEST OF SR 263 CAPITAL CIRCLE | - | 249,892 | - | 236,145 | - | - | - | 486,037 | |
| 4543091 | SR 267 OVER ROCKY COMFORT CREEK BRIDGE NO. 500027 AND 500028 | 8,000 | 10,593 | - | - | - | - | - | 18,593 | |
| 4546211 | SR 377 (US 319) FROM OCHLOCKONEE RIVER BRDIGE TO N OF BEASLEY RD | - | 77,781 | - | 47,319 | - | - | - | 125,100 | |
| 4458982 | SR 8 (I-10) GADSDEN COUNTY REST AREAS EB/WB CAPITAL IMPROVEMENTS | 40,000 | 27,689 | - | - | - | - | - | 67,689 | |
| 2198811 | SR 369 (US 319) FROM L. L. WALLACE ROAD TO S SR 61 INTERSECTION | 198,977 | - | 50,000 | - | - | - | - | 248,977 | |

| Fund Summary | | | | | | | | | | |
|---------------------|---|-------------------|-------------|-------------|-------------|-------------|-------------|-------------------------|----------------------|--|
| FUND CODE | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program | |
| 4546431 | SR 57 (US 19) S JEFFERSON ST FROM NORTH OF MARTIN RD TO SR 10 (US 90) | - | 65,313 | - | 28,982 | - | - | - | 94,295 | |
| 4450531 | SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD | 85,966 | - | - | - | - | - | - | 85,966 | |
| 4529391 | SR 63 (US 27/MONROE ST) FROM SR 263 (CAPITAL CIRCLE) TO JOHN KNOX ROAD | 40,000 | - | 203,311 | - | - | - | - | 243,311 | |
| 4529411 | SR 20 (US 27) FROM WEST OF CR 259 TO WEST OF SR 57 (US 19) | 20,553 | - | 74,675 | - | - | - | - | 95,228 | |
| 4508111 | SR 61 / 363 (CRAWFORDVILLE RD/ADAMS ST) FROM ARDEN RD TO GAINES ST | 26,895 | 75,770 | - | - | - | - | - | 102,665 | |
| 4379023 | SR 373 ORANGE AVE FROM S LAKE BRADFORD RD TO CYPRESS LAKE ST | - | - | - | 290,000 | - | - | - | 290,000 | |
| 4529461 | SR 261 (US 319) CAPITAL CIRCLE FROM CENTERVILLE RD TO SR 61 THOMASVILLE RD | 30,000 | 96,653 | - | - | - | - | - | 126,653 | |
| 2194842 | SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD | 44,207 | 60,593 | - | - | - | - | - | 104,800 | |
| 4546251 | SR 261 CAPITAL CIRCLE FROM TRAM RD (CR 259) TO SR 20 (US 27) APALACHEE PKWY | - | 137,196 | - | 141,666 | - | - | - | 278,862 | |
| 2198815 | SR 369 (US 319) FROM S OF WAKULLA CO LINE TO S OF L.L. WALLACE ROAD | 75,501 | 340,000 | 200,000 | - | - | - | - | 615,501 | |
| 4530721 | SR 265 MAGNOLIA DR. OVER FG&A RR BRIDGE NO. 550011 | - | 21,547 | - | - | - | - | - | 21,547 | |
| 4546241 | SR 59 GAMBLE RD FROM SR 20 (US 27) TO LEON COUNTY LINE | - | 115,524 | - | 86,778 | - | - | - | 202,302 | |
| 4531521 | SR 59 GAMBLE RD FROM SR 30 (US98) TO CR 259 TRAM RD | 25,000 | - | 162,652 | - | - | - | - | 187,652 | |
| 4508171 | SR 30 (US 98) FROM WAKULLA COUNTY LINE TO TAYLOR COUNTY LINE | 41,000 | 90,009 | - | - | - | - | - | 131,009 | |

| Fund Summary | | | | | | | | | | |
|--|---|-----------------------|------------------|----------------|------------------|-------------|-------------|---------------------------------|--------------------------|--|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program | |
| 4546271 | SR 363 WOODVILLE HWY FROM CR 2192 NATURAL BR RD TO SR 261 (US 319) CAPITAL CIRCLE | - | 127,163 | - | 69,642 | - | - | - | 196,805 | |
| 2197492 | SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD | 1,034,999 | 830,714 | - | - | - | - | - | 1,865,713 | |
| 4529381 | SR 61 (THOMASVILLE RD) FROM NORTH OF 9TH AVE TO S OF MACLAY RD | 30,000 | - | 130,090 | - | - | - | - | 160,090 | |
| 4510443 | SR 10 (US 90) FROM PEDRICK ROAD TO JEFFERSON COUNTY LINE | - | - | - | - | 1,000 | - | - | 1,000 | |
| STATEWIDE ITS - STATE 100%. | DITS | 5,187,366 | 509,034 | 277,760 | - | - | - | - | 5,974,160 | |
| 4367411 | GADSDEN COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS | 632,671 | 108,869 | 111,656 | - | - | - | - | 853,196 | |
| 4367451 | JEFFERSON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS | 42,002 | 8,705 | 8,952 | - | - | - | - | 59,659 | |
| 4367461 | LEON COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS | 4,398,420 | 355,401 | 120,000 | - | - | - | - | 4,873,821 | |
| 4367511 | WAKULLA COUNTY MAINT & COMPENSATION OF TRAFFIC SIGNALS ON STATE ROADS | 114,273 | 36,059 | 37,152 | - | - | - | - | 187,484 | |
| STATE - PTO | DPTO | 4,511,821 | 1,123,506 | - | 3,200,000 | - | - | - | 8,835,327 | |
| 4500382 | TALLAHASSEE INTERNATIONAL AIRPORT DESIGN/CONSTRUCT HANGAR DEVELOPMENT | - | - | - | 1,000,000 | - | - | - | 1,000,000 | |
| 4222621 | BIG BEND TRANSIT COMMUTER ROUTE | 27,798 | - | - | - | - | - | - | 27,798 | |
| 4549261 | QUINCY MUNICIPAL AIRPORT WILDLIFE HAZARD AND MANAGEMENT PLAN | - | 60,000 | - | - | - | - | - | 60,000 | |
| 4549263 | QUINCY MUNICIPAL AIRPORT - TERMINAL BUILDING & PARKING AREA | - | - | - | 2,200,000 | - | - | - | 2,200,000 | |

