



## CRTPA BOARD

MEETING OF MONDAY, JUNE 16, 2025 AT 1:30 PM

CITY OF TALLAHASSEE COMMISSION CHAMBERS  
300 S. ADAMS STREET  
TALLAHASSEE, FL 32301

### **MISSION STATEMENT**

*"The mission of the CRTPA is to act as the principal forum for collective transportation policy discussions that results in the development of a long range transportation plan which creates an integrated regional multimodal transportation network that supports sustainable development patterns and promotes economic growth."*

### **FINAL AGENDA**

Citizens wishing to provide input at the CRTPA meeting may:

- (1) Provide comments in person at the meeting. Speakers are requested to limit their comments to three (3) minutes; or
- (2) Submit written comments prior to the meeting at <http://crtpa.org/contact-us/> by providing comments in the "Email Us" portion of the page before 5:00 p.m. on **Friday, June 13** This will allow time for comments to be provided to CRTPA members in advance of the meeting. Comments submitted after this time (up to the time of the meeting) will be accepted and included in the official record of the meeting; or
- (3) Provide live comments during the meeting virtually by registering before 5:00 p.m. on **Friday, June 13** at <http://crtpa.org/contact-us/> and noting your desire to provide comments via video in the "Email Us" portion of the page along with the agenda item or issue your wish to discuss. You will be contacted by CRTPA staff and provided with a link to virtually access the meeting and provide your comment during the meeting. Speakers are requested to limit their comments to three (3) minutes.

The public is invited to view the meeting's live broadcast on <https://www.talgov.com/cotnews/wcot.aspx> or Comcast Channel 13 (WCOT-13).

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

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

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

**1. CALL TO ORDER AND ROLL CALL****2. AGENDA MODIFICATIONS****3. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

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

**4. CONSENT AGENDA**

- A. Minutes of the April 15 CRTPA Meeting
- B. Unified Planning Work Program Amendment
- C. FDOT 2024 Joint Certification of the CRTPA
- D. Citizens Multimodal Advisory Committee (CMAC) Appointment
- E. CRTPA Safety Action Plan Update

**5. CONSENT ITEMS PULLED FOR DISCUSSION****6. ROLL CALL VOTE AGENDA ITEMS****A. Fiscal Year (FY) 2026– FY 2030 Transportation Improvement Program (TIP) Adoption**

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

**B. Fiscal Year (FY) 2025– FY 2029 Transportation Improvement Program (TIP) Amendment** This item seeks Board adoption of an amendment to the FY 2025 – FY 2029 Transportation Improvement Program (TIP) to include the following projects:

- SR 8 (I-10) from Ochlocknee Relief Bridge to Ochlocknee River Bridge: Provide funding for the design safety improvements in FY 26 (Leon County).
- SR 261 (US 319) & SR 10 (US 90) Intersection Improvements: Provide funding for the development of a Project Development and Environment (PD&E) Study in FY 25 (Leon County).

**7. CRTPA ACTION**

*The public is welcome to comment on any discussion item after a motion has been made and seconded. Each member of the public is provided three (3) minutes to address the CRTPA.*

**A. Tallahassee to Havana Trail – Consultant Selection**

This item\* seeks CRTPA Board approval to select a consultant to develop a Project Development and Environment (PD&E) Study associated with the Leon County segment of the Tallahassee to Havana Trail.

\*NOTE: Item anticipated to be completed on June 13.

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

The FY 2027 – 2031 Project Priority Lists has been developed for Board adoption. The following lists have been developed for Board approval:

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

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

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

**8. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT**

A status report on FDOT activities will be provided.

**9. EXECUTIVE DIRECTOR'S REPORT**

A status report on CRTPA activities will be provided including information related to the public meeting for the Tallahassee to Havana Trail (held on May 7).

**10. CRTPA INFORMATION****A. Future Meeting Dates (Next Board Meeting Monday, September 15, 2025)****B. CRTPA Committee Actions**

**11. ITEMS FROM CRTPA BOARD MEMBERS**

This portion of the agenda is provided to allow members an opportunity to discuss and request action on items and issues relevant to the CRTPA.

**12. ADJOURNMENT**



June 16, 2025



## AGENDA ITEM 4 A

### MINUTES

TYPE OF ITEM: Consent

The minutes from the April 15, 2025, CRTPA Meeting are provided as ***Attachment 1***.

#### **RECOMMENDED ACTION**

Option 1: Approve the minutes of the April 15, 2025, CRTPA Meeting.

#### **ATTACHMENT**

Attachment 1: Minutes of the April 15, 2025, CRTPA Meeting



## **CRTPA BOARD**

MEETING OF TUESDAY, APRIL 15, 2025, AT 1:30 PM

CITY OF TALLAHASSEE COMMISSION CHAMBERS  
300 S. ADAMS STREET  
TALLAHASSEE, FL 32301

### **Meeting Minutes**

#### **Members Present:**

Commissioner Williams-Cox, Vice Chair, City of Tallahassee  
Commissioner Maddox, Vice-Chair, Leon County  
Commissioner Minor, Leon County  
Commissioner O'Keefe, Leon County  
Commissioner Matlow, City of Tallahassee  
Commissioner Richardson, City of Tallahassee

**Staff Present:** Greg Slay, Executive Director; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex; CRTPA Kaylor Collins, FDOT; Lindsay Slautterback, KHA; Thornton Williams, CRTPA Attorney

#### **1. CALL TO ORDER AND ROLL CALL**

The meeting was called to order at 1:30 pm with a roll call and a quorum present.

#### **2. AGENDA MODIFICATIONS**

There were no agenda modifications.

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

There were no public speakers.

#### **4. CONSENT AGENDA**

- A. Minutes of the February 18 CRTPA Meeting**
- B. CRTPA Performance Measures Update (PM2 & PM3)**
- C. Sun Trails Agreements**
- D. Unified Planning Work Program and Contract Amendment**
- E. CRTPA Audit Contract**

- F. CRTPA Transportation Alternatives (TA) Project Priority List Adoption**
- G. Citizens Multimodal Advisory Committee (CMAC) Appointment**
- H. Executive Director's Timesheet Approval (January-March 2025)**

**Board Action: Commissioner Minor made motion to approve the consent agenda with 4E Audit Services Contract being pulled for discussion under Agenda Item 5 Consent Items Pulled for Discussion. Commissioner Richardson seconded the motion, and the motion was unanimously passed.**

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

Agenda Item 4E CRTPA Audit Contract was pulled by the Executive Director for clarification. Mr. Slay provided clarification on the contract. He noted the contract was still under final review and the item was recommended for approval pending final Attorney/Legal Review.

Attorney Williams explained the agenda item contained the letter for the Auditors, which is normally signed by the Board but there was also a contract and the terms in the contract were not currently in the Audit letter. He explained that normally there was a hierarchy, with the contract, the RFP and the engagement letter. Mr. Williams noted the terms of this contract were standard but needed to be finalized. He requested the board allow for the contract to be finalized by Legal and executed prior to the next meeting.

**Board Action: Commissioner O'Keefe made a motion to approve the Audit Services Contract, pending final legal review and allow the contract to be executed prior to the next meeting. Commissioner Richardson seconded the motion, and the motion was unanimously passed.**

## **6. ROLL CALL VOTE AGENDA ITEMS**

There were no roll call vote agenda items.

## **7. CRTPA ACTION**

### **A. CRTPA School Safety Study**

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

Mr. Burke introduced the study and the consultant, Lindsay Slautterback, Kimley-Horn and Associates. He noted the Board was most recently provided information on the CRTPA School Safety Study at the January 2025 Board Retreat and subsequently the study has been completed for Board approval.

Ms. Slautterback, Kimley-Horn and Associates provided information on the Take the Safe Route study. She outlined the first phase of the report which involved data collection and analysis and noted that it involved narrowing down the number of schools from a total of 80 schools within the region to the ultimately selected twelve schools. Next, Ms. Slautterback explained phase two, which consisted of site visits during school arrival and departure times, and the development of practical recommendations

related to infrastructure, behavioral and programmatic recommendations. Lastly, she discussed other components of the study including the student and parent surveys, stakeholder engagement and the development of the draft plan.

Ms. Slautterback next outlined the report. She noted the report was implementation friendly so that the partners and local governments in charge of requesting funds for the projects can use the report easily. She provided information on how to use the plan noting that there were designated sections that would be appropriate for each partners' purpose in the plan. Ms. Slautterback stated the engagement for the plan was mostly with stakeholders noting that coordination occurred with 20 stakeholder agencies who provided technical input and information on the ground.

She explained the process included an evaluation of the existing conditions and infrastructure at the schools in the region. Ms. Slautterback noted that the evaluation identified the schools with the most need. She noted that following school identification site visits were conducted and that subsequently staff developed recommendations that could be submitted to local governments including for use in grant applications to request funding for improvements. She noted the purpose of the study was to encourage a culture of safe routes for walking and biking.

Ms. Slautterback noted the Safe Routes to School Program requires surveys to be completed and stated that there were 17 classrooms that participated for a total of 327 students and 165 parent surveys. Results from the surveys identified that most students were driven in the family vehicle and that this data was in the plan's appendix. Ms. Slautterback noted parents' concerns identified in the surveys included distance to walk/bike to the school, speeding, traffic volumes, and concerns related to children crossing at intersections. She next noted that recommendations have been developed for each of the schools in the plan and outlined the grant funding matrix. Ms. Slautterback explained that the potential identified grants match up with the glossary of recommendations and this can be a useful tool for the partners to implement the recommendations. She stated that there were currently 18 relevant grant opportunities but noted after adoption by the Board, the grant funding matrix would be updated with changes that have been implemented by the current federal administration.

Commissioner O'Keefe asked if there were any discussions with the Leon County School Board on the programmatic changes for drop-off and pick-ups and was there coordination with the School Board. Mr. Slay noted there were discussions but it was determined that the schools would determine the best practices for the carline setups. He noted if anything was noted in the field and site visits, those things would be noted but the schools would be the deciding agency. Commissioner Richardson noted this was an urgent issue and asked how to ensure that the improvements are made as quick as possible. Mr. Slay noted the improvements would primarily be handled by Leon County Public Works and City of Tallahassee Underground Utilities departments. He stated that conversations have been ongoing and noted there have instances where those partners have requested Safe Routes to Schools funding. Commissioner Richardson emphasized the urgency and noted one life lost is one too many.

**Board Action: Commissioner Richardson made a motion to approve the CRTPA School Safety Study. Commissioner O'Keefe seconded the motion, and the motion was unanimously passed.**

**B. CRTPA Title VI Policy**

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

Ms. Lex stated this was a minor update for the CRTPA Title VI Policy and was a part of the update to the Public Involvement Plan. She explained the policy statement mostly remains the same. Ms. Lex stated this was separated into a formal and informal process. She explained the difference between verbal and non-written complaints. She noted there were no past Title VI complaints for the CRTPA. Ms. Lex noted the recommendation was to approve the minor update to the policy.

**Board Action: Commissioner Maddox made a motion to approve the update to the CRTPA title VI Policy. Commissioner Richardson seconded the motion, and the motion was unanimously passed.**

**8. FLORIDA DEPARTMENT OF TRANSPORTATION REPORT**

A status report on FDOT activities will be provided.

Mr. Bryant Paulk, FDOT, provided an update to the Board on an upcoming Project Development and Environment (PD&E) Study under contract at the Capital Circle and Mahan Drive intersection. He further explained the data collection efforts would begin in early summer and the public outreach at the end of this calendar year. Mr. Paulk stated the evaluation would include looking for opportunities for increasing the level of service and various other improvements of the intersection. He noted as the study progresses, there would be updates presented to the Board.

Commissioner Williams-Cox asked what could be expected as far as improvements to the intersection. Mr. Paulk explained the intersection level of service was deficient, therefore, increasing capacity, right of way acquisitions would likely be required to complete most improvements and other things would be included in the PD&E study.

Commissioner O'Keefe asked if there would be a public website for the public to keep track of the project. Mr. Paulk stated that once the project was initiated there would be a public facing website containing meeting and environmental documents (this information will be located at Northwestfloridaroads.com). He further noted the website should be set up around mid-summer and will be a part of the consultant's assignments as a part of the data collection.

**9. EXECUTIVE DIRECTOR'S REPORT**

Mr. Slay stated the USDOT has issued a notice of funding opportunity for the Safe Streets for All (SS4A) program. He stated two applications are under development, one being submitted by Leon County for North Monroe Street and the second by the CRTPA for a safety study on West Tennessee Street (Monroe Street to Aenon Church Road). He noted these were applications submitted from last year that will be resubmitted.

Mr. Slay noted the MPOAC meetings on April 24 would be held in Tallahassee in the Commission Chambers and more information would be provided to the Board.

Mr. Slay noted last year there was a request to update the SIS designation. He noted many of the CRTPA's capacity projects were not currently on the SIS system.

Mr. Slay noted a change to the September Board meeting date to September 15, 2025.

Commissioner Richardson asked for an update on the funding for Orange Avenue. Mr. Slay noted there was additional funding for Orange Avenue from Cypress Lake Road to South Lake Bradford Road. Mr. Slay stated there were discussions with FDOT for the section from Monroe Street to Cypress Lake Road. He next discussed cost estimates and noted that construction costs are currently estimated at \$23 - \$26 million per mile for construction.

Commissioner Williams-Cox noted there was an agenda item scheduled on the Multimodal District at the City Commission meeting on April 16, 2025, that was requested by Commissioner Matlow. Commissioner Matlow stated that would be an update on the Multimodal District related to the success and impacts over the last ten years.

Mr. Slay noted the May meeting would potentially be cancelled but a notification would be sent out to the board.

## **10. CRTPA INFORMATION**

- A. Future Meeting Dates (Next Board Meeting May 19, 2025)**
- B. CRTPA Committee Actions**
- C. Budget Utilization (October-December 2024)**

## **11. ITEMS FROM CRTPA BOARD MEMBERS**

Commissioner Minor provided an update on the Southern Rail Commission (SRC). He stated the SRC Bill was filed in both the Florida House and Senate during the Legislative Session. In the House, the bill was heard in Committee and it passed committee and at this point it was scheduled for the House Commerce Committee. Commissioner Minor noted this was a small victory that can be built on during the next session. He stated there was no movement on the bill in the Senate.

Mr. Rietow noted the ARPC has completed the Regional Rural Transportation Plan. He noted staff has worked the with FDOT District 3 and stakeholders in the counties for the past two years.

## **12. ADJOURNMENT**

The meeting was adjourned at 2:05 pm.