| Fund Summary | | | | | | | | | | |
|---|---|-------------------|-------------------|------------------|------------------|-------------|-------------|-------------------------|----------------------|--|
| FUND CODE | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program | |
| 4466411 | TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL ELEVATOR & AIR HANDLER | - | 1,063,506 | - | - | - | - | - | 1,063,506 | |
| 4469941 | APALACHEE REGIONAL PLANNING COUNCIL COMMUTER ASSISTANCE | 198,695 | - | - | - | - | - | - | 198,695 | |
| 4222501 | CITY OF TALLAHASSEE TRANSIT OPERATING ASSISTANCE | 4,285,328 | - | - | - | - | - | - | 4,285,328 | |
| REST AREAS - STATE 100% | DRA | 413,880 | 2,254,742 | 140,413 | 937,464 | - | - | - | 3,746,499 | |
| 4458983 | SR 8 (I-10) GADSDEN COUNTY REST AREAS EB/WB CAPITAL IMPROVEMENTS | - | - | 140,413 | 937,464 | - | - | - | 1,077,877 | |
| 4458982 | SR 8 (I-10) GADSDEN COUNTY REST AREAS EB/WB CAPITAL IMPROVEMENTS | 413,880 | 2,254,742 | - | - | - | - | - | 2,668,622 | |
| STATE PRIMARY HIGHWAYS & PTO | DS | 15,667,648 | 12,214,671 | 3,869,561 | 1,822,360 | - | - | - | 33,574,240 | |
| 4546241 | SR 59 GAMBLE RD FROM SR 20 (US 27) TO LEON COUNTY LINE | - | 1,155,240 | - | 867,777 | - | - | - | 2,023,017 | |
| 4531521 | SR 59 GAMBLE RD FROM SR 30 (US98) TO CR 259 TRAM RD | 4,550 | - | 1,225,035 | - | - | - | - | 1,229,585 | |
| 4508171 | SR 30 (US 98) FROM WAKULLA COUNTY LINE TO TAYLOR COUNTY LINE | 947,669 | 900,088 | - | - | - | - | - | 1,847,757 | |
| 4546271 | SR 363 WOODVILLE HWY FROM CR 2192 NATURAL BR RD TO SR 261 (US 319) CAPITAL CIRCLE | - | 1,271,630 | - | 696,419 | - | - | - | 1,968,049 | |
| 4379024 | SR 373 ORANGE AVE FROM CYPRESS LAKE ST TO SR 61 S MONROE ST | 22,637 | - | - | - | - | - | - | 22,637 | |
| 2197492 | SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD | 1,009,506 | 1,000,000 | - | - | - | - | - | 2,009,506 | |
| 4508121 | SR 10 (US 90) FROM DUVAL ST TO W OF QUINCY CREEK | 518,268 | - | 392,975 | - | - | - | - | 911,243 | |
| 4529411 | SR 20 (US 27) FROM WEST OF CR 259 TO WEST OF SR 57 (US 19) | 792,094 | - | 746,741 | - | - | - | - | 1,538,835 | |
| 4529391 | SR 63 (US 27/MONROE ST) FROM SR 263 (CAPITAL CIRCLE) TO JOHN KNOX ROAD | 1,834,957 | - | - | - | - | - | - | 1,834,957 | |

| Fund Summary | | | | | | | | | | |
|---------------------|---|-------------------|-------------|-------------|-------------|-------------|-------------|-------------------------|----------------------|--|
| FUND CODE | FUND CODE DESCRIPTION | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program | |
| 4529381 | SR 61 (THOMASVILLE RD) FROM NORTH OF 9TH AVE TO S OF MACLAY RD | 1,403,154 | - | - | - | - | - | - | 1,403,154 | |
| 2225896 | SR 8 (I-10) FROM W OF OLD BAINBRIDGE RD TO W OF OLSON RD | 6,257 | - | - | - | - | - | - | 6,257 | |
| 4529461 | SR 261 (US 319) CAPITAL CIRCLE FROM CENTERVILLE RD TO SR 61 THOMASVILLE RD | 26,166 | 1,066,525 | - | - | - | - | - | 1,092,691 | |
| 2194842 | SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD | 52,032 | - | - | - | - | - | - | 52,032 | |
| 4546251 | SR 261 CAPITAL CIRCLE FROM TRAM RD (CR 259) TO SR 20 (US 27) APALACHEE PKWY | - | 1,371,955 | - | - | - | - | - | 1,371,955 | |
| 2198811 | SR 369 (US 319) FROM L. L. WALLACE ROAD TO S SR 61 INTERSECTION | 106,636 | - | 450,000 | - | - | - | - | 556,636 | |
| 4530961 | SR 263 (US 319) CAPITAL CIRCLE SW FROM SR 363 (US 27) WOODVILLE TO E OF SR 61 | 542,750 | - | - | - | - | - | - | 542,750 | |
| 2198815 | SR 369 (US 319) FROM S OF WAKULLA CO LINE TO S OF L.L. WALLACE ROAD | 2,167,302 | - | - | - | - | - | - | 2,167,302 | |
| 4495001 | SR 10 (US 90) AT DOVER ROAD INTERSECTION IMPROVEMENTS | 1,968,435 | - | - | - | - | - | - | 1,968,435 | |
| 4508091 | SR 63 (US 27) FROM SR 159 TO CR 270 SHADY REST RD | 653,992 | 602,208 | - | - | - | - | - | 1,256,200 | |
| 4529341 | SR 10 (US 90/MAHAN DR) FROM CR 0353 (DEMPSEY MAYO RD) TO APEX DR | 1,095,026 | - | 1,054,810 | - | - | - | - | 2,149,836 | |
| 4546221 | SR 59 FROM JEFFERSON CO LINE TO SR 10 (US 90) | - | 129,470 | - | 258,164 | - | - | - | 387,634 | |
| 4529401 | SR 61 (US 319) FROM TIMBERWOLF CROSSING TO GEORGIA STATE LINE | 31,252 | - | - | - | - | - | - | 31,252 | |
| 4508111 | SR 61 / 363 (CRAWFORDVILLE RD/ADAMS ST) FROM ARDEN RD TO GAINES ST | 1,192,281 | 787,700 | - | - | - | - | - | 1,979,981 | |

| Fund Summary | | | | | | | | | | |
|--|--|------------------|-------------------|------------------|------------------|------------------|------------------|------------------------|-------------------|--|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program | |
| 4547501 | SR 20 FROM OCHLOCKONEE RIVER TO WEST OF SR 263 CAPITAL CIRCLE | - | 2,498,920 | - | - | - | - | - | 2,498,920 | |
| 4546211 | SR 377 (US 319) FROM OCHLOCKONEE RIVER BRDIGE TO N OF BEASLEY RD | - | 777,805 | - | - | - | - | - | 777,805 | |
| 4546431 | SR 57 (US 19) S JEFFERSON ST FROM NORTH OF MARTIN RD TO SR 10 (US 90) | - | 653,130 | - | - | - | - | - | 653,130 | |
| 4450531 | SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD | 1,292,684 | - | - | - | - | - | - | 1,292,684 | |
| STATE PRIMARY/FEDERAL REIMB | DU | 2,348,736 | 10,645,000 | 660,000 | 690,000 | 730,000 | 750,000 | - | 15,823,736 | |
| 4213643 | CITY OF TALLAHASSEE TRANSIT NON-URBANIZED AREA 5311 | 1,077,059 | 315,000 | 320,000 | 330,000 | 350,000 | 360,000 | - | 2,752,059 | |
| 4213663 | WAKULLA COUNTY SENIOR CITIZEN TRANSIT NON- URBANIZED AREA 5311 | 1,021,896 | 330,000 | 340,000 | 360,000 | 380,000 | 390,000 | - | 2,821,896 | |
| 4518921 | PROGRAM 18 - SECTION 5311 CAPITAL AWARD GADSDEN COUNTY BIG BEND TRANS | 249,781 | 10,000,000 | - | - | - | - | - | 10,249,781 | |
| PRIMARY/FIXED CAPITAL OUTLAY | FCO | 3,559,061 | 5,020,000 | 4,472,000 | 3,536,000 | 1,975,000 | 1,075,000 | - | 19,637,061 | |
| 4520931 | BURNS BLDG - CENTRAL UTILITY BLDG. COOLING TOWER | - | - | - | - | 985,000 | - | - | 985,000 | |
| 4512121 | FDOT CREDIT UNION BUILDING - AC UNIT REPLACEMENT | - | - | 85,000 | 94,000 | - | - | - | 179,000 | |
| 4520951 | BURNS BLDG - SECURITY-HARDEN MAIN LOBBY, RE-DESIGN, AND RENOVATE | - | 1,860,000 | - | - | - | - | - | 1,860,000 | |
| 4483303 | MIDWAY OPERATIONS CENTER HVAC UNIT REPLACEMENT | 300,971 | 150,000 | - | 10,000 | - | - | - | 460,971 | |
| 4502881 | BURNS BLDG - ADA RENOVATIONS - GROUP AND SINGLE USE RESTROOMS - PHASE II BURNS | 2,668,506 | 1,990,000 | - | - | - | - | - | 4,658,506 | |
| 4502892 | BURNS BLDG - LANDSCAPE AND HARDENING-MASTER CAMPUS PLAN | - | 210,000 | 75,000 | 132,000 | - | - | - | 417,000 | |

| Fund Summary | | | | | | | | | |
|---|---|-----------------------|-------------------|------------------|------------------|------------------|------------------|---------------------------------|--------------------------|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program |
| 4556431 | FDOT FACILITIES - SECURITY ASSESSMENT & STANDARDS | - | 100,000 | - | - | - | - | - | 100,000 |
| 4517611 | GREENSBORO ENVIROMENTAL SITE RESTORATION | 220,000 | 110,000 | 110,000 | 110,000 | 110,000 | 110,000 | - | 770,000 |
| 4482662 | SPRINGHILL ROAD WELDING SHOP ROOF - CO | - | - | 52,000 | - | - | - | - | 52,000 |
| 4499561 | MIDWAY OPERATIONS CENTER CONSTRUCT POLE BARN | 149,280 | - | - | 90,000 | - | - | - | 239,280 |
| 4502901 | BURNS BLDG - CO HEADQUARTERS - PARKING GARAGE STUDY | - | - | - | - | - | 85,000 | - | 85,000 |
| 4520961 | BURNS BLDG - WORKSTATION REDESIGN AND REPLACEMENT PROJECT | - | - | - | 440,000 | 880,000 | 880,000 | - | 2,200,000 |
| 4520921 | BURNS BLDG - BUILDING AUTOMATION UPGRADE | - | - | - | 460,000 | - | - | - | 460,000 |
| 4541631 | BURNS BLDG - ROOF REPLACEMENT - ADMIN BUILDING | - | 240,000 | - | - | - | - | - | 240,000 |
| 4541401 | BURNS BLDG - KITCHEN DECOMMISSIONING AND SPACE RECONFIGURE/OPTIMIZATION | 220,304 | - | 2,650,000 | - | - | - | - | 2,870,304 |
| 4541651 | FDOT CREDIT UNION BUILDING - ADA COMPLIANCE RENOVATION | - | 360,000 | 1,500,000 | 2,200,000 | - | - | - | 4,060,000 |
| 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 | 7,978,000 | 59,491,350 | - | - | - | - | - | 67,469,350 |
| 2197492 | SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD | 7,978,000 | 59,491,350 | - | - | - | - | - | 67,469,350 |
| FEDERAL TRANSIT ADMINISTRATION | FTA | 43,895,239 | 4,381,614 | 4,799,618 | 4,381,614 | 4,381,614 | 4,381,614 | - | 66,221,313 |
| 4336851 | CITY OF TALLAHASSEE STARMETRO CAPITAL-OPERATING 5310 | 1,817,042 | 115,818 | 115,818 | 115,818 | 115,818 | 115,818 | - | 2,396,132 |