June 16, 2025



## AGENDA ITEM 4B

### **FISCAL YEAR (FY) 2025 – FY 2026 UNIFIED PLANNING WORK PROGRAM**

**TYPE OF ITEM:** Consent

#### **STATEMENT OF ISSUE**

The purpose of this item is to amend the CRTPA Fiscal (FY) 2025 – FY 2026 Unified Planning Work Program (UPWP) to add funding and projects; to amend the Consolidated Planning Grant Agreement G2U25 with the Florida Department of Transportation to include additional Fiscal Year (FY) 2026 funding; and to amend or modify existing work tasks. Minor modifications are proposed to FY 2025 and FY 2026 activities that adjust project costs and/or update project schedules.

Attachment 1 summarizes the proposed changes to the CPGA G2U25 and reflects the addition of \$2,031,589 in funding for FY 2026. Attachment 2 reflects the budget amendments and modifications to the UPWP. This is an update to the agenda item presented in April, with the final changes to the FY 2025 Budget Tables and the addition of FY 2026 work tasks.

#### **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 approve the amendment to the UPWP.

#### **RECOMMENDED ACTION**

Option 1: Approve the amendment consolidated Planning Grant Agreement G2U25 and the FY 2025 – FY 2026 UPWP.

#### **BACKGROUND**

The UPWP is a federally required document that describes the work activities, schedule and budget planned for the CRTPA operations, staffing, and consultant projects. The UPWP is produced the biannually and is amended as necessary to reflect changes in funding and/or work tasks.

FDOT has programmed the CRTPA's SU allocation in the UPWP for FY 2026 of the State Work Program. In addition, funds remaining from the FY 2023 – FY 2024 UPWP are rolled forward and available in FY 2026. Therefore, the staff proposes amending the UPWP and CPGA 2U25 to include the \$2,031,589 in funds.

Two feasibility studies funded in FY 2025, the SR 267 Trail West and the Thomasville to the Welaunee Greenway Trail, are moved to FY 2026. Additional work tasks for FY 2026 are under development and will be amended into the UPWP at a later date.

Amendments to the UPWP for FY 2025 include additional work on the project scope associated with North Monroe Street corridor safety improvements, as well as an update to the SS4A Implementation Grant application. An update to the Limited English Proficiency Plan is a new Public Involvement task proposed in FY 2025. Lastly, two Shared-use Non-motorized (SUN) Trail projects awarded to the CRTPA are added in FY 2025,. The two projects, funded with state monies, are the Feasibility Study for the Shared-use Trail from Quincy to Chattahoochee, and the Project Development and Environment Study for the Shared-use Trail from the Orchard Pond Greenway to the Gadsden County line at the Ochlockonee River.

Projects proposed for funding in FY 2026 include Complete Streets planning activities, as well as additional safe streets safety initiatives and measures to reduce congestion and accidents. The proposed work tasks in FY 2026 include evaluating conditions at specific intersections and roadway segments identified in the Congestion Management Plan and/or on the High Injury Network identified in the CRTPA’s Safe Streets for All (SS4A) Action Plan. These supplemental planning activities will focus on further refining specific countermeasures and mitigation strategies to reduce congestion, crashes, serious injuries and fatalities. In addition, an update to the Intelligent Transportation System Master Plan is proposed. Additional amendments to the UPWP will be proposed in FY 2026 to include any new projects.

## **NEXT STEPS**

Subsequent to CRTPA Board approval the updated UPWP amendment will be transmitted to the state and federal review agencies and the amendment to the contract will be executed.

## **OPTIONS**

- Option 1:      Approve the amendment consolidated Planning Grant Agreement G2U25 and the FY 2025 – FY 2026 UPWP.  
                         (Recommended)
- Option 2:      CRTPA Board Discretion.

## **ATTACHMENT**

Attachment 1: UPWP Funding FY 2026

Attachment 2: Tasks Project and Funding Tables FY 2025 and FY 2026



## Consolidated Planning Grant Agreement G2U25

### Adopted Contract Budget

Total contract budget is \$3,623,135.

### Proposed Amended Contract Budget

Proposed total contract budget is \$5,624,724

Contract	Funding			TOTALS
	PL	SU	CM	
Adopted FY 25	\$ 1,103,406	\$1,274,250	\$450,000	\$ 2,827,656
Adopted FY 26	\$ 795,479	*		\$ 795,479
<b>ADOPTED TOTAL</b>	<b>\$ 1,898,885</b>	<b>\$ 1,274,250</b>	<b>\$ 450,000</b>	<b>\$ 3,623,135</b>
*Adopted number was an assumption and not reflected in the contract.				
Adopted FY 25	\$ 1,103,406	\$1,274,250	\$450,000	\$ 2,827,656
Adopted FY 26	\$ 795,479	*	\$ -	\$ 795,479
Add Closeout to FY 26	\$ 24,781	\$ 476,808	\$ -	\$ 501,589
Add Programmed FY 26		\$ 1,530,000	\$ -	\$ 1,500,000
<b>DRAFT AMENDED</b>	<b>\$ 1,923,666</b>	<b>\$ 3,281,058</b>	<b>\$ 450,000</b>	<b>\$ 5,654,724</b>
*Adopted number was an assumption and not reflected in the contract.				

## Task 1 Before and After Modifications

Task 1 Administration								
2025								
Funding Source	FHWA G2U25				Local G2U25		FY 2025 Total	
Contract Number								
Source Level	PL	SU	CMAQ	Total	Source 1	Total		
MPO Budget Reference								
Lookup Name	2025 FHWA G2U25 (PL)	2025 FHWA G2U25 (SU)	2025 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	2025 Local G2U25 (Source 1)	Local G2U25 (Total)		
Personnel (salary and benefits)								
Salary/Fringe	\$ 336,817	\$ -	\$ -	-		-	\$ 336,817	
Personnel (salary and benefits) Subtotal	\$ 336,817	\$ -	\$ -	\$ 336,817	\$ -	\$ -	\$ 336,817	
Consultant								
1.7 Professional Services WCOT	\$ 8,000	\$ -	\$ -	-		-	\$ 8,000	
1.12 Professional Services Audit	\$ 21,000	\$ -	\$ -	-		-	\$ 21,000	
1.16 Professional Services Legal	\$ 55,000	\$ -	\$ -	-		-	\$ 55,000	
						-	\$ -	
Consultant Subtotal	\$ 84,000	\$ -	\$ -	\$ 84,000	\$ -	\$ -	\$ 84,000	
Travel								
Travel and Training	\$ 15,225	\$ -	\$ -	-	\$ -	-	\$ 15,225	
				-	\$ -	-	\$ -	
Travel Subtotal	\$ 15,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,225	
Direct Expenses								
Operational Expenses	\$ 66,166	\$ -	\$ -	-	\$ -	-	\$ 66,166	
Computer Software	\$ 6,000	\$ -	\$ -	-	\$ -	-	\$ 6,000	
Staff Services	\$ 79,674	\$ -	\$ -	-	\$ -	-	\$ 79,674	
Food	\$ -	\$ -	\$ -	-	\$ 2,500	-	\$ 2,500	
APA Professional Memberships	\$ -	\$ -	\$ -	-	\$ 2,750	-	\$ 2,750	
Unclassified Expenses (Unallowable)	\$ -	\$ -	\$ -	-	\$ 1,500	-	\$ 1,500	
Direct Expenses Subtotal	\$ 151,840	\$ -	\$ -	\$ 151,840	\$ 6,750	\$ 6,750	\$ 158,590	
Supplies								
Office Supplies	\$ 3,250	\$ -	\$ -	-	\$ -	-	\$ 3,250	
	\$ -	\$ -	\$ -	-	0	-	\$ -	
Supplies Subtotal	\$ 3,250	\$ -	\$ -	\$ 3,250	\$ -	\$ -	\$ 3,250	
Equipment								
Computer Equipment (< \$5,000)	\$ 5,000	\$ -	\$ -	-	\$ -	-	\$ 5,000	
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
Equipment Subtotal	\$ 5,000	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ 5,000	
Total	\$ 596,132	\$ -	\$ -	\$ 580,907	\$ 6,750	\$ 6,750	\$ 602,882	

Task 1 Administration								
2025								
Funding Source	FHWA G2U25				Local G2U25		FY 2025 Total	
Contract Number								
Source Level	PL	SU	CMAQ	Total	Source 1	Total		
MPO Budget Reference								
Lookup Name	2025 FHWA G2U25 (PL)	2025 FHWA G2U25 (SU)	2025 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	2025 Local G2U25 (Source 1)	Local G2U25 (Total)		
Personnel (salary and benefits)								
Salary/Fringe	\$ 356,817	\$ -	\$ -	-		-	\$ 356,817	
Personnel (salary and benefits) Subtotal	\$ 356,817	\$ -	\$ -	\$ 356,817	\$ -	\$ -	\$ 356,817	
Consultant								
1.7 Professional Services WCOT	\$ 8,000	\$ -	\$ -	-		-	\$ 8,000	
1.12 Professional Services Audit	\$ 30,000	\$ -	\$ -	-		-	\$ 30,000	
1.16 Professional Services Legal	\$ 55,000	\$ -	\$ -	-		-	\$ 55,000	
				-		-	\$ -	
Consultant Subtotal	\$ 93,000	\$ -	\$ -	\$ 93,000	\$ -	\$ -	\$ 93,000	
Travel								
Travel and Training	\$ 15,225	\$ -		-	\$ -	-	\$ 15,225	
Travel Subtotal	\$ 15,225	\$ -	\$ -	\$ 15,225	\$ -	\$ -	\$ 15,225	
Direct Expenses								
Operational Expenses	\$ 35,247	\$ -	\$ -	-	\$ -	-	\$ 35,247	
Computer Software	\$ 6,000	\$ -	\$ -	-	\$ -	-	\$ 6,000	
Staff Services	\$ 85,674	\$ -	\$ -	-	\$ -	-	\$ 85,674	
Food	\$ -	\$ -	\$ -	-	\$ 2,500	-	\$ 2,500	
APA Professional Memberships	\$ -	\$ -	\$ -	-	\$ 2,750	-	\$ 2,750	
Unclassified Expenses (Unallowable)	\$ -	\$ -	\$ -	-	\$ 1,500	-	\$ 1,500	
Direct Expenses Subtotal	\$ 126,921	\$ -	\$ -	\$ 126,921	\$ 6,750	\$ 6,750	\$ 133,671	
Supplies								
Office Supplies	\$ 3,250	\$ -	\$ -	-	\$ -	-	\$ 3,250	
	\$ -	\$ -	\$ -	-	0	-	\$ -	
Supplies Subtotal	\$ 3,250	\$ -	\$ -	\$ 3,250	\$ -	\$ -	\$ 3,250	
Equipment								
Computer Equipment (< \$5,000)	\$ 5,000	\$ -	\$ -	-	\$ -	-	\$ 5,000	
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
Equipment Subtotal	\$ 5,000	\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ 5,000	
Total	\$ 600,213	\$ -	\$ -	\$ 600,213	\$ 6,750	\$ 6,750	\$ 606,963	

## PL Modifications

- ✓ Salary Fringe increases by \$20,000
- ✓ Reallocates \$15,000 in Operational funds to Audit and Staff Services expenses
- ✓ Subtask 1.12 Audit increases by \$9,000 (21,000 to 30,000)
- ✓ Staff services increases by \$6,000 (79,674 to 85,674)
- ✓ The Operational Budget is also decreased by \$15,919. This amount was over budgeted in the adopted UPWP.

# Task 2 Before and After Modifications

Task 2 Data and Performance Measures					
2025					
Funding Source	FHWA				FY 2025 Total
Contract Number	G2U25				
Source Level	PL	SU	CMAQ	Total	
MPO Budget Reference					
Lookup Name	2025 FHWA G2U25 (PL)	2025 FHWA G2U25 (SU)	2025 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	
Personnel (salary and benefits)					
Salary/Fringe		\$ 81,530	\$ -	-	\$ 81,530
	\$ -	\$ -	\$ -	-	\$ -
Personnel (salary and benefits) Subtotal	\$ -	\$ 81,530	\$ -	\$ 81,530	\$ 81,530
Consultant					
	\$ -	\$ -	\$ -	-	\$ -
	\$ -	\$ -	\$ -	-	\$ -
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses					
	\$ 75,500	\$ -	\$ -	-	\$ 75,500
	\$ -	\$ -	\$ -	-	\$ -
Direct Expenses Subtotal	\$ 75,500	\$ -	\$ -	\$ 75,500	\$ 75,500
Total	\$ 75,500	\$ 81,530	\$ -	\$ 157,030	\$ 157,030

Task 2 Data and Performance Measures					
2025					
Funding Source	FHWA				FY 2025 Total
Contract Number	G2U25				
Source Level	PL	SU	CMAQ	Total	
MPO Budget Reference					
Lookup Name	2025 FHWA G2U25 (PL)	2025 FHWA G2U25 (SU)	2025 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	
Personnel (salary and benefits)					
Salary/Fringe		\$ 81,530	\$ -	-	\$ 81,530
	\$ -	\$ -	\$ -	-	\$ -
Personnel (salary and benefits) Subtotal	\$ -	\$ 81,530	\$ -	\$ 81,530	\$ 81,530
Consultant					
	\$ -	\$ -	\$ -	-	\$ -
	\$ -	\$ -	\$ -	-	\$ -
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses					
	\$ 75,500	\$ -	\$ -	-	\$ 75,500
	\$ -	\$ -	\$ -	-	\$ -
Direct Expenses Subtotal	\$ 75,500	\$ -	\$ -	\$ 75,500	\$ 75,500
Total	\$ 75,500	\$ 81,530	\$ -	\$ 157,030	\$ 157,030

## SU Funding

Reallocates \$ 21,530 of SU Funding from Consultant to Personnel and Fringe

# Task 2 Before and After Modifications

Task 2 Data and Performance Measures					
2025					
Funding Source	FHWA				FY 2025 Total
Contract Number	G2U25				
Source Level	PL	SU	CMAQ	Total	
MPO Budget Reference					
Lookup Name	2025 FHWA G2U25 (PL)	2025 FHWA G2U25 (SU)	2025 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	
Personnel (salary and benefits)					
Salary/Fringe		\$ 81,530	\$ -	-	\$ 81,530
	\$ -	\$ -	\$ -	-	\$ -
Personnel (salary and benefits) Subtotal	\$ -	\$ 81,530	\$ -	\$ 81,530	\$ 81,530
Consultant					
	\$ -	\$ -	\$ -	-	\$ -
	\$ -	\$ -	\$ -	-	\$ -
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses					
	\$ 75,500	\$ -	\$ -	-	\$ 75,500
	\$ -	\$ -	\$ -	-	\$ -
Direct Expenses Subtotal	\$ 75,500	\$ -	\$ -	\$ 75,500	\$ 75,500
Total	\$ 75,500	\$ 81,530	\$ -	\$ 157,030	\$ 157,030