| Fund Summary | | | | | | | | | | |
|---|---|-----------------------|------------------|------------------|------------------|------------------|-------------|---------------------------------|--------------------------|--|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program | |
| 4222512 | CITY OF TALLAHASSEE STARMETRO CAPITAL SECTION 5307 | 23,961,159 | 1,921,770 | 1,921,770 | 1,921,770 | 1,921,770 | 1,921,770 | - | 33,570,009 | |
| 4222513 | CITY OF TALLAHASSEE STARMETRO OP. FIXED ROUTE 5307 | 15,344,879 | 1,926,022 | 1,926,022 | 1,926,022 | 1,926,022 | 1,926,022 | - | 24,974,989 | |
| 4252699 | CITY OF TALLAHASSEE STARMETRO SECTION 5339 CAPITAL | 2,772,159 | 418,004 | 836,008 | 418,004 | 418,004 | 418,004 | - | 5,280,183 | |
| GEN FUND BRIDGE REPAIR/REPLACE | GFBR | 324,659 | 6,548,762 | 6,365,058 | - | - | - | - | 13,238,479 | |
| 4411861 | CR 65B OLD FEDERAL ROAD OVER RICHLANDER CREEK BRIDGE NO. 500059 | - | 950,000 | - | - | - | - | - | 950,000 | |
| 4411881 | HANNA MILL POND ROAD OVER HANNA POND BRIDGE NO. 504043 | 324,659 | - | 6,365,058 | - | - | - | - | 6,689,717 | |
| 4393831 | CR 268 HIGH BRIDGE RD OVER LITTLE RIVER BRIDGE NO. 500045 | - | 5,598,762 | - | - | - | - | - | 5,598,762 | |
| GENERAL FUND BRIDGE OFF-SYSTEM | GFBZ | 2,489,738 | 5,700,000 | - | - | - | - | - | 8,189,738 | |
| 4393831 | CR 268 HIGH BRIDGE RD OVER LITTLE RIVER BRIDGE NO. 500045 | 1,328,603 | 5,700,000 | - | - | - | - | - | 7,028,603 | |
| 4411881 | HANNA MILL POND ROAD OVER HANNA POND BRIDGE NO. 504043 | 1,161,135 | - | - | - | - | - | - | 1,161,135 | |
| GF STPBG >200 (URBAN) | GFSU | 1 | - | - | - | - | - | - | 1 | |
| 2197939 | CRTPA CONTINGENCY BOX FOR CRTPA URBAN FUNDS | 1 | - | - | - | - | - | - | 1 | |
| GROWTH MANAGEMENT FOR SIS | GMR | - | - | - | 2,000,000 | 2,092,536 | - | - | 4,092,536 | |
| 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 | - | 8,339,965 | - | 2,993,069 | - | - | - | 11,333,034 | |

| Fund Summary | | | | | | | | | | |
|----------------------------------|---|-----------------------|-------------------|-------------------|-------------------|------------------|------------------|---------------------------------|--------------------------|--------------------|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program | |
| 4383663 | CR 259 WAUKEENAH HWY FROM CR 158 NASH RD TO RABON RD | - | 2,190,370 | - | - | - | - | - | 2,190,370 | |
| 4486132 | BOSTON HIGHWAY (CR 149) FROM STILL ROAD TO GILEY ROAD - PHASE II | - | 1,919,861 | - | - | - | - | - | 1,919,861 | |
| 4486052 | CR 146 ASHVILLE HWY FROM BASSETT DAIRY RD TO QUITMAN HWY | - | 1,497,207 | - | - | - | - | - | 1,497,207 | |
| 4552192 | CR 365 SPRING CREEK RD FROM CR 61 TO SR 267 BLOXHAM CUTOFF RD | - | - | - | 2,993,069 | - | - | - | 2,993,069 | |
| 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 | 43,714,004 | 22,126,981 | 18,383,058 | 7,734,538 | 6,917,465 | 4,896,360 | - | 103,772,406 |
| 4222513 | CITY OF TALLAHASSEE STARMETRO OP. FIXED ROUTE 5307 | 15,344,879 | 1,926,022 | 1,926,022 | 1,926,022 | 1,926,022 | 1,926,022 | - | 24,974,989 | |
| 4529401 | SR 61 (US 319) FROM TIMBERWOLF CROSSING TO GEORGIA STATE LINE | - | - | 106,200 | - | - | - | - | 106,200 | |
| 4508111 | SR 61 / 363 (CRAWFORDVILLE RD/ADAMS ST) FROM ARDEN RD TO GAINES ST | - | 5,076,800 | - | - | - | - | - | 5,076,800 | |
| 4213643 | CITY OF TALLAHASSEE TRANSIT NON-URBANIZED AREA 5311 | 1,252,576 | 315,000 | 320,000 | 330,000 | 350,000 | 360,000 | - | 2,927,576 | |
| 2197492 | SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD | 836,052 | 5,714,906 | - | - | - | - | - | 6,550,958 | |
| 4213663 | WAKULLA COUNTY SENIOR CITIZEN TRANSIT NON- URBANIZED AREA 5311 | 1,023,063 | 330,000 | 340,000 | 360,000 | 380,000 | 390,000 | - | 2,823,063 | |
| 4406552 | CR 0361 OLD BAINBRIDGE RD @ SR 263 CAPITAL CIRCLE | 80,000 | 431,086 | - | - | - | - | - | 511,086 | |
| 4518921 | PROGRAM 18 - SECTION 5311 CAPITAL AWARD GADSDEN COUNTY BIG BEND TRANS | 62,500 | 2,500,000 | - | - | - | - | - | 2,562,500 | |
| 4490791 | SPRINGHILL ROAD OVER MUNSON SLOUGH BRIDGE NO 550054 | 677,939 | - | 12,430,352 | - | - | - | - | 13,108,291 | |

| Fund Summary | | | | | | | | | |
|--|------------------|-----------------------|-------------|-------------|-------------|-------------|-------------|---------------------------------|--------------------------|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program |
| 4160107 TALLAHASSEE REGIONAL AIRPORT ACCESS & ROADWAY REALIGNMENT PH II | | - | - | - | 2,000,000 | - | - | - | 2,000,000 |
| 4252699 CITY OF TALLAHASSEE STARMETRO SECTION 5339 CAPITAL | | 693,039 | 104,501 | 209,002 | 104,501 | 104,501 | 104,501 | - | 1,320,045 |
| 4222501 CITY OF TALLAHASSEE TRANSIT OPERATING ASSISTANCE | | 15,729,939 | 1,411,263 | 1,451,085 | 1,494,618 | 1,539,455 | 1,585,640 | - | 23,212,000 |
| 2194842 SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD | | - | 302,800 | - | - | - | - | - | 302,800 |
| 4450531 SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD | | 252,565 | - | - | - | - | - | - | 252,565 |
| 4449742 TALLAHASSEE INTERNATIONAL AIRPORT PASSENGER PROCESSING FACILITY | | - | - | - | - | 2,092,536 | - | - | 2,092,536 |
| 4203111 BIG BEND TRANSIT COMMUTER ASSISTANCE | | 80,000 | - | - | - | - | - | - | 80,000 |
| 4552621 WAVERLY ROAD FROM CR 155 MERIDIAN ROAD TO SR 61 THOMASVILLE ROAD | | - | 1,505,206 | - | - | - | - | - | 1,505,206 |
| 4529461 SR 261 (US 319) CAPITAL CIRCLE FROM CENTERVILLE RD TO SR 61 THOMASVILLE RD | | - | 412,000 | - | - | - | - | - | 412,000 |
| 2198811 SR 369 (US 319) FROM L. L. WALLACE ROAD TO S SR 61 INTERSECTION | | 120,000 | - | - | - | - | - | - | 120,000 |
| 4500382 TALLAHASSEE INTERNATIONAL AIRPORT DESIGN/CONSTRUCT HANGAR DEVELOPMENT | | - | - | - | 1,000,000 | - | - | - | 1,000,000 |
| 4336851 CITY OF TALLAHASSEE STARMETRO CAPITAL-OPERATING 5310 | | 454,262 | 28,955 | 28,955 | 28,955 | 28,955 | 28,955 | - | 599,037 |
| 4222621 BIG BEND TRANSIT COMMUTER ROUTE | | 216,907 | 10,000 | 10,000 | 10,000 | 15,554 | 20,800 | - | 283,261 |
| 4529381 SR 61 (THOMASVILLE RD) FROM NORTH OF 9TH AVE TO S OF MACLAY RD | | - | - | 318,600 | - | - | - | - | 318,600 |

| Fund Summary | | | | | | | | | | |
|--|---|-----------------------|-------------------|-------------|-------------|-------------|-------------|---------------------------------|--------------------------|--|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program | |
| 4466411 | TALLAHASSEE INTERNATIONAL AIRPORT TERMINAL ELEVATOR & AIR HANDLER | 900,000 | 1,475,000 | - | - | - | - | - | 2,375,000 | |
| 4222512 | CITY OF TALLAHASSEE STARMETRO CAPITAL SECTION 5307 | 5,990,283 | 480,442 | 480,442 | 480,442 | 480,442 | 480,442 | - | 8,392,493 | |
| 4500381 | TALLAHASSEE INTERNATIONAL AIRPORT AIR CARRIER APRON IMPROVEMENTS | - | - | 550,000 | - | - | - | - | 550,000 | |
| 4529391 | SR 63 (US 27/MONROE ST) FROM SR 263 (CAPITAL CIRCLE) TO JOHN KNOX ROAD | - | - | 106,200 | - | - | - | - | 106,200 | |
| 4429511 | CR 372 SURF ROAD OVER OTTER CREEK RISE BRIDGE NO. 594049 | - | 103,000 | - | - | - | - | - | 103,000 | |
| 4529341 | SR 10 (US 90/MAHAN DR) FROM CR 0353 (DEMPSEY MAYO RD) TO APEX DR | - | - | 106,200 | - | - | - | - | 106,200 | |
| LOCAL FUNDS_FOR UNFORSEEN WORK | LFU | - | 29,000,000 | - | - | - | - | - | 29,000,000 | |
| 2197492 | SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD | - | 29,000,000 | - | - | - | - | - | 29,000,000 | |
| 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 | |
| NATIONAL HIGHWAYS BRIDGES | NHBR | 32,372 | - | - | - | - | - | - | 32,372 | |
| 4429511 | CR 372 SURF ROAD OVER OTTER CREEK RISE BRIDGE NO. 594049 | 28,291 | - | - | - | - | - | - | 28,291 | |
| 4490791 | SPRINGHILL ROAD OVER MUNSON SLOUGH BRIDGE NO 550054 | 4,081 | - | - | - | - | - | - | 4,081 | |
| IM, BRDG REPL, NATNL HWY-MAP21 | NHPP | 4,303,919 | - | - | - | - | - | - | 4,303,919 | |
| 2225896 | SR 8 (I-10) FROM W OF OLD BAINBRIDGE RD TO W OF OLSON RD | 231,094 | - | - | - | - | - | - | 231,094 | |