Task 2 Data and Performance Measures					
2025					
Funding Source	FHWA				FY 2025 Total
Contract Number	G2U25				
Source Level	PL	SU	CMAQ	Total	
MPO Budget Reference					
Lookup Name	2025 FHWA G2U25 (PL)	2025 FHWA G2U25 (SU)	2025 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	
Personnel (salary and benefits)					
Salary/Fringe		\$ 81,530	\$ -	-	\$ 81,530
	\$ -	\$ -	\$ -	-	\$ -
Personnel (salary and benefits) Subtotal	\$ -	\$ 81,530	\$ -	\$ 81,530	\$ 81,530
Consultant					
	\$ -	\$ -	\$ -	-	\$ -
	\$ -	\$ -	\$ -	-	\$ -
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses					
	\$ 75,500	\$ -	\$ -	-	\$ 75,500
	\$ -	\$ -	\$ -	-	\$ -
Direct Expenses Subtotal	\$ 75,500	\$ -	\$ -	\$ 75,500	\$ 75,500
Total	\$ 75,500	\$ 81,530	\$ -	\$ 157,030	\$ 157,030

## SU Funding

Reallocates \$ 21,530 of SU Funding from Consultant to Personnel and Fringe

# Task 5 Before and After Modifications

Task 5 Mobility Planning					
2025					
Funding Source	FHWA				FY 2025 Total
Contract Number	G2U25				
Source Level	PL	SU	CMAQ	Total	
MPO Budget Reference					
Lookup Name	2025 FHWA G2U25 (PL)	2025 FHWA G2U25 (SU)	2025 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	
Personnel (salary and benefits)					
Personnel/Fringe	\$ 66,019	\$ -	\$ -	-	\$ 66,019
	\$ -	\$ -	\$ -	-	\$ -
Personnel (salary and benefits) Subtotal	\$ 66,019	\$ -	\$ -	\$ 66,019	\$ 66,019
Consultant					
5.0 Consultant Support Task 5 Activities	\$ -	\$ 29,530	\$ -	-	\$ 29,530
5.7 Tallahassee Havana SUP Feasibility	\$ -	\$ 8,100	\$ -	-	\$ 8,100
5.11 Congestion Management Plan	\$ -	\$ 150,000	\$ -	-	\$ 150,000
5.21 SR267 Bloxham Cutoff SUP FS	\$ -	\$ 200,000	\$ -		\$ 200,000
5.22 Thomasville Rd to Welaunee Grnwy.	\$ -	\$ 125,000	\$ -	-	\$ 125,000
5.23 US 90 West SUP FS	\$ -	\$ 250,000	\$ -	-	\$ 250,000
* Requires a UPWP Amendment				-	
Consultant Subtotal	\$ -	\$ 762,630	\$ -	\$ 762,630	\$ 762,630
Direct Expenses					
	\$ -	\$ -	\$ -	-	\$ -
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies					
	\$ -	\$ -	\$ -	-	\$ -
Supplies Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment					
	\$ -	\$ -	\$ -	-	\$ -
Equipment Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 66,019	\$ 762,630	\$ -	\$ 828,649	\$ 828,649

Task 5 Mobility Planning							
2025							
Funding Source	FHWA				GRTR		FY 2025 Total
Contract Number	G2U25						
Source Level	PL	SU	CMAQ	Total	State	Total	
MPO Budget Reference							
Lookup Name	2025 FHWA G2U25 (PL)	2025 FHWA G2U25 (SU)	2025 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	2025 GRTR (State)	GRTR (Total)	
Personnel (salary and benefits)							
Salary/Fringe	\$ 66,019	\$ -	\$ -	-	\$ -	-	\$ 66,019
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -
Personnel (salary and benefits) Subtotal	\$ 66,019	\$ -	\$ -	\$ 66,019	\$ -	\$ -	\$ 66,019
Consultant							
5.0 Consultant Support Task 5 Activities	\$ -	\$ 27,130	\$ -	-		-	\$ 27,130
5.11 Congestion Management Plan Studies	\$ -	\$ 150,000	\$ -	-	\$ -	-	\$ 150,000
5.23 US 90 West SUP FS	\$ -	\$ 10,500	\$ -	-	\$ -		
5.24.1 T2H Feasibility Study Public Involve.	\$ -	\$ 25,000	\$ -	-	\$ 221,180		
5.24.2 T2H Project Impact Assessment	\$ -	\$ -	\$ -	-	\$ 659,412	-	\$ 659,412
*5.26 Complete Streets Planning TBD	\$ -	\$ -	\$ -	-	\$ -		\$ -
* Requires a UPWP Amendment				-		-	
Consultant Subtotal	\$ -	\$ 212,630	\$ -	\$ 212,630	\$ 880,592	\$ 880,592	\$ 1,093,222
Direct Expenses							
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies							
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -
Supplies Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 66,019	\$ 212,630	-	\$ 278,649	\$ 880,592	\$ 880,592	\$ 1,159,241

## Task 5 – FY 25 SU Funding

- ✦ Reallocates \$ 2,040 of SU Funding from Subtask 5.0, Consultant Support (29,530 to 27,130) to the Tallahassee to the Havana Trail Feasibility Study (FS) Public Involvement Subtask, relabeled as 5.24.1 (8,100 to 10,500)
- ✦ Adds Subtask 5.24.2, Tallahassee to the Havana Trail EIS (Leon Co), and SUN Trails funding (GRTR).
- ✦ Moves Subtasks 5.21 and 5.22 to FY 26, \$325,000 in SU funding is transferred to Task 7 SS4A Projects.
- ✦ Removes all but \$25,000 of SU funding for Subtask 5.23, balance of \$225,000 is transferred to Task 7 SS4A Projects. GRTR funding for the project is added.
- ✦ Total of \$550,000 is transferred to Task 7. Consultant work is reduced from \$762,630 to \$212,630
- ✦ Subtasks 5.24 and 5.25 are renumbered to 5.25 and 5.26 respectively

# Task 7 Before and After Modifications

Task 7 Special Projects					
2025					
Funding Source	FHWA				FY 2025 Total
Contract Number	G2U25				
Source Level	PL	SU	CMAQ	Total	
MPO Budget Reference					
Lookup Name	2025 FHWA G2U25 (PL)	2025 FHWA G2U25 (SU)	2025 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	
Personnel (salary and benefits)					
Salary/Fringe	\$ 38,251	\$ 40,730	\$ -	-	\$ 78,981
		\$ -	\$ -	-	\$ -
				-	\$ -
				-	\$ -
				-	\$ -
				-	\$ -
Personnel (salary and benefits) Subtotal	\$ 38,251	\$ 40,730	\$ -	\$ 78,981	\$ 78,981
Consultant					
7.0 Consultant Support	\$ -	\$ 21,530	\$ -	-	\$ 21,530
7.1 *SS4A Implementation TBD		\$ 21,680			\$ 21,680
7.1.1 SS4A Implementation Plan N.	\$ 20,730	\$ 19,270	\$ -	-	\$ 40,000
7.1.2 SS4 US 90 Tennessee St. SS4A	\$ -	\$ 10,000	\$ -	-	\$ 10,000
7.1 *SS4A Implementation HIN Corridors	\$ -	\$ 208,320	\$ -	-	\$ 208,320
7.2 Safe School Access	\$ 24,220	\$ 50,000	\$ -		\$ 74,220
*Requires UPWP Modification					
Consultant Subtotal	\$ 44,950	\$ 330,800	\$ -	\$ 375,750	\$ 375,750
Equipment Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 83,201	\$ 371,530	\$ -	\$ 454,731	\$ 454,731

Task 7 Special Projects					
2025					
Funding Source	FHWA				FY 2025 Total
Contract Number	G2U25				
Source Level	PL	SU	CMAQ	Total	
MPO Budget Reference					
Lookup Name	2025 FHWA G2U25 (PL)	2025 FHWA G2U25 (SU)	2025 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	
Personnel (salary and benefits)					
Salary/Fringe	\$ 68,251	\$ 40,730	\$ -	-	\$ 108,981
		\$ -	\$ -	-	\$ -
Personnel (salary and benefits) Subtotal	\$ 68,251	\$ 40,730	\$ -	\$ 108,981	\$ 108,981
Consultant					
7.0 Consultant Support	\$ -	\$ 21,530	\$ -	-	\$ 21,530
7.1 *SS4A Implementation TBD	\$ -	\$ 346,680			\$ 346,680
7.1.1 SS4A Implement. Plan N. Monroe St.	\$ 20,730	\$ 19,270	\$ -	-	\$ 40,000
7.1.1 SS4A Application Update N Monroe	\$ -	\$ 21,000			
7.1.1 SS4A Supplemental Analysis N Monroe	\$ -	\$ 200,000			
7.1.2 SS4 US 90 Tennessee St. SS4A Corridor	\$ -	\$ 14,000	\$ -	-	\$ 14,000
7.1 *SS4A Implementation HIN Corridors	\$ -	\$ 208,320	\$ -	-	\$ 208,320
7.2 Safe School Access	\$ 24,220	\$ 50,000	\$ -		\$ 74,220
*Requires UPWP Modification					
Consultant Subtotal	\$ 44,950	\$ 880,800	\$ -	\$ 925,750	\$ 925,750
Total	\$ 113,201	\$ 921,530	\$ -	\$ 1,034,731	\$ 1,034,731

## Task 7 – FY 25 SU Funding

- ✦ \$325,000 of SU Funding from Task 5.0 is reallocated to 7.1 SS4A Implementation TBD (\$21,680 to \$ 346,680)
- ✦ Reallocates \$21,00 of SU funds from Task 5.0 to the existing SS4A N Monroe St project for updates to the grant application.
- ✦ Adds project and funding (\$200,000) for supplemental analysis work for N Monroe St focusing on specific intersection and ped safety improvements. Task details under development.
- ✦ Adds \$4,000 to the SS4A Corridor for minor updates to the grant application.

## Task 5 Before and After Modifications (FY26)

2026								
Funding Source	FHWA							FY 2026 Total
Contract Number	G2U25							
Source	PL	SU	CMAQ	Total		Total		
MPO Budget Reference								
Lookup Name	2026 FHWA G2U25 (PL)	2026 FHWA G2U25 (SU)	2026 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)		(Total)		
Personnel (salary and benefits)								
Salary/Fringe	\$ 47,451	\$ 39,363	\$ -	-	\$ -	-	\$ 86,813	
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
Personnel (salary and benefits) Subtotal	\$ 47,451	\$ 39,363	\$ -	\$ 86,813	\$ -	\$ -	\$ 86,813	
Consultant								
5.0 Consultant Support Task 5 Activities	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
5.11 Congestion Management Plan Studies (Cont.)	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
5.21 SR267 Bloxham Cutoff SUP FS	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
5.22 Thomasville Rd to Welaunee Grnwy. SUP FS	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
5.23 US 90 West SUP FS (Cont.)	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
5.24.2 T2H Project Impact Assessment (Cont.)	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
*5,26 Complete Streets Planning TBD				-				
*Complete Streets Planning TBD	\$ 22,000	\$ -	\$ -	-	\$ -	-	\$ 22,000	
Consultant Subtotal	\$ 22,000	\$ -	\$ -	\$ 22,000	\$ -	\$ -	\$ 22,000	
Direct Expenses								
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Supplies								
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
Supplies Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Equipment								
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
Equipment Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total	\$ 69,451	\$ 39,363	\$ -	\$ 108,813	\$ -	\$ -	\$ 108,813	

2026								
Funding Source	FHWA							FY 2026 Total
Contract Number	G2U25							
Source	PL	SU	CMAQ	Total		Total		
MPO Budget Reference								
Lookup Name	2026 FHWA G2U25 (PL)	2026 FHWA G2U25 (SU)	2026 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)		(Total)		
Personnel (salary and benefits)								
Salary/Fringe	\$ 47,451	\$ 39,363	\$ -	-	\$ -	-	\$ 86,813	
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
Personnel (salary and benefits) Subtotal	\$ 47,451	\$ 39,363	\$ -	\$ 86,813	\$ -	\$ -	\$ 86,813	
Consultant								
5.0 Consultant Support Task 5 Activities	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
5.11 Congestion Management Plan Studies (Cont.)	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
5.21 SR267 Bloxham Cutoff SUP FS	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
5.22 Thomasville Rd to Welaunee Grnwy. SUP FS	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
5.23 US 90 West SUP FS (Cont.)	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
5.24.2 T2H Project Impact Assessment (Cont.)	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
*5,26 Complete Streets Planning TBD				-				
*Complete Streets Planning TBD	\$ 22,000	\$ 200,000	\$ -	-	\$ -	-	\$ 222,000	
Consultant Subtotal	\$ 22,000	\$ 200,000	\$ -	\$ 222,000	\$ -	\$ -	\$ 222,000	
Direct Expenses								
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Supplies								
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
Supplies Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Equipment								
	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	
Equipment Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total	\$ 69,451	\$ 239,363	\$ -	\$ 308,813	\$ -	\$ -	\$ 308,813	

## SU Funding

- ✓ Adds \$200,000 to future Complete Streets initiatives.