| Fund Summary | | | | | | | | | | |
|---|------------------|-----------------------|-------------------|-------------------|------------------|------------------|------------------|---------------------------------|--------------------------|--|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program | |
| 2197492 SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD | | 4,072,825 | - | - | - | - | - | - | 4,072,825 | |
| TURNPIKE IMPROVEMENT | PKYI | 995 | - | - | - | - | - | - | 995 | |
| 001543 ORCHARD POND TOLL FACILITY INSURANCE | | 995 | - | - | - | - | - | - | 995 | |
| METRO PLAN (85% FA; 15% OTHER) | PL | 1,887,487 | 1,595,479 | 1,595,479 | 1,595,479 | 1,595,479 | 1,595,479 | - | 9,864,882 | |
| 4393396 MPO ADVISORY COMMITTEE STAFF FY 2026/2027-2027/2028 UPWP | | - | - | 800,000 | 800,000 | - | - | - | 1,600,000 | |
| 4393236 CAPITAL REGION TPA (TALLAHASSEE) FY 2026/2027-2027/2028 UPWP | | - | - | 795,479 | 795,479 | - | - | - | 1,590,958 | |
| 4393397 MPO ADVISORY COMMITTEE STAFF FY 2028/2029-2029/2030 UPWP | | - | - | - | - | 800,000 | 800,000 | - | 1,600,000 | |
| 4393235 CAPITAL REGION TPA (TALLAHASSEE) FY 2024/2025-2025/2026 UPWP | | 1,087,487 | 795,479 | - | - | - | - | - | 1,882,966 | |
| 4393395 MPO ADVISORY COMMITTEE STAFF FY 2024/2025-2025/2026 UPWP | | 800,000 | 800,000 | - | - | - | - | - | 1,600,000 | |
| 4393237 CAPITAL REGION TPA (TALLAHASSEE) FY 2027/2028-2028/2029 UPWP | | - | - | - | - | 795,479 | 795,479 | - | 1,590,958 | |
| REDISTR. OF FA (SEC 1102F) | RED | 1,400,000 | 6,149,341 | - | - | - | - | - | 7,549,341 | |
| 4495001 SR 10 (US 90) AT DOVER ROAD INTERSECTION IMPROVEMENTS | | - | 6,149,341 | - | - | - | - | - | 6,149,341 | |
| 4379024 SR 373 ORANGE AVE FROM CYPRESS LAKE ST TO SR 61 S MONROE ST | | 1,400,000 | - | - | - | - | - | - | 1,400,000 | |
| REPURPOSED FEDERAL EARMARKS | REPE | 963,113 | - | - | - | - | - | - | 963,113 | |
| 4379024 SR 373 ORANGE AVE FROM CYPRESS LAKE ST TO SR 61 S MONROE ST | | 963,113 | - | - | - | - | - | - | 963,113 | |
| STP, ANY AREA | SA | 10,340,249 | 13,472,517 | 22,236,219 | 3,064,601 | - | - | - | 49,113,586 | |

| Fund Summary | | | | | | | | | | |
|--|---|-----------------------|-------------|-------------|------------------|-------------|-------------|---------------------------------|--------------------------|--|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program | |
| 2198815 | SR 369 (US 319) FROM S OF WAKULLA CO LINE TO S OF L.L. WALLACE ROAD | - | 2,216,087 | - | - | - | - | - | 2,216,087 | |
| 4529381 | SR 61 (THOMASVILLE RD) FROM NORTH OF 9TH AVE TO S OF MACLAY RD | - | - | 1,300,893 | - | - | - | - | 1,300,893 | |
| 2197492 | SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD | 8,929,759 | - | - | - | - | - | - | 8,929,759 | |
| 4529341 | SR 10 (US 90/MAHAN DR) FROM CR 0353 (DEMPSEY MAYO RD) TO APEX DR | - | - | 8,790,082 | - | - | - | - | 8,790,082 | |
| 4531521 | SR 59 GAMBLE RD FROM SR 30 (US98) TO CR 259 TRAM RD | - | - | 11,728,598 | - | - | - | - | 11,728,598 | |
| 4530961 | SR 263 (US 319) CAPITAL CIRCLE SW FROM SR 363 (US 27) WOODVILLE TO E OF SR 61 | - | - | 416,646 | - | - | - | - | 416,646 | |
| 4508111 | SR 61 / 363 (CRAWFORDVILLE RD/ADAMS ST) FROM ARDEN RD TO GAINES ST | - | 6,314,168 | - | - | - | - | - | 6,314,168 | |
| 4547501 | SR 20 FROM OCHLOCKONEE RIVER TO WEST OF SR 263 CAPITAL CIRCLE | - | - | - | 2,301,600 | - | - | - | 2,301,600 | |
| 2194842 | SR 61 (US 319) CRAWFORDVILLE RD FR S OF SR 61 SB TO ARDEN RD | - | 4,942,262 | - | - | - | - | - | 4,942,262 | |
| 4546211 | SR 377 (US 319) FROM OCHLOCKONEE RIVER BRIDGE TO N OF BEASLEY RD | - | - | - | 473,184 | - | - | - | 473,184 | |
| 4546431 | SR 57 (US 19) S JEFFERSON ST FROM NORTH OF MARTIN RD TO SR 10 (US 90) | - | - | - | 289,817 | - | - | - | 289,817 | |
| 4529401 | SR 61 (US 319) FROM TIMBERWOLF CROSSING TO GEORGIA STATE LINE | 1,410,490 | - | - | - | - | - | - | 1,410,490 | |
| SB1998-SMALL CO OUTREACH 2012 | SCED | 291,210 | - | - | 2,777,099 | - | - | - | 3,068,309 | |
| 4486053 | CR 146 ASHVILLE HWY FROM BASSETT DAIRY RD TO LUTHER FOUNTAIN RD | - | - | - | 2,777,099 | - | - | - | 2,777,099 | |

| Fund Summary | | | | | | | | | |
|--|------------------|-----------------------|------------------|------------------|------------------|------------------|------------------|---------------------------------|--------------------------|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program |
| 4517771 CR 274 PROVIDENCE RD FROM CR 65A JUNIPER CREEK RD TO SR 65 HOSFORD HWY | | 291,210 | - | - | - | - | - | - | 291,210 |
| SMALL COUNTY OUTREACH PROGRAM | SCOP | - | - | 513,450 | - | - | - | - | 513,450 |
| 4552191 CR 365 SPRING CREEK RD FROM BLOXHAM CUTOFF RD TO SR 30 (US 98) | | - | - | 513,450 | - | - | - | - | 513,450 |
| SMALL COUNTY RESURFACING | SCRA | 181,369 | 1,692,780 | 1,909,435 | - | - | - | - | 3,783,584 |
| 4517731 CR 161A DOGTOWN ROAD FROM CR 161 POINT MILLIGAN RD TO CR 159 SALEM RD | | 181,369 | 1,692,780 | - | - | - | - | - | 1,874,149 |
| 4406243 CR 375 SMITH CREEK RD FROM S OF NF 388/CR368 TO NF 13 | | - | - | 1,909,435 | - | - | - | - | 1,909,435 |
| SB2514A-SMALL CO OUTREACH 2015 | SCWR | 174,540 | - | - | - | - | - | - | 174,540 |
| 4486132 BOSTON HIGHWAY (CR 149) FROM STILL ROAD TO GILEY ROAD - PHASE II | | 174,540 | - | - | - | - | - | - | 174,540 |
| SB2514A-STRATEGIC INT SYS 2015 | SIWR | - | - | 1,106,420 | - | - | - | - | 1,106,420 |
| 4553421 NEW RAIL ACCESS CDS MANUFACTURING, INC. GRETNA MILEPOST SP 827 | | - | - | 1,106,420 | - | - | - | - | 1,106,420 |
| SAFE ROUTES - TRANSFER | SR2T | 79,442 | 610,865 | - | 1,032,327 | - | - | - | 1,722,634 |
| 4512271 TALLAHASSEE SRTS - LAKEWOOD DR, SKYLARK AVE & FALCON DR | | 79,442 | - | - | 455,389 | - | - | - | 534,831 |
| 4512261 CALLEN STREET FROM WALCOTT STREET TO POTSDAMER STREET | | - | 100,646 | - | 576,938 | - | - | - | 677,584 |
| 4481521 SABAL PALMS ELEMENTARY SAFE ROUTES / SIDEWALKS | | - | 510,219 | - | - | - | - | - | 510,219 |
| STP, URBAN AREAS > 200K | SU | 7,885,462 | 4,842,595 | 4,241,915 | 4,141,915 | 4,141,915 | 4,141,915 | - | 29,395,717 |
| 2197939 CRTPA CONTINGENCY BOX FOR CRTPA URBAN FUNDS | | 41,311 | 630,903 | 262,452 | - | - | - | - | 934,666 |

| Fund Summary | | | | | | | | | | |
|---|------------------|-----------------------|------------------|-------------|-------------|-------------|-------------|---------------------------------|--------------------------|--|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program | |
| 4450531 SR 63 (US 27) MONROE ST FROM LAKESHORE DRIVE TO JOHN KNOX RD | | 4,616,932 | - | - | - | - | - | - | 4,616,932 | |
| 4393235 CAPITAL REGION TPA (TALLAHASSEE) FY 2024/2025-2025/2026 UPWP | | - | 1,530,000 | - | - | - | - | - | 1,530,000 | |
| 2198815 SR 369 (US 319) FROM S OF WAKULLA CO LINE TO S OF L.L. WALLACE ROAD | | 310,000 | 1,264,605 | 2,936,265 | - | - | - | - | 4,510,870 | |
| 4508121 SR 10 (US 90) FROM DUVAL ST TO W OF QUINCY CREEK | | - | - | 243,198 | - | - | - | - | 243,198 | |
| 4379024 SR 373 ORANGE AVE FROM CYPRESS LAKE ST TO SR 61 S MONROE ST | | 750,000 | - | 800,000 | - | - | - | - | 1,550,000 | |
| 2197492 SR 263 CAPITAL CIRCLE FROM SR 61 CRAWFORDVILLE TO CR 2203 SPRINGHILL RD | | 2,167,219 | - | - | - | - | - | - | 2,167,219 | |
| 4379023 SR 373 ORANGE AVE FROM S LAKE BRADFORD RD TO CYPRESS LAKE ST | | - | - | - | 2,900,000 | - | - | - | 2,900,000 | |
| 2197935 CRTPA RESERVE BOX FOR FUTURE PROJECTS USING URBAN FUNDS | | - | - | - | 1,241,915 | 4,141,915 | 4,141,915 | - | 9,525,745 | |
| 4538171 CR 2196 OLD ST AUGUSTINE RD FROM LAFAYETTE ST TO PAUL RUSSELL RD | | - | 1,417,087 | - | - | - | - | - | 1,417,087 | |
| TRANSPORTATION ALTS- < 5K | TALN | - | 1,008,766 | - | - | - | - | - | 1,008,766 | |
| 4517251 DR. MLK JR MEMORIAL RD FROM REHWINKEL RD TO MALLARD POND CIRCLE | | - | 1,008,766 | - | - | - | - | - | 1,008,766 | |
| TRANSPORTATION ALTS- ANY AREA | TALT | - | 839,484 | - | - | - | - | - | 839,484 | |
| 4517251 DR. MLK JR MEMORIAL RD FROM REHWINKEL RD TO MALLARD POND CIRCLE | | - | 22,731 | - | - | - | - | - | 22,731 | |
| 4552621 WAVERLY ROAD FROM CR 155 MERIDIAN ROAD TO SR 61 THOMASVILLE ROAD | | - | 816,753 | - | - | - | - | - | 816,753 | |
| TRANSPORTATION ALTS- >200K | TALU | - | 1,176,271 | - | - | - | - | - | 1,176,271 | |

| Fund Summary | | | | | | | | | |
|--|--|----------------|-----------|------|------|-------------------|------|------------------------|-------------------|
| FUND CODE DESCRIPTION | FUND CODE | PRIOR YEAR | 2026 | 2027 | 2028 | 2029 | 2030 | FUTURE YEAR COST | Total Program |
| 4552621 | WAVERLY ROAD FROM CR 155 MERIDIAN ROAD TO SR 61 THOMASVILLE ROAD | - | 1,176,271 | - | - | - | - | - | 1,176,271 |
| SB2514A-TRAIL NETWORK 2015 | TLWR | - | - | - | - | 11,500,000 | - | - | 11,500,000 |
| 4510443 | 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 |

5-YEAR SUMMARY OF FUNDING SOURCE GADSDEN

| FUND SOURCE | 2026 | 2027 | 2028 | 2029 | 2030 | Total Program |
|-------------|------------|------------|------------|---------|------------|--------------------|
| Federal | 28,702,074 | 6,608,256 | 37,918,169 | - | 12,107,022 | 85,335,521 |
| Local | 2,510,000 | 10,000 | 10,000 | 15,554 | 20,800 | 2,566,354 |
| State 100% | 16,072,830 | 5,493,133 | 6,859,166 | 247,454 | 270,800 | 28,943,383 |
| Total | 47,284,904 | 12,111,389 | 44,787,335 | 263,008 | 12,398,622 | 116,845,258 |

5-YEAR SUMMARY OF FUNDING SOURCE JEFFERSON

| FUND SOURCE | 2026 | 2027 | 2028 | 2029 | 2030 | Total Program |
|-------------|------------|------------|------------|-------|--------|-------------------|
| Federal | 7,500,731 | 18,213,604 | 9,936,434 | - | - | 35,650,769 |
| State 100% | 8,595,447 | 4,445,249 | 3,848,832 | 9,500 | 10,000 | 16,909,028 |
| Total | 16,096,178 | 22,658,853 | 13,785,266 | 9,500 | 10,000 | 52,559,797 |