## Task 7 Before and After Modifications (FY26)

2026					
Funding Source	FHWA G2U25				FY 2026 Total
Contract Number	G2U25				
Source	PL	SU	CMAQ	Total	
MPO Budget Reference					
Lookup Name	2026 FHWA G2U25 (PL)	2026 FHWA G2U25 (SU)	2026 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	
Personnel (salary and benefits)					
Salary/Fringe	\$ 46,921	\$ 11,730		-	\$ 58,651
				-	\$ -
Personnel (salary and benefits) Subtotal	\$ 46,921	\$ 11,730	\$ -	\$ 58,651	\$ 58,651
Consultant					
7.0 Consultant Support Task 7 Activities				-	\$ -
7.1 SS4A Implementation TBD				-	\$ -
				-	\$ -
Consultant Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Expenses					
				-	\$ -
				-	\$ -
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies					
				-	\$ -
Supplies Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment					
				-	\$ -
Equipment Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 46,921	\$ 11,730	\$ -	\$ 58,651	\$ 58,651

2026					
Funding Source	FHWA				FY 2026 Total
Contract Number	G2U25				
Source	PL	SU	CMAQ	Total	
MPO Budget Reference					
Lookup Name	2026 FHWA G2U25 (PL)	2026 FHWA G2U25 (SU)	2026 FHWA G2U25 (CMAQ)	FHWA G2U25 (Total)	
Personnel (salary and benefits)					
Salary/Fringe	\$ 46,921	\$ 51,730		-	\$ 98,651
				-	\$ -
Personnel (salary and benefits) Subtotal	\$ 46,921	\$ 51,730	\$ -	\$ 98,651	\$ 98,651
Consultant					
7.0 Consultant Support Task 7 Activities				-	\$ -
7.1 SS4A Implementation TBD	\$ 250,000			-	\$ 250,000
7.1.1 SS4A Implement. Plan N. Monroe St.					
7.1.1 SS4A Application Update N Monroe					
7.1.1 SS4A Supplemental Analysis N Monroe					
7.1.2 SS4 US 90 Tennessee St. SS4A Corridor					
7.3 Intelligent Tran. Syst. Master PL Update	\$ 200,000			-	\$ 200,000
Consultant Subtotal	\$ 450,000	\$ -	\$ -	\$ 450,000	\$ 450,000
Direct Expenses					
				-	\$ -
				-	\$ -
Direct Expenses Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies					
				-	\$ -
Supplies Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment					
				-	\$ -
Equipment Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 496,921	\$ 51,730	\$ -	\$ 548,651	\$ 548,651

## SU Funding

- ✓ Assigns 250,000 to SS4A future projects.
- ✓ Assigns 200,000 to Intelligent Transportation System Master Plan Update.
- ✓ Increase budget for salary and fringe.



June 16, 2025



## AGENDA ITEM 4 C

### **FDOT CALENDAR YEAR (CY) 2024 JOINT CERTIFICATION OF THE CRTPA**

#### **STATEMENT OF ISSUE**

This item is seeking Board acceptance of the agency's annual Joint Certification by the Florida Department of Transportation (FDOT) and the executed Joint Certification Statement (**Attachment 1**).

#### **RECOMMENDED ACTION**

Option 1: Accept the annual Joint Certification and executed Joint Certification Statement of the CRTPA, by the FDOT for the CY 2024.

#### **BACKGROUND**

Annually, the Florida Department of Transportation conducts a certification review of the planning process to certify that the CRTPA complies with state and federal planning requirements. CRTPA staff met with the FDOT to review the responses and the certification was finalized April 17, 2025.

Associated with the certification is a Joint Certification Statement that was signed by the CRTPA Executive Director and FDOT District 3 Director of Transportation Development. The CRTPA's planning process is certified and that the agency's financial management status is low risk.

#### **OPTIONS**

Option 1: Accept the annual Joint Certification and executed Joint Certification Statement of the CRTPA, by the FDOT for the CY 2024.  
(Recommended)

Option 2: Provide other direction.

#### **ATTACHMENT**

Attachment 1: Joint Certification and Statements and Assurances

FLORIDA DEPARTMENT OF TRANSPORTATION  
**MPO JOINT CERTIFICATION STATEMENT**525-010-05c  
POLICY PLANNING  
02/18

Pursuant to the requirements of 23 U.S.C. 134(k)(5) and 23 CFR 450.334(a), the Department and the MPO have performed a review of the certification status of the metropolitan transportation planning process for the Capital Region TPA with respect to the requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 C.F.R. Part 21
3. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 C.F.R. Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and the regulations found in 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 U.S.C. regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the MPO, attachments associated with these achievements, and (if applicable) a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the MPO and accurately reflect the results of the joint certification review meeting held on April 17, 2025.

Based on a joint review and evaluation, the Florida Department of Transportation and the Capital Region TPA recommend that the Metropolitan Planning Process for the Capital Region TPA be certified.

Signed by:



Name: Tim Smith-PE

Title: Director of Transportation Development, FDOT

04/29/2025 | 3:45 PM EDT

Date

Signed by:



Name: Greg Slay, AICP

Title: Executive Director, CRTPA

04/28/2025 | 11:19 AM EDT

Date



**Capital Region TPA**

**Calendar Year of Review Period: January 1, 2024, through December 31, 2024.**

**4/17/2025**

Part 1 is to be completed by the Metropolitan Planning Organization

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## Purpose

Each year, the District and the Metropolitan Planning Organization (MPO) must jointly certify the metropolitan transportation planning process as described in [23 C.F.R. §450.336](#). The joint certification begins in January. This allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of noteworthy achievements by the MPO and, if applicable, a list of any recommendations and/or corrective actions.

The certification package and statement must be submitted to Central Office, Office of Policy Planning (OPP) no later than June 1.

## Certification Process

Please read and answer each question using the checkboxes to provide a “yes” or “no.” Below each set of checkboxes is a box where an explanation for each answer is to be inserted. The explanation given must be in adequate detail to explain the question.

FDOT's [MPO Joint Certification Statement](#) document must accompany the completed Certification report. Please use the electronic form fields to fill out the document. Once all the appropriate parties sign the MPO Joint Certification Statement, scan it and email it with this completed Certification Document to your District MPO Liaison.

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board.

## Part 1

Part 1 of the Joint Certification is to be completed by the MPO.

## Part 1 Section 1: MPO Overview

1. Does the MPO have up-to-date agreements such as the interlocal agreement that creates the MPO, the intergovernmental coordination and review (ICAR) agreement, and any other applicable agreements? Please list all agreements and dates that need to be readopted. The ICAR Agreement should be reviewed every five years and updated as necessary. Please note that the ICAR Agreement template was updated in 2020.

**Please Check:** Yes ☒ No ☐

The CRTPA executed an updated Intergovernmental and Coordination and Review and Public Transportation Coordination Joint Participation Agreement (ICAR) on October 19, 2020. FDOT reviewed the draft agreement and provided comment. The ICAR was updated consistent with the new template prior to executing. In addition, the CRTPA has an approved (2021) Staff Services Agreement with the City of Tallahassee. Staff has evaluated all Agreements and determined no modifications/updates are warranted. Should that change the CRTPA will initiate necessary amendments.

2. Does the MPO coordinate the planning of projects that cross MPO boundaries with the other MPO(s)?

**Please Check:** Yes ☐ No ☒

No other MPO shares a boundary with the CRTPA.

3. How does the MPOs planning process consider the 10 Federal Planning Factors ([23 CFR § 450.306](#))?

**Please Check:** Yes ☒ No ☐

The 10 Federal Planning Factors are considered and integrated into the CRTPA's planning documents and processes. The foundation for the identification and the implementation of projects is the CRTPA's [long-range transportation plan] Regional Mobility Plan (RMP) 2045. The RMP 2045 goals and objectives, as well as the RMP project evaluation criteria, respond to the 10 Federal Planning Factors. Drawn from the RMP, the CRTPA's Transportation Improvement Program reflects the prioritized projects. A matrix in the CRTPA's Unified Planning Work Program demonstrates how the CRTPA



tasks, projects and programs integrate the 10 Federal Planning Factors. Consideration of these factors is continuous throughout transportation planning process and in the development of all plans and programs.

4. How are the transportation plans and programs of the MPO based on a continuing, comprehensive, and cooperative process?

**Please Check:** Yes ☒ No ☐

The CRTPA coordinates the development and implementation of plans, programs and projects with federal, state, regional and local transportation partners, stakeholder groups and the general public. This coordination is initiated from the onset of any planning activity and continues throughout the decision-making process. Both the Public Involvement Plan and plan-specific engagement activities outline how the 3-C process is implemented. During all stages (planning, data collection, analysis, and production) of a project or program this coordination continues, thus, ensuring local communities and stakeholders have a voice in the transportation planning and decision-making processes for the Capital Region. It is through these efforts that the CRTPA effects a comprehensive transportation planning program.

5. When was the MPOs Congestion Management Process last updated?

The CRTPA Board approved the updated Congestion Management Plan Process at the March 18, 2024 meeting. The CRTPA completed a comprehensive update to the Congestion Management Plan based on the 3C process. A Technical Task Force composed of staff from local governments, engineering and public works and planning departments as well as state and regional agencies participated in the update process.

6. Has the MPO recently reviewed and/or updated its Public Participation Plan (PPP)? If so, when? For guidance on PPPs, see the Federal Highway Administration (FHWA) checklist in the [Partner Library](#) on the MPO Partner Site.

**Please Check:** Yes ☒ No ☐

A rewrite of the Public Involvement Plan was approved by the CRTPA Board at the June 18, 2024 meeting. The rewrite streamlined processes and updated objectives and public engagement strategies and methods. A section was added discussing the development of project specific public involvement activities that consider such things as location, neighborhood associations and stakeholders.

7. Was the Public Participation Plan (PPP) made available for public review at least 45 days before adoption?

**Please Check:** Yes ☒ No ☐

Yes, the Public Involvement Plan was available for review and comment for the required 45 days before adoption.

## Part 1 Section 2: Finances and Invoicing

1. How does the MPO ensure that Federal-aid funds are expended in conformity with applicable Federal and State laws, the regulations in 23 C.F.R. and 49 C.F.R., and policies and procedures prescribed by FDOT and the Division Administrator of FHWA?

The CRTPA adheres to the adopted policies and procedures relating to the expenditures of program funds. Adopted fiscal policies and processes, the Annual Single Audit, and the adopted Unified Planning Work Program document the necessary, reasonable and allowable expenditures of federal, state and local funds. Ineligible expenses are identified in the financial management system and paid by local funds as part of the annual true-up billing. If uncertain if a cost is allowable then staff will consult 2CFR200 and/or the Reference Guide for State Expenditures. If a question remains as to whether an expense is eligible staff will consult with FDOT and FHWA.

2. How often does the MPO submit invoices to the District for review and reimbursement?

The CRTPA submits quarterly invoices for each fund type.

3. Is the MPO, as a standalone entity, a direct recipient of federal funds and in turn, subject to an annual single audit?

**Please Check:** Yes ☐ No ☒

The CRTPA is not a stand-alone entity nor a direct recipient of federal funding. However, the CRTPA is a non-Federal entity that expends \$1,000,000 or more in Federal awards annually and therefore is required by CFR § 200.501(a) to complete a an annual single audit.

4. How does the MPO ensure their financial management system complies with the requirements set forth in [2 C.F.R. §200.302?](#)

The CRTPA has a documented process for the expenditure of funds, processing of payments and tracking expenditures to establish that funds have been used in accordance with Federal and State regulations and as identified in the approved UPWP. Furthermore, the FDOT Inspector General reviewed the CRTPA's financial management processes and found it to be satisfactory.

5. How does the MPO ensure records of costs incurred under the terms of the FDOT/MPO Agreement are always maintained and readily available upon request by FDOT during the period of the FDOT/MPO Agreement, as well as for five years after final payment is made?

All records are retained electronically by both the CRTPA and the City of Tallahassee's Financial Management Department for a minimum of five years after payment is made.

6. Is supporting documentation submitted, when required, by the MPO to FDOT in detail sufficient for proper monitoring?

The annually monitoring of invoices and supporting documentation provided to FDOT for monitoring has been deemed sufficient. Assessments completed by FDOT have determined that the CRTPA is a low-risk auditee. Therefore, the agency is eligible for a lower threshold for testing. Also, the CRTPA's Auditors conduct monitoring as part of the annual single audit and the results have also concluded the CRTPA is a low-risk auditee.

7. How does the MPO comply with, and require its consultants and contractors to comply with applicable Federal law pertaining to the use of Federal-aid funds and applicable State laws?

All procurement is coordinated with the City's procurement agency, as well as the CRTPA Attorney. As part of the procurement process, and in the solicitation, the federal requirements are included; these requirements are carried into the executed agreement. Grants Management staff is also included in the process and reviews for compliance with Federal and State requirements. For any funds that the CRTPA passes on to one of the partner agencies, such as the funding provided to StarMetro

for the Transit Development Plan, an Agreement is executed consistent with federal pass-through requirements.

**8. Indirect Cost Rates:**

- a. If the MPO uses an indirect cost rate, do they use a federally approved indirect cost rate, state approved indirect cost rate, or the de minimis rate? The de minimis rate recently changed from 10% to 15% of modified total direct costs, which may be used indefinitely by the MPO ([2 C.F.R. 200.414\(f\)](#)). Either de minimis rate is allowable (10% or 15%). Please check one of the indirect cost rate options below:

MPO has a Federally Approved Indirect Cost Rate ☐

MPO has a State Approved Indirect Cost Rate ☐

MPO uses the De Minimis Rate (either the 10% or 15% indirect cost rate) ☐

N/A (The MPO does not use an Indirect Cost Rate) ☒

*In general, only those MPOs that are hosted by agencies that receive direct Federal funding in some form (not necessarily transportation) will have available a Federally approved indirect cost rate. If the MPO has a staffing services agreement or the host agency requires the MPO to pay a monthly fee, the MPO may be reimbursed for indirect costs.*

- b. If the MPO has an existing federal or state approved indirect cost rate, did the MPO submit a Cost Allocation Plan?

N/A

- c. If the MPO does not use an indirect cost rate, does it charge all eligible costs as direct costs?

**Please Check:**      Yes ☒ No ☐

## Part 1 Section 3: Title VI and ADA

1. Has the MPO signed an FDOT Title VI/Nondiscrimination Assurance, identified a person responsible for the Title VI/ADA Program, and posted for public view a nondiscrimination policy and complaint filing procedure?"

**Please Check:** Yes ☒ No ☐

The CRTPA's Title VI Plan includes the Title VI Coordinator's name and contact information. Non-discrimination notices are also posted in two public locations.

2. Do the MPO's contracts and bids include the appropriate language, as shown in the appendices of the [Nondiscrimination Agreement](#) with the State?

**Please Check:** Yes ☒ No ☐

This language is captured in the section, "Compliance with Laws", of the CRTPA contracts,

3. Does the MPO have a procedure in place for the prompt processing and disposition of Title VI, and does this procedure comply with FDOT's procedure?

**Please Check:** Yes ☒ No ☐

An update to the Title VI Policy and Plan was completed in February and noticed for the minimum 45-day comment period. It is slated for adoption at the April 15, 2025 Board Meeting. Both the FDOT Title VI Officer and FHWA's Title VI Coordinator have reviewed the updated Title VI Policy and Plan and determined it complies with the State and Federal requirements.

4. Has the MPO participated in any recent Title VI training, either offered by the State, organized by the MPO, or some other form of training, in the past three years?

**Please Check:** Yes ☐ No ☒

No, staff has not participated in training Title VI training in the past three years. The Title VI Coordinator is scheduled to attend Title VI training on July 14, 2025.

5. Does the MPO collect demographic data to document nondiscrimination in its plans, programs, services, and activities?

**Please Check:** Yes ☒ No ☐

Yes, each plan and/or project considers demographic data, including that related to race, socioeconomic, transportation and household data in the development of plans and programs. A consultant task to develop a comprehensive Community Characteristics Inventory updated with 2020 Census data is scheduled to be amended into the UPWP at the April 15, 2025 meeting.

6. Does the MPO keep on file, for five years, all complaints of ADA noncompliance received, and for five years a record of all complaints in summary form?

**Please Check:** Yes ☒ No ☐

The CRTPA will keep any complaints on file for at least five years, but to date the agency has not received any complaints regarding ADA non-compliance.

## Part 1 Section 4: MPO Procurement and Contract Review and Disadvantaged Business Enterprises

1. Is the MPO using a qualifications based selection process that is consistent with [2 C.F.R. 200.320 \(a-c\)](#), [Appendix II to Part 200 - Contract Provision](#), and [23 C.F.R. 172](#), and Florida statute as applicable?

**Please Check:** Yes ☒ No ☐

The CRTPA solicits for consultant services in accordance with the Federal law. 200.320 Methods of Procurement and Appendix II to Part 200 - Contract Provision. The CRTPA Fiscal Policies provides guidance on the methods of procurement, including purchase thresholds and requirements for competitive proposals. However, the aforementioned reference to 23CFR.172 is not applicable as it references acquisition of design and engineering services.

2. Does the MPO maintain sufficient records to detail the history of procurement, management, and administration of the contract? These records will include but are not limited to rationale for the method of procurement, selection of contract type, contractor selection or rejection, the basis for the contract price, contract progress reports, and invoices.

Note: this documentation is required by [2 C.F.R. 200.325](#) to be available upon request by the Federal awarding agency, or pass-through entity when deemed necessary.

**Please Check:** Yes ☒ No ☐

The City of Tallahassee and the CRTPA maintain records related to the procurement, award and management of contracts. The agencies retain records in accordance with the State of Florida General Records Schedule for State and Local Government Agencies GS1-SL. All records are readily available upon request.

3. Does the MPO have any intergovernmental or inter-agency agreements in place for procurement or use of goods or services?

**Please Check:** Yes ☒ No ☐

The CRTPA and the City of Tallahassee entered into a Staff Services Agreement on June 22, 2021. The agreement outlines services provided including procurement.



4. What methods or systems does the MPO have in place to maintain oversight to ensure that consultants or contractors are performing work in accordance with the terms, conditions and specifications of their contracts or work orders?

**Please Check:** Yes ☒ No ☐

The CRTPA coordinates with the consultant frequently on active projects. In addition, a project schedule is developed before work begins to ensure sufficient time for coordination and completion. The CRTPA has developed a minimum set of requirements to be included with each monthly invoice. Monthly progress reports and invoicing by task allows the CRTPA to track progress with deliverables according to the project schedule. Invoices detail to the technical work finished, summarize meeting information, and reflect the percentage completed on the task. The project manager must approve payment of the consultant's invoice. This oversight ensures the consultant is performing work in accordance with the terms, conditions and specifications of their task work order.

5. Does the MPO's contracts include all required federal and state language from the FDOT/MPO Agreement?

**Please Check:** Yes ☒ No ☐

The CRTPA's contract contains the required federal and state language.

6. Does the MPO follow the FDOT-approved Disadvantaged Business Enterprise (DBE) plan?

**Please Check:** Yes ☒ No ☐

The CRTPA contract states the MPO is required to follow the statewide triennial DBE program goal, as required for FHWA assisted contracts.

7. Is the MPO tracking all commitments and payments for DBE compliance?

**Please Check:** Yes ☒ No ☐

All contracts requires monthly reporting on payments made to a certified DBE contractor. As part of the invoice submittal to FDOT the CRTPA complete a report documenting all DBE payments.

8. The MPO must be prepared to use the Grant Application Process (GAP) for DBE compliance with the EOC System. Has the MPO staff been trained on the GAP system? If yes, please provide the date of training. If no, please provide the date by when training will be complete.

**Please Check:** Yes ☒ No ☐

Staff completed the online training on February 7, 2022, but will need a refresher training session since it was quite a while ago.

9. Does the MPO include the DBE policy statement in its contract language for consultants and subconsultants?

**Please Check:** Yes ☐ No ☐

Yes, the contract language is included in primary contracts and requires contractors to incorporate such language in agreements with subcontractors.

10. Are the MPO procurement packages (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contracts free from geographical preferences or bidding restrictions based on the physical location of the bidding firm or where it is domiciled?

**Please Check:** Yes ☒ No ☐ N/A ☐

11. Are the MPO procurement packages (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contracts free of points or award preferences for using DBEs, MBEs, WBEs, SBEs, VBEs or any other business program not approved for use by FHWA or FDOT?

**Please Check:** Yes ☒ No ☐ N/A ☐

12. Please identify all locally required preference programs applied to contract awards by local ordinance or rule that will need to be removed from Federal-Aid solicitations and contract.

- a) ☒ Minority business
- b) ☐ Local business
- c) ☒ Disadvantaged business
- d) ☒ Small business
- e) ☐ Location (physical location in proximity to the jurisdiction)
- f) ☐ Materials purchasing (physical location or supplier)
- g) ☐ Locally adopted wage rates
- h) ☐ Other:

13. Do the MPO's contracts only permit the use of the approved FDOT race-neutral program?

**Please Check: Yes** ☒ **No** ☐ **N/A** ☐

14. Do the MPO's contracts specify the race neutral or 'aspirational' goal of 10.54%?

**Please Check: Yes** ☒ **No** ☐ **N/A** ☐

15. Are the MPO contracts free of sanctions or other compliance remedies for failing to achieve the race-neutral DBE goal?

**Please Check: Yes** ☒ **No** ☐ **N/A** ☐

16. Do the MPO's contracts contain required civil rights clauses, including:

- a. Nondiscrimination in contracting statement (49 CFR 26.13)
- b. Title VI nondiscrimination clauses Appendices A and E (DBE Nondiscrimination Assurance & 49 CFR 21)
- c. FDOT DBE specifications

**Please Check: Yes** ☒ **No** ☐ **N/A** ☐

## Part 1 Section 5: Noteworthy Practices & Achievements

One purpose of the certification process is to identify improvements in the metropolitan transportation planning process through recognition and sharing of noteworthy practices. Please provide a list of the MPO's noteworthy practices and achievements below.

Staff have continued with the focus on advancing safety initiatives in the region. One such effort has been understanding the details crash reports and how information is categorized.

The CRTPA completed a Safe Streets for All Safety Action Plan and is working with local governments to secure implementation grant funding for identified improvements.

## Part 1 Section 6: MPO Comments

The MPO may use this space to make any additional comments or ask any questions, if they desire. This section is not mandatory, and its use is at the discretion of the MPO.

Note that the CRTPA's contracts executed in 2025 contain the updated DBE Goal, 10.63% and for 2024 the 10.54% as the cert crosses two fiscal years with separate DBE goals.

Thank you for removing the reference to Title VIII. I have asked for a decade why the cert form included a question on compliance with housing discrimination.



**Capital Region TPA**

Calendar Year of Review Period: January 1, 2024, through December 31, 2024.

4/17/2025

Part 2 is to be completed by the FDOT District

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## **Purpose**

Each year, the District and the Metropolitan Planning Organization (MPO) must jointly certify the metropolitan transportation planning process described in [23 C.F.R. §450.336](#). The joint certification begins in January, which allows time to incorporate recommended changes into the Draft Unified Planning Work Program (UPWP). The District and the MPO create a joint certification package that includes a summary of the MPO's noteworthy achievements and, if applicable, a list of any recommendations and/or corrective actions.

The Certification Package and statement must be submitted to the Central Office, Office of Policy Planning (OPP), by June 1.



## **Certification Process**

Please read and answer each question within this document.

Since all of Florida's MPOs adopt a new Transportation Improvement Program (TIP) annually, many of the questions related to the TIP adoption process have been removed from this certification, as these questions have been addressed during review of the draft TIP and after adoption of the final TIP.

As with the TIP, many of the questions related to the Unified Planning Work Program (UPWP) and Long-Range Transportation Plan (LRTP) have been removed from this certification document, as these questions are included in the process of reviewing and adopting the UPWP and LRTP.

Note: This certification has been designed as an entirely electronic document and includes interactive form fields. Part 2 Section 10: Attachments allows you to embed any attachments to the certification, including the [MPO Joint Certification Statement](#) document that must accompany the completed certification report. Once all the appropriate parties sign the MPO Joint Certification Statement, scan it and attach it to the completed certification in Part 2 Section 10: Attachments.

Please note that the District shall report the identification and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or issue to the District's satisfaction, the District shall report the resolution to the MPO Board.

The final Certification Package should include Part 1, Part 2, Risk Assessment Scoring Sheet, and any required attachments and be transmitted to the Central Office no later than June 1 each year.

## Risk Assessment Process

Part 2 Section 1: Risk Assessment evaluates the requirements described in [2 CFR §200.332 \(b\)-\(e\)](#), also expressed below. It is important to note that FDOT is the recipient of federal funds and the MPOs are the subrecipient, meaning that FDOT, as the recipient of Federal-aid funds for the State, is responsible for ensuring that Federal-aid funds are expended in accordance with applicable laws and regulations.

*(b) Evaluate each subrecipient's risk of noncompliance with Federal statutes, regulations, and the terms and conditions of the subaward for purposes of determining the appropriate subrecipient monitoring described in paragraphs (d) and (e) of this section, which may include consideration of such factors as:*

- (1) The subrecipient's prior experience with the same or similar subawards;*
  - (2) The results of previous audits, including whether the subrecipient receives a Single Audit in accordance with Subpart F—Audit Requirements of this part, and the extent to which the same or similar subaward has been audited as a major program;*
  - (3) Whether the subrecipient has new personnel or new or substantially changed systems; and*
  - (4) The extent and results of Federal awarding agency monitoring (e.g., if the subrecipient also receives Federal awards directly from a Federal awarding agency).*
- (c) Consider imposing specific subaward conditions upon a subrecipient if appropriate, as described in §200.208.*
- (d) Monitor the subrecipient's activities as necessary to ensure that the subaward is used for authorized purposes, in compliance with Federal statutes, regulations, and the terms and conditions of the subaward, and that subaward performance goals are achieved. Pass-through entity monitoring of the subrecipient must include:*

- (1) Reviewing financial and performance reports required by the pass-through entity.*
- (2) Following up and ensuring that the subrecipient takes timely and appropriate action on all deficiencies about the Federal award provided to the subrecipient from the pass-through entity detected through audits, on-site reviews, and written confirmation from the subrecipient, highlighting the status of actions planned or taken to address Single Audit findings related to the particular subaward.*
- (3) Issuing a management decision for audit findings pertaining to the Federal award provided to the subrecipient from the pass-through entity as required by [§200.521](#).*
- (4) The pass-through entity is responsible for resolving audit findings specifically related to the subaward and not responsible for resolving crosscutting findings. If a subrecipient has a current Single Audit report posted in the Federal Audit Clearinghouse and has not otherwise been excluded from receipt of Federal funding (e.g., has been debarred or suspended), the pass-through entity may rely on the subrecipient's cognizant audit agency or cognizant oversight agency to perform audit follow-up and make management decisions related to cross-cutting findings in accordance with section [§200.513\(a\)\(3\)\(vii\)](#). Such reliance does not eliminate the responsibility of the pass-through entity to issue subawards that conform to agency and award-specific requirements, to manage risk through ongoing subaward monitoring, and to monitor the status of the findings that are specifically related to the subaward.*
- (e) Depending upon the pass-through entity's assessment of the risk posed by the subrecipient (as described in paragraph (b) of this section), the following monitoring tools may be helpful for the pass-through entity to ensure proper accountability and compliance with program requirements and achievement of performance goals:*
  - (1) Providing subrecipients with training and technical assistance on program-related matters; and*

(2) *Performing on-site reviews of the subrecipient's program operations;*

(3) *Arranging for agreed-upon-procedures engagements as described in [§200.425](#).*

If an MPO receives a Management Decision due to the Single Audit, it may be assigned a high-risk level.

After coordination with the Office of Policy Planning, any of the considerations in [2 CFR §200.331](#) (b) may result in an MPO being assigned the high-risk level.

The questions in Part 2 Section 1: Risk Assessment are quantified and scored to assign a level of risk for each MPO, which will be updated annually during the joint certification process. The results of the Risk Assessment determine the minimum frequency by which District MPO Liaisons review the MPO's supporting documentation for their invoices for the upcoming year. The [Risk Assessment Scoring Sheet](#) is available in the [Liaison Resources Library](#). This spreadsheet must be used to calculate the Risk Assessment Score. The frequency of review is based on the level of risk in **Table 1**.

**Table 1. Risk Assessment Scoring**

Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

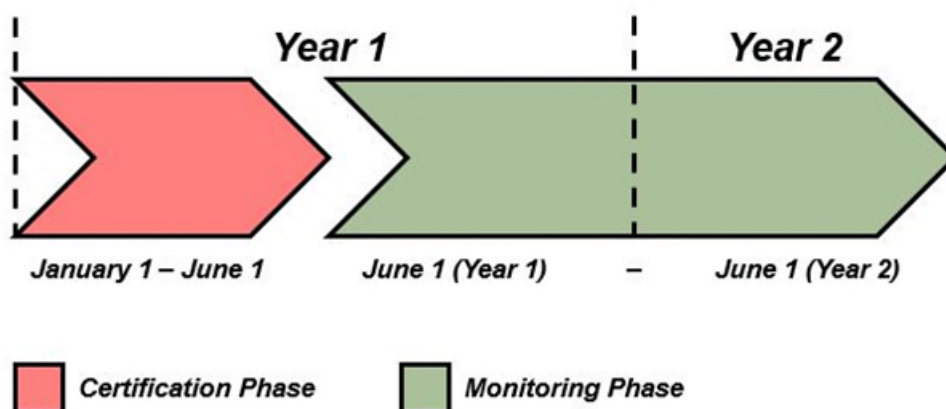
The Risk Assessment part of this joint certification has two main components, the Certification phase and the Monitoring phase, and involves regular reviewing, checking, and surveillance.

1. Certification phase: the first step is to complete this Risk Assessment during the joint certification review, which runs from January 1 to June 1 (*The red arrow in **Figure 1***). During these 5 months, a Risk Assessment assesses the previous calendar year (January 1 through December 31).
2. Monitoring phase: After the joint certification review has been completed, the Risk Assessment enters the Monitoring phase, where the MPO is monitored for 12 months

starting on June 1 (*The green arrow, Year 1 in **Figure 1***) and ending on June 1 of the following year (*The green arrow, Year 2 in **Figure 1***).

This process takes 17 months in total. On January 1 of each year, the new Certification phase begins, which overlaps with the previous year's Monitoring phase. **Figure 1** shows the timeline of the Risk Assessment phases.

**Figure 1. Risk Assessment: Certification and Monitoring Phases**



## **Part 2**

The District MPO Liaison must complete part 2 of the Joint Certification.

## Part 2 Section 1: Risk Assessment

### MPO Invoice Submittal

List all invoices and the dates that the invoices were submitted for reimbursement during the certification period in **Table 2** below.

**Table 2. MPO Invoice Submittal Summary**

Invoice #	Invoice Period	Date the Invoice was Forwarded to FDOT for Payment	Was the Invoice Submitted More than 90 days After the End of the Invoice Period? (Yes or No)
G2782-PL-5	5/1/23-9/30/23	1/3/24	No
G2782-SU-5	6/1/23-9/30/23	1/3/24	No
G2782-PL-6	3/13/23-12/31/23	3/21/24	No
G2782-SU-6	8/1/23-12/31/23	3/21/24	No
G2782-PL-7	11/1/23-3/31/24	7/2/24	No
G2782-SU-7	10/1/23-3/31/24	7/2/24	No
G2782-PL-8	2/1/24-6/30/24	10/21/24	No
G2782-SU-8	12/1/23-6/30/24	10/16/24	No
<b>MPO Invoice Submittal Total</b>			
<b>Total Number of Invoices that were Submitted on Time</b>			8
<b>Total Number of Invoices Submitted</b>			8

## MPO Invoice Review Checklist

List all MPO Invoice Review Checklists that were completed during the certification period in **Table 3** and attach the checklists to this risk assessment. Provide the total number of questions marked with a red asterisk (\*) marked “Yes” on each MPO Invoice Review Checklist. “Yes” indicates that the question was addressed satisfactorily and is not a Materially Significant Finding. Examples of Materially Significant Findings include:

- Submitting unallowable, unreasonable, or unnecessary expenses or corrections that affect the total amounts for paying out.
- Exceeding allocation or task budget.
- Submitting an invoice that is not reflected in the UPWP.
- Submitting an invoice that is out of the project scope.
- Submitting an invoice that is outside of the agreement period.
- Documenting budget status incorrectly.
- Not using a federally approved indirect cost rate.
- Not providing an overhead cost rate when claiming overhead costs.

Corrections not considered materially significant do not warrant elevation of MPO risk. Examples of corrections that are not considered materially significant include:

- Typos.
- Incorrect UPWP revision number.
- Incorrect invoice number.



**Table 3. MPO Invoice Review Checklist Summary**

MPO Invoice Review Checklist	Number of “Yes” Responses on * Questions
G2782 PL-5	7
G2782 SU-5	7
G2782 PL-6	7
G2782 SU-6	7
G2782 PL-7	7
G2782 SU-7	7
G2782 PL-8	7
G2782 SU-8	7
<b>MPO Invoice Review Checklist Total</b>	
<b>Total Number of “Yes” Responses on * Questions</b>	56

*\*Note: There are 7 \* questions per MPO Invoice Review Checklist for MPOs that do not have Indirect Costs. There are 12 \* questions per MPO Invoice Review Checklist for MPOs with Indirect Costs.*

## MPO Supporting Documentation Review Checklist

List all MPO Supporting Documentation Review Checklists that were completed in the certification period in **Table 4** and attach the checklists and supporting documentation to this risk assessment. Provide the total number of questions marked with a red asterisk (\*) marked “Yes” on each MPO Supporting Documentation Review Checklist. This indicates that the question was addressed satisfactorily and is not a Materially Significant Finding. Examples of Materially Significant Findings include:

- Submitting an invoice with charges not on the Itemized Expenditure Detail Report.
- Submitting an invoice with an expense that is not allowable.
- Not using a federally approved indirect rate
- Failing to submit supporting documentation, such as documentation that shows the invoice was paid.

Submitting travel charges that do not comply with the MPO’s travel policy.

**Table 4. MPO Supporting Documentation Review Checklist Summary**

MPO Supporting Documentation Review Checklist	Number of “Yes” Responses on * Questions
July 1, 2023 – June 30, 2024 Monitoring Completed 1/17/2025	23
<b>MPO Supporting Documentation Review Checklist Total</b>	
<b>Total Number of “Yes” Responses on * Questions</b>	23

*\*Note: There are 23 \* questions per MPO Supporting Documentation Review Checklist for MPOs that do not have Indirect Costs. There are 25 \* questions per MPO Supporting Documentation Review Checklist for MPOs with Indirect Costs.*

### **Technical Memorandum 19-04: Incurred Cost and Invoicing Practices**

Were incurred costs billed appropriately at the end of the contract period?

**Please Check:** Yes ☒ No ☐ N/A ☐

## Risk Assessment Score

Please use the [Risk Assessment Scoring Sheet](#) to calculate the MPO's risk score. Use **Table 5** as a guide for selecting the MPO's risk level. As previously mentioned, the Risk Assessment Scoring Sheet is available in the [Liaison Resources Library](#). This spreadsheet must be used to calculate the Risk Assessment Score, which determines the MPO's level of risk. A screenshot of this spreadsheet is provided in **Figure 2**. The values input into the spreadsheet must match those in this Risk Assessment.

**Table 5. Risk Assessment Scoring**

Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

**Risk Assessment Score:** 100%


**Level of Risk:** Choose an item.

Figure 2: Image of the Risk Assessment Scoring Sheet

**Florida Department of Transportation Metropolitan Planning Program**

**Annual Joint Certification**

**Risk Assessment Calculation Sheet**



The Risk Assessment evaluates the requirements described in 2 CFR §200.331 (b)-(e). As the recipient of Federal-aid funds for the State, FDOT is responsible for ensuring that Federal-aid funds are expended in accordance with applicable laws and regulations. This worksheet accompanies the Risk Assessment and calculates the MPO's risk score. The risk score determines the minimum frequency by which the MPO's supporting documentation for their invoices is reviewed by the District MPO Liaisons for the upcoming year. **Use the directions below to complete this worksheet and calculate the MPO's risk score. Enter information into GREEN cells only. Print and attach this worksheet to the Risk Assessment.**

Table 1. Risk Assessment Score							
Question Category	Question	Example Response	Directions	Number Correct	Subtotal	Weight Percentage	Total Score
MPO Invoice Submittal	Was invoice submitted within 90 days from the end of the invoice period?	All invoices were submitted within 90 days from the end of the invoice period.	<b>Number Correct Column:</b> Enter the number of invoices that were submitted on time. <b>Subtotal Column:</b> Enter the total number of invoices that were submitted.			30%	
MPO Invoice Review Checklist	How many materially significant findings questions are correct?	There were 21 opportunities for materially significant findings, 18 of the materially significant finding questions were answered correctly.	<b>Number Correct Column:</b> Enter the number of correct materially significant questions. <b>Subtotal Column:</b> Enter the total number of materially significant questions.			30%	
MPO Supporting Documentation Review Checklist	How many materially significant findings questions are correct?	There were 75 opportunities for materially significant findings, 72 of the materially significant finding questions were answered correctly.	<b>Number Correct Column:</b> Enter the number of correct materially significant questions. <b>Subtotal Column:</b> Enter the total number of materially significant questions.			35%	
Technical Memorandum 19-04: Incurred Cost and Invoicing Practices	Were incurred costs billed appropriately at the end of the contract period?	The MPO billed incurred costs appropriately at the end of the invoice period.	<b>Number Correct Column:</b> Enter a 1 if incurred costs were billed appropriately at the end of the contract period, or if this question is not applicable. Enter a 0 if incurred costs were not billed appropriately at the end of the contract period.		1	5%	0%
<b>Risk Assessment Score</b>							<b>0%</b>

## Part 2 Section 2: Long Range Transportation Plan (LRTP)

Did the MPO adopt a new LRTP in the year this certification addresses?

Please Check: Yes ☐ No ☒

If yes, please ensure any correspondence or comments related to the draft and final LRTP and the LRTP checklist used by the Central Office and the District are in the [Grant Application Process \(GAP\) System](#) or attach it to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the [GAP System](#) below.

Title(s) and Date(s) of Attachment(s) in the [GAP System](#)

N/A
-----

## Part 2 Section 3: Transportation Improvement Program (TIP)

Did the MPO update their TIP for the year this certification is addressed?

**Please Check: Yes ☒ No ☐**

If yes, please ensure any correspondence or comments related to the draft and final TIP and the TIP checklist used by the Central Office and the District are in the [GAP System](#) or attach them to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the [GAP System](#) below.

Title(s) and Date(s) of Attachment(s) in the [GAP System](#)

Draft TIP Transportation Plan (TIP) – 5/28/2024 Transportation Improvement Plan (TIP) Checklist 5/28/2024 Adopted TIP Version #1 Transportation Improvement Plan (TIP) – 7/8/2024
---

## Part 2 Section 4: Unified Planning Work Program (UPWP)

Did the MPO adopt a new UPWP in the year this certification addresses?

**Please Check: Yes ☒ No ☐**

If yes, please ensure any correspondence or comments related to the draft and final UPWP and the UPWP checklist used by the Central Office and the District are in the [GAP System](#) or attach it to Part 2 Section 10: Attachments. List the titles and dates of attachments uploaded to the [GAP System](#) below.

Title(s) and Date(s) of Attachment(s) in the [GAP System](#)

Draft UPWP Unified Planning Work Program (UPWP) – 5/28/2024 Adopted UPWP Version #1 Unified Planning Work Program (UPWP) - 6/13/2024
---



## Part 2 Section 5: Clean Air Act

The requirements of [Sections 174 \(Planning Procedures\)](#) and [176 \(c\) and \(d\) \(Limitations on Certain Federal Assistance\)](#) of the Clean Air Act as codified in [42 USC 7504](#) and [42 USC 7506](#) can be found [here](#).

The Clean Air Act requirements affecting transportation only apply to areas designated for nonattainment and maintenance of the National Ambient Air Quality Standards (NAAQS). Florida is currently in attainment for all NAAQS. No certification questions are required at this time. If the Environmental Protection Agency issues a revised NAAQS, this section may need revision.

Title(s) of Attachment(s)

N/A

## **Part 2 Section 6: Technical Memorandum 19-03REV:** **Documentation of FHWA PL and Non-PL Funding**

Did the MPO identify all FHWA Planning Funds (PL and non-PL) in the TIP?

**Please Check: Yes ☒ No ☐ N/A ☐**

## Part 2 Section 7: MPO Procurement and Contract Review

To evaluate existing DBE reporting requirements, choose one professional services procurement package and contract between the MPO and a third party to answer the following questions. If the answer is no, the MPO is not penalized. FDOT uses this information to determine technical support and training for the MPOs. Any new procurements after July 1, 2024, must be compliant with the existing DBE reporting requirements.

1. Are the procurement package (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates and related documents) and contract free from geographical preferences or bidding restrictions based on the physical location of the bidding firm or where it is domiciled?

**Please Check: Yes ☒ No ☐ N/A ☐**

2. Are the procurement package (Project Advertisements, Notices to Bidders, RFP/RFQs, contract templates, and related documents) and contract free of points or award preferences for using DBEs, MBEs, WBEs, SBEs, VBEs, or any other business program not approved for use by FHWA or FDOT?

**Please Check: Yes ☒ No ☐ N/A ☐**

3. Does the contract only permit using the approved FDOT race-neutral program?

**Please Check: Yes ☒ No ☐ N/A ☐**

4. Does the contract specify the race-neutral or 'aspirational' goal of 10.54%?

**Please Check: Yes ☒ No ☐ N/A ☐**

5. Is the contract free of sanctions or other compliance remedies for failing to achieve the race-neutral DBE goal?

**Please Check: Yes ☒ No ☐ N/A ☐**

6. Does the contract contain required civil rights clauses, including:
- a. Nondiscrimination in a contracting statement ([49 CFR 26.13](#))
  - b. Title VI nondiscrimination clauses Appendices A and E ([DBE Nondiscrimination Assurance](#) & [49 CFR 21](#))
  - c. FDOT DBE specifications

Please Check: Yes ☒ No ☐ N/A ☐

## Part 2 Section 8: District Questions

The District may ask up to five questions at their discretion based on experience interacting with the MPO that were not included in the sections above. Please fill in the question(s) and the response(s) in the blanks below. This section is optional and may cover any area the District would like more information on.

1. Question

None

2. Question

None

3. Question

None

4. Question

None

5. Question

None

## Part 2 Section 9: Recommendations and Corrective Actions

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or problem to the satisfaction of the District, the District shall report the resolution of the corrective action or issue to the MPO Board. The District may identify recommendations and corrective actions based on the information in this review, any critical comments, or to ensure compliance with federal regulation. The corrective action should include a date by which the MPO must correct the problem.

### Status of Recommendations and Corrective Actions from Prior Certifications

N/A

### Recommendations for this Certification

None

### Corrective Actions for this Certification

None

## Part 2 Section 10: Attachments

Please attach any documents required from the sections above or other certification-related documents here or through the [GAP System](#). Please also sign and attach the [MPO Joint Certification Statement](#).

Title(s) and Date(s) of Attachment(s) in the [GAP System](#)

Attachments are listed above and can be located in the GAP system.



June 16, 2025

## AGENDA ITEM 4 D

### CITIZENS MULTIMODAL ADVISORY COMMITTEE APPOINTMENT

TYPE OF ITEM: Consent

#### **STATEMENT OF ISSUE**

This item seeks board approval of the appointment of Corey Adamyk to serve on the [CRTPA's Citizens Multimodal Advisory Committee \(CMAC\)](#). The application of Mr. Adamyk is provided as **Attachment 1**.

#### **RECOMMENDED ACTION**

Option 1: Approve the appointment of Corey Adamyk to the CRTPA's Citizens Multimodal Advisory Committee


#### **BACKGROUND**

The CMAC is an advisory committee to the CRTPA composed of volunteers who dedicate their time and advice to the CRTPA on issues pertaining to transportation planning within the region. Pursuant to Article III, Section 2 of the CMAC Bylaws, the CMAC may consist of a maximum of fifteen (15) voting representatives from the four (4) county region. Currently, the CMAC is comprised of twelve (12) members. In addition to the CMAC, the CRTPA is advised by the Technical Advisory Committee (TAC), which is composed of local and state planners and engineers with expertise in the area of transportation.

#### **ATTACHMENT**

Attachment 1: Application of Corey Adamyk

# Capital Region Transportation Planning Agency CITIZEN'S MULTIMODAL ADVISORY COMMITTEE (CMAC) APPLICATION

<b>Please return to:</b>  Capital Region Transportation Planning Agency 300 S. Adams St., 3rd Floor Tallahassee, Florida 32301  <b>Or:</b>  Email: <a href="mailto:yulonda.mitchell@crtpa.org">yulonda.mitchell@crtpa.org</a>		This application will remain in active files for two years.  Please contact the CRTPA to advise of any changes regarding the information on this application.  Email: <a href="mailto:yulonda.mitchell@crtpa.org">yulonda.mitchell@crtpa.org</a>  PHONE: 850-891-8628
Name: <u>Corey Adamyk</u>		Date: <u>05/07/2025</u>
Phone: <u>352-362-7557</u>		Email: <u>Corey.adamyk1@gmail.com</u>
Please list your specific employer/occupation if employed by a State, Federal, or local government:		
Employer: <u>State of Florida, Executive Office of the Governor</u>		
Please provide your home and work address (if applicable). Please check that box of your preferred mailing address.		
<input checked="" type="checkbox"/> Home Address: <u>2055 Thomasville Rd, Apt E203</u> City/State/Zip: <u>Tallahassee, FL 32308</u>		
<input type="checkbox"/> Work Address: <u>400 S Monroe St</u> City/State/Zip: <u>Tallahassee, FL 32399</u>		
<p style="text-align: center;"><b>The Capital Region Transportation Planning Agency strives to ensure that its citizens multimodal advisory committee is representative of the community's demographic makeup. To assist in this endeavor, please provide the following information (voluntary).</b></p> <p style="text-align: center;"><i>Please also note if you are physically challenged</i>    <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No</p>		
Race: <input type="checkbox"/> American Indian or Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Other <input checked="" type="checkbox"/> White <input type="checkbox"/> Asian or Pacific Islander <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White Gender: <input type="checkbox"/> Female <input checked="" type="checkbox"/> Male		
Please identify any potential conflicts. Such conflicts may include pursuit of CRTPA consultant work related to the provision of professional services: <u>N/A</u>		
Do you ride the bus? <input type="checkbox"/> Yes <input type="checkbox"/> No Do you drive a car? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Do you bicycle to work/shopping? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Do you bicycle for recreation? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Do you walk to work/shopping? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Do you walk for recreation? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Please circle your age bracket</b> <u>18 - 25</u> / 26 - 35 / 36 - 49 / 50 and over		
Can you serve a multi-year term? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Can you regularly attend meetings? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Please circle any special population interests you may represent:		
Road Cyclists, Off-Road Cyclists, <u>Transit Users</u> , Transportation Disadvantaged, <u>Road Runners</u>		
Child, Youth, or Senior Pedestrian Advocates, Students, Seniors, Persons with Disabilities		



# CITIZEN'S MULTIMODAL ADVISORY COMMITTEE APPLICATION

Please tell us something about yourself. This information will help us create an advisory board that is reflective of a broad spectrum of the community. If you have any interests, hobbies, community activities, previous experience on committees, or anything else you would like us to know in consideration of your application please write it here. You may also attach this information.

*Please see attached*

**All statements and information provided in this application are true to the best of my knowledge.**

**Signature:**

A handwritten signature in black ink, written over a horizontal line. The signature is cursive and stylized, with a large loop at the end.

**If you have a disability requiring accommodations, or need assistance filling out this application, please contact the Capital Region Transportation Planning Agency at 850-891-8630.**

**The telephone number for the Florida Relay TDD Service is 711 or 1-800-955-8771.**

I am passionate about improving how our communities across the Capital Region move and connect, and I'm eager to get involved in local government to help shape smart and innovative transportation solutions that are beneficial for users of all modes of transportation. My motivation to get more involved in the community I call home has led me to join the Tallahassee Police Department's Citizens Advisory Council, which has given me opportunities to hear from different aspects of the community I do not interact with on a normal basis. The CMAC would give me the chance to further this connection with the capital community while gaining experience in the world of transportation which I have a passion for.

Having lived in Tallahassee for eight years now, I have watched steady and incremental improvements to our roadways and walkways that have been shaped on public input and needs-based conversations. I also have a keen interest in transit operations and systems, and I enjoy studying operations of other metropolitan areas to learn the good and the bad techniques for their operation.

In my office, I have worked on transportation-related tasks with FDOT and learned how our statewide transportation agency is implementing new policies and projects all the time—including a major initiative through Moving Florida Forward which has sped up much-needed infrastructure projects statewide and delivered better roads, improved traffic flow, and congestion relief for Floridians and visitors alike. It would be an honor to be a part of the transportation agency's planning process, especially as Tallahassee is a growing popular destination for sports events, annual festivals, special celebrations, and the upcoming World Athletics Cross Country Championships in 2026.

I recognize the number one goal of this committee—and of every transportation advisory body across the region—is likely pedestrian safety. Driving around Leon County, I often notice areas which could pose dangers to pedestrians or bicyclists who deserve improved representation of their needs in the process. I would love to be part of the ongoing conversation to, as stated in previous meetings, reach zero traffic-related pedestrian fatalities.

With experience in transit systems and an understanding of the challenges and opportunities they present, I want to contribute to policies that enhance mobility, reduce congestion, and make transportation more accessible and efficient for everyone. My favorite aspect of my job is being able to deliver real, tangible results that every Floridian will utilize because every Floridian—regardless of socioeconomic background—needs to travel. Transportation is the great equalizer, and regardless of whether you are walking, biking, taking the bus, or driving, you deserve roads and sidewalks that are well-kept and well planned with people in mind.

I thank you for your time today and for the opportunity to apply to join this committee. I wish you all the best in the future as you continue to spearhead improvements to the capital region's multimodal transportation environment.

June 16, 2025



## AGENDA ITEM 4 E

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

TYPE OF ITEM: Consent

#### **STATEMENT OF ISSUE**

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

#### **CRTPA COMMITTEE ACTIONS**

The CRTPA's Technical Advisory Committee and Citizen's Multimodal Advisory Committee met on June 3 and both committees voted to recommend the CRTPA approve the plan update.

#### **RECOMMENDED ACTION**

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

#### **BACKGROUND**

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

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

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

#### **ATTACHMENT**

Attachment 1 – Proposed Updated Language

## CHAPTER 4: PUBLIC ENGAGEMENT

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

### ENGAGEMENT

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

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

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

#### CRTPA Safety Action Plan Engagement Approach



**Task Force**



**Public Engagement**



**Relevant Stakeholders**



**Virtual Tools**



### PLANNING STRUCTURE / TASK FORCE

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

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

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

### RELEVANT STAKEHOLDERS: PROJECT IDENTIFICATION

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

### STAKEHOLDERS

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



June 16, 2025



## AGENDA ITEM 6 A

### FISCAL YEAR (FY) 2026 – FY 2030 TRANSPORTATION IMPROVEMENT PROGRAM

TYPE OF ITEM: Roll Call

#### **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.

- Attachment 1: Resolution No. 2025-06-6A  
Attachment 2: Link to Draft FY 2026 – FY 2030 Transportation Improvement Program  
Attachment 3: Public Engagement Material

**CRTPA RESOLUTION 2025-06-6A****A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) ENDORSING  
THE FY 2026 – FY 2030 TRANSPORTATION IMPROVEMENT PROGRAM**

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

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

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

1. The Fiscal Year 2026 through Fiscal Year 2030 Transportation Improvement Program is hereby endorsed as an accurate representation of the region's transportation effort as developed through a continuing, cooperative, and comprehensive process that provided consideration to all transportation modes in accordance with the metropolitan planning provisions of U.S.C. 134;
2. The CRTPA authorizes the Chair to sign the State of Florida certification statement, which must be submitted annually with the TIP;
3. In order to expedite amendments to the TIP, the CRTPA authorizes the Executive Director to administratively approve airport project amendments which do not materially affect surface transportation traffic volumes or traffic distribution in the vicinity of the subject airport;
4. The CRTPA also authorizes the Executive Director to administratively approve project amendments to the TIP which do not meet any of the four (4) criteria which require a formal tip amendment listed in [Chapter 4, Section 4.3.1 of the Florida Department of Transportation's Metropolitan Planning Organization Program Management Handbook](#); and,
5. The CRTPA requires the Executive Director to inform the CRTPA of all TIP amendments approved under these authorizations quarterly.

Passed and duly adopted by the Capital Region Transportation Planning Agency on this 16<sup>th</sup> day of June 2025.

**Capital Region Transportation Planning Agency**

**ATTEST:**

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

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





## Capital Region Transportation Planning Agency



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

*Fiscal Year 2026 – Fiscal Year 2030*  
*Transportation Improvement Program*



## **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.*

---

**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**

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### **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/>**

**Scan QR for CRTPA.org/news or call 850.891.8627 for More Information**

**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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### **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](mailto: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.

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“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](mailto:Suzanne.Lex@crtpa.org).





# 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](http://LeonCountyFL.gov/BOCCMeetingsPortal) and subscribe to our YouTube channel at [YouTube.com/LeonCountyFL](http://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](http://CRTPA.org/News) or call (850) 891-8627 for more information.

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

[LeonCountyFL.gov/News](http://LeonCountyFL.gov/News)

The Link is produced by Leon County Community and Media Relations, 301 S. Monroe Street, Suite 502 | (850) 6

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](http://LeonCountyLibrary.org/Summer)



**Second  
Harvest**  
OF THE BIG BEND



This institution is a



## BOARD OF C COMMISSION JUNE 2025

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

Live television broadcasts of Board of County  
available on Comcast channel 16, the Leon County  
the County's Facebook page, YouTube channel

For meeting and location updates,

**Capital  
Outlook**  
Published by LIVE  
Communications,  
Inc.  
1363 East

time for love, unity

Me- Many of my family  
y in members, including  
Agri- my wife, mother, sib-  
hanti- lings, in-laws, hun-  
Talla- dreds of my parish-  
ioners and countless  
ard at number of friends at-  
Uni- tended and graduated  
ville, from HBCUs. I also

CUs in Florida survive  
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

Nation and others are  
Obviously, Rattler  
race and other races.  
ward mobility of our  
important for the up-  
HBCUs are crucially  
These and other  
but thrive.



**CRTPA PUBLIC MEETING JUNE 5, 2025**

[illegible]

6-5-25

← N

sidewalk (No right angle turns)

Raised

8-10' wide median

Bollards

speed bumps  
either side

Crossing  
lights  
Similar to Meridian  
at Forest Meadows.

Microsukee  
greenway

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, *Krist 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 on 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:** \_\_\_\_\_  
\_\_\_\_\_

---

**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

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- Website at CRTPA Contact Us
- Email [Suzanne.Lex@CRTPA.org](mailto: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](https://www.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](mailto:Suzanne.Lex@crtpa.org).”

**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](#); [ajefferon@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](#); [Lakysha 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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**View funded projects and comment with the  
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# *CRTPA Committee Meetings*

## *June 3, 2025*

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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

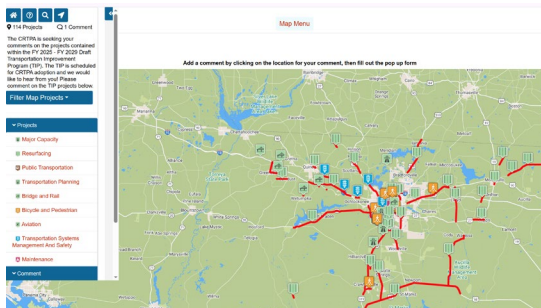
## MEETINGS



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 4<sup>th</sup> via TEAMS, 11:30 am and 4:30 pm
- June 5<sup>th</sup> In-Person at the Renaissance Center
- Thursday June 12<sup>th</sup> 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



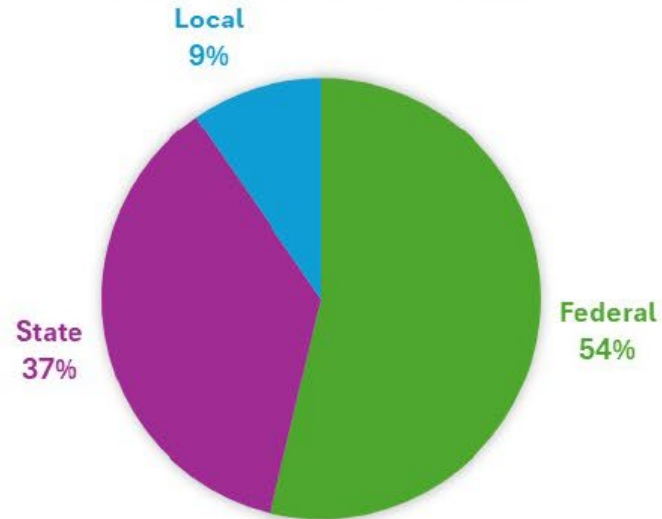
Section F  
Resurfacing



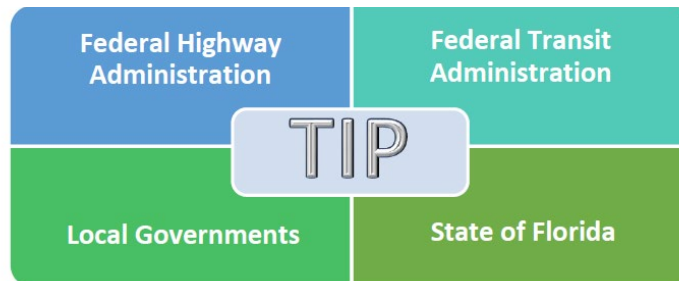
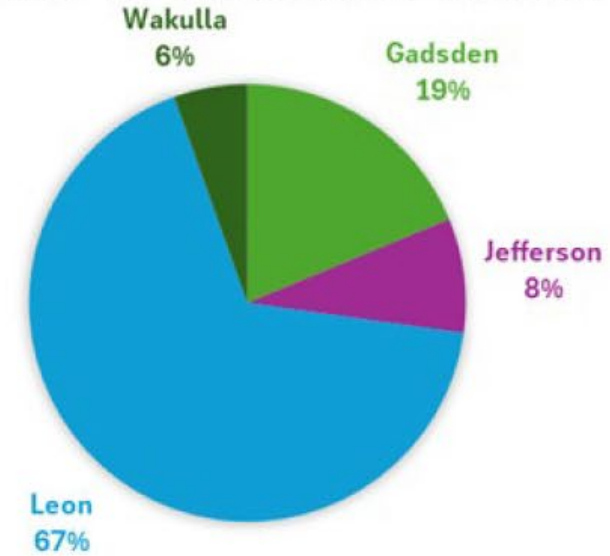
Section G  
Transportation Systems Management

# FY 26 – FY30 TIP BY THE NUMBERS

## FUNDING BY AGENCY



## SUMMARY OF FUNDING BY COUNTY

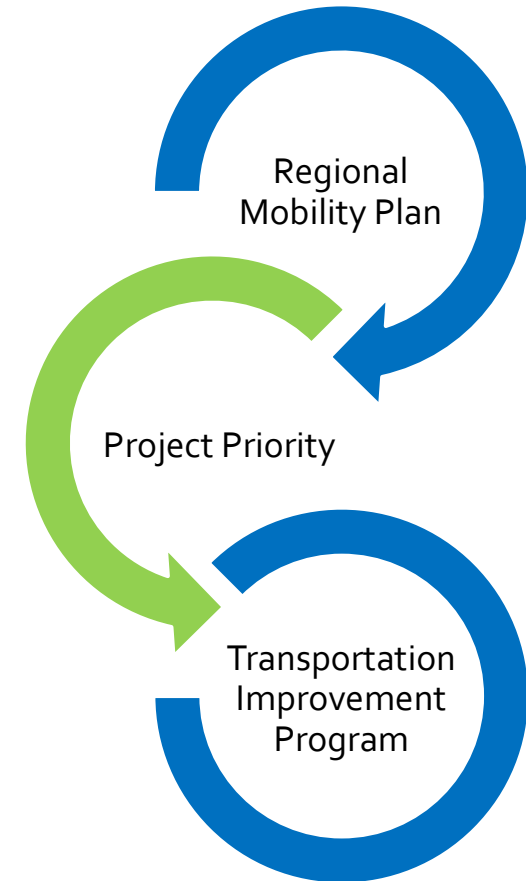


***TOTAL PROGRAMMED \$ 622,671,717***

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

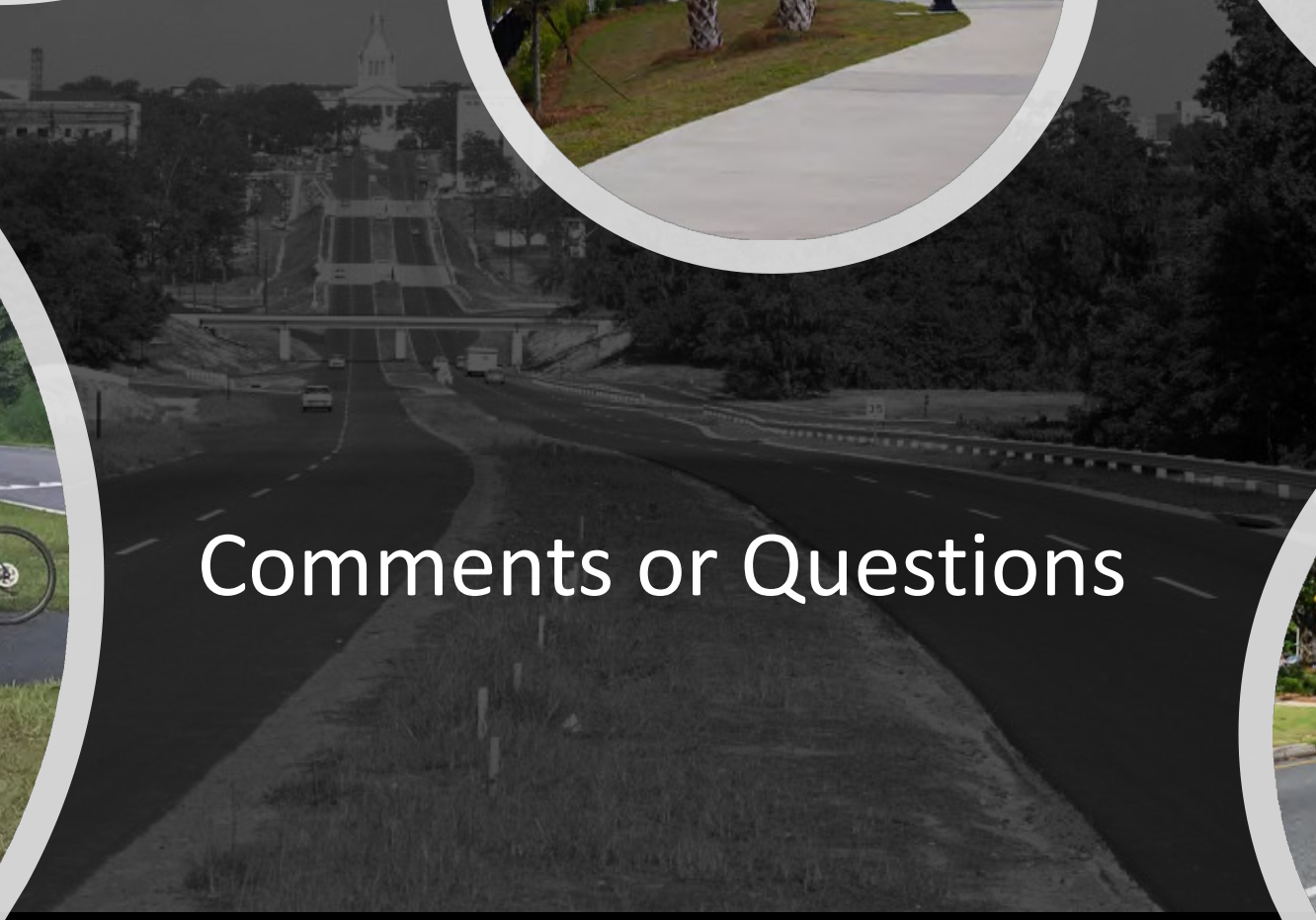
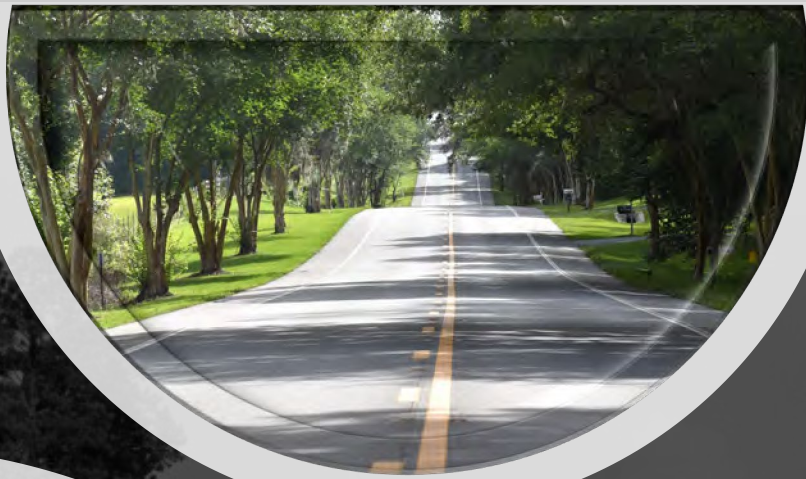
- ✓ Notice of Adoption June 16, 2025, Board Meeting - public may provide comments.
- ✓ Transmit the adopted FY 2026 – FY 2030 TIP to FDOT District 3 Secretary.
- ✓ Governor approves final TIP/State Transportation Improvement Program.

## ➤ 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





Comments or Questions





AGENDA ITEM 6 B

**FISCAL YEAR (FY) 2025 – FY 2029  
TRANSPORTATION IMPROVEMENT PROGRAM  
AMENDMENTS**

TYPE OF ITEM: Roll Call

**STATEMENT OF ISSUE**

The purpose of this item is to adopt Resolution No. 2025-06-6B (***Attachment 1***) amending the CRTPA FY 2025 - FY 2029 TIP to reflect the addition of the following project and funding:

- SR 8 (I-10) from Ochlocknee Relief Bridge to Ochlocknee River Bridge (Project No. 454858-1): Provide \$330,00 in funding in FY 25 for the Design (PE) phase of a safety improvement. (Leon County) (***Attachment 2***)
- Capital Circle NE (US 319) and Mahan Dr (US 90) (Project No. 445251-2): Provide \$1,985,765 in funding in FY 25 for a Project Development and Environment (PD&E) Study to assess intersection operations. (Leon County) (***Attachment 3***)

**RECOMMENDED ACTION**

Option 1: Adopt Resolution No. 2025-06-6B amending the CRTPA FY 2025 - FY 2029 TIP to reflect the addition of the following project and funding

- SR 8 (I-10) from Ochlocknee Relief Bridge to Ochlocknee River Bridge (Project No. 454858-1): Provide \$330,00 in funding in FY 25 for the Design (PE) phase of a safety improvement. (Leon County)
- Capital Circle NE (US 319) and Mahan Dr (US 90) (Project No. 445251-2): Provide \$1,985,765 in funding in FY 25 for a Project Development and Environment (PD&E) Study to assess intersection operations. (Leon County)

Option 2: Board Direction

**CRTPA COMMITTEE MEETINGS**

The Florida Department of Transportation (FDOT) requested this amendment after the June 2025 Committee Meetings. At the September Technical Advisory Committee and Citizens Multi-Modal Advisory Committee meetings the TIP Amendment will be presented for ratification.



## **HISTORY AND ANALYSIS**

Adopted annually, the CRTPA's TIP reflects those projects in the region that have received state and federal funding in the FDOT Five-year Work Program. Subsequent to adoption, the TIP is occasionally amended to reflect project changes, such as the addition or deletion of a project.

For the purpose of authorizing federal funds, the FHWA recognizes the CRTPA's FY 2025 – FY 2029 TIP through September 30th, consistent with the federal fiscal year. FDOT requested Project No. 454858-1 and the associated federal funding be added to the FY 2025- FY 2029 TIP. This project is included in the FY 2026 – FY 2030 TIP, presented for adoption at this meeting. Therefore, this amendment ensures consistency between the two documents.

The second project, 445251-2, adds \$1,985,765 in state funding in FY 25 for a Project Development and Environment (PD&E) Study to assess intersection capacity and operational improvements at Capital Circle NE and Mahan Drive. This study will consider the impacts associated with multiple commercial and residential projects either recently completed or in the pipeline for development.

Subsequent to Board approval, the executed Resolution and TIP project pages will be forwarded to the Department of Transportation and the FY 2024– FY 2028 TIP will be updated to reflect the addition of these projects.

## **RECOMMENDED ACTION**

Option 1: Adopt Resolution No. 2025-06-6B amending the CRTPA FY 2025 - FY 2029 TIP to reflect the addition of the following project and funding

- SR 8 (I-10) from Ochlocknee Relief Bridge to Ochlocknee River Bridge (Project No. 454858-1): Provide \$330,00 in funding in FY 25 for the Design (PE) phase of a safety improvement. (Leon County)
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Option 2: Board Direction

## **ATTACHMENTS**

Attachment 1: Resolution No. 2025-06-6B

Attachment 2: CRTPA FY 2025 – FY 2029 TIP Page FPID No. 454858-1

Attachment 3: CRTPA FY 2025 – FY 2029 TIP Page FPID No. 445251-2



## C RTPA RESOLUTION 2025-06-6B

**A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (C RTPA) BOARD ENDORSING  
THE AMENDMENT TO THE FY 2025 - 2029 TRANSPORTATION IMPROVEMENT PROGRAM**

---

**Whereas**, the Capital Region Transportation Planning Agency (C RTPA) 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 C RTPA 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; and,

**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 C RTPA's TIP.

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

The C RTPA amends the FY 2025 - FY 2029 Transportation Improvement Programs to reflect the following project and finding:

- SR 8 (I-10) from Ochlocknee Relief Bridge to Ochlocknee River Bridge (Project No. 454858-1): Provide \$330,00 in funding in FY 25 for the Design (PE) phase of a safety improvement. (Leon County)
- Capital Circle NE (US 319) and Mahan Dr (US 90) (Project No. 445251-2): Provide \$1,985,765 in funding in FY 25 for a Project Development and Environment (PD&E) Study to assess intersection operations. (Leon County)

Passed and duly adopted by the Capital Region Transportation Planning Agency Board on this 16<sup>th</sup> day of June 2025.

**Capital Region Transportation Planning Agency**

**By:** \_\_\_\_\_

Dianne Williams-Cox, Chair

**Attest:**

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

**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	2025	2026	2027	2028	2029	Total
PE	ACSS	0	330,000	0	0	0	330,000
CST	ACSS	0	0	701,760	0	0	701,760
			<b>330,000</b>	<b>701,760</b>			<b>1,031,760</b>

This project was amended into the FY 2025 - FY 2029 TIP at the June 16, 2025 CRTPA Meeting.

**Prior Year Cost: 0**  
**Future Year Cost: 0**  
**Total Project Cost: 1,031,760**  
**LRTP: 2045 RMP Table 5-1 - Page 5-2**

**CAPITAL CIRCLE CAPITAL CIRCLE NE (US 319) and Mahan Dr (US 90)**  
**4452512**



**Project Description:**

**Lead Agency:** MANAGED BY FDOT

**From:** APALACHEE PARKWAY **To:** CENTERVILLE RD

**County:** LEON

**Length:** 5.848

**Phase Group:** P D & E

Phase	Fund Code	2025	2026	2027	2028	2029	Total
PDE	DS	1,965,765	0	0	0	0	1,965,765
PDE	DIH	20,000	0	0	0	0	20,000
		<b>1,985,765</b>					<b>1,985,765</b>

This project was amended into the TIP at the June 16, 2025 CRTPA Meeting.

**Prior Year Cost: 0**

**Future Year Cost: 0**

**Total Project Cost: 1,985,765**

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



AGENDA ITEM 7 A

**TALLAHASSEE TO HAVANA TRAIL  
PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY  
CONSULTANT SELECTION**

TYPE OF ITEM: Action

**STATEMENT OF ISSUE**

This item seeks the CRTPA Board to select a consultant associated with the development of a project development and environment (PD&E) study ("Environmental Impact and Alternative