5-YEAR SUMMARY OF FUNDING SOURCE LEON

| FUND SOURCE | 2026 | 2027 | 2028 | 2029 | 2030 | Total Program |
|------------------------|-------------|-------------|-------------|-------------|-------------|----------------------|
| Federal | 56,744,596 | 63,116,489 | 47,958,765 | 10,469,008 | 10,479,008 | 188,767,866 |
| Local | 19,183,981 | 18,033,058 | 7,364,538 | 6,521,911 | 4,485,560 | 55,589,048 |
| State 100% | 112,190,898 | 20,402,078 | 17,982,669 | 19,376,099 | 4,988,646 | 174,940,390 |
| Total | 188,119,475 | 101,551,625 | 73,305,972 | 36,367,018 | 19,953,214 | 419,297,304 |

5-YEAR SUMMARY OF FUNDING SOURCE WAKULLA

| FUND SOURCE | 2026 | 2027 | 2028 | 2029 | 2030 | Total Program |
|--------------------|-------------|-------------|-------------|-------------|-------------|----------------------|
| Federal | 18,739,412 | 340,000 | 4,776,385 | 380,000 | 390,000 | 24,625,797 |
| Local | 433,000 | 340,000 | 360,000 | 380,000 | 390,000 | 1,903,000 |
| State 100% | 903,645 | 2,473,037 | 3,953,879 | 54,000 | 56,000 | 7,440,561 |
| Total | 20,076,057 | 3,153,037 | 9,090,264 | 814,000 | 836,000 | 33,969,358 |

5-YEAR SUMMARY OF FUNDING SOURCE

| FUND SOURCE | 2026 | 2027 | 2028 | 2029 | 2030 | Total Program |
|---------------------------------|-------------|-------------|-------------|-------------|-------------|----------------------|
| Federal | 111,686,813 | 88,278,349 | 100,589,753 | 10,849,008 | 22,976,030 | 334,379,953 |
| Local | 22,126,981 | 18,383,058 | 7,734,538 | 6,917,465 | 4,896,360 | 60,058,402 |
| State 100% | 137,762,820 | 32,813,497 | 32,644,546 | 19,687,053 | 5,325,446 | 228,233,362 |
| Grand Total: 622,671,717 | | | | | | |

APPENDIX I

TIP Checklist and Agency Comments

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) REVIEW CHECKLIST

MPO: **Capital Region Transportation Planning Agency**

TIP Submittal Date: **5/19/25**

Review #: **1**

Date of Review: **5/22/25**

Reviewed By: **D3 Staff**

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 as Editorial, Enhancement, or Critical, a comment must accompany it. If a question is answered with "no," a comment must accompany it.

TIP Formatting and Content

- Does the cover page include the MPO name, address, and correct fiscal years and provide a location to add the date of adoption? Address can be listed on the subsequent pages as needed. **Yes** | If yes, page number: **Cover**
[Choose an item.](#) | [Click or tap here to enter text.](#)
- Does the Table of Contents show the title of each section with the correct page number? **Select response** | If yes, page number: **Click or tap here to enter text.**
[Choose an item.](#) | **Table of Contents**
- 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 | If yes, page number: **Page i**
[Choose an item.](#) | **Resolution No. 2025-06-6A**

- Does the TIP include a list of definitions, abbreviations, funding, phase codes, and acronyms? [Yes](#) | If yes, page number: [A-1](#)
[Choose an item.](#) | [Section:](#) Appendix A
- 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](#) | If yes, page number: [8](#)
[Choose an item.](#) | [Section:](#) Purpose of the TIP
- 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](#) | If yes, page number: [10](#)
[Choose an item.](#) | [Section:](#) Financial Plan
- 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](#) | If yes, page number: [11](#)
[Choose an item.](#) | [Section:](#) Financial Plan
- 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](#) | If yes, page number: [12](#)
[Choose an item.](#) | [Section:](#) Project Selection
- Does the TIP identify the MPO's criteria and process for prioritizing projects from the LRTP (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](#) | If yes, page number: [4, 5, 14](#)
[Choose an item.](#) | [Sections:](#) Project Priorities
- 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](#) | If yes, page number: [4, 5, 12](#)
[Choose an item.](#) | [Sections:](#) Project Priorities
- Does the TIP cross-reference projects with corresponding LRTP projects when appropriate? [s. 339.175(8)(c)(7) FS] [Yes](#) | If yes, page number: [54-144](#)
[Choose an item.](#) | [Section:](#) Project Pages

- 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](#) | If yes, page number: [A-34](#)
[Choose an item.](#) | [Section:](#) Appendix D
- 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.) [Select response](#) | If yes, page number: [6, 15, & A-56](#)
[Choose an item.](#) | [Section:](#) Appendix G
- 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](#) | If yes, page number: [16](#)
[Choose an item.](#) | [Section:](#) Certification
- 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](#) | If yes, page number: [17](#)
[Choose an item.](#) | [Section:](#) Congestion Management Process
- 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](#) | If yes, page number: [17](#)
[Choose an item.](#) | [Section:](#) Transportation Disadvantaged & Appendix C
- 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, including risk to off-system facilities during emergency events (if applicable)
 - ✓ 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(c)] [Yes](#) | If yes, page number: [18-52](#)
[Choose an item.](#) | [Section:](#) Developed consistent with TPM Template

- Does the TIP discuss the anticipated effect of achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets for:
 - ✓ 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)] **Yes** | If yes, page number: **18-52**

[Choose an item.](#) | Developed consistent with TPM Template

- 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](#). **Not Applicable** | If yes, page number: **xx**

[Choose an item.](#) | No current grant funded projects. PY funding grants were amended into the FY25-FY29 TIP.

- Does the TIP contain projects listed in FDOT's [23 CFR Part 667 Report](#)? If so, does the MPO reference the report in the TIP for that project? **Yes** | If yes, page number: **12**

[Choose an item.](#) | [Section:](#) Project Selection

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 of 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 | If yes, page number: **54-144**

[Choose an item.](#) | [Section:](#) Project Pages A-G

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. **Yes** | **May 19, 2025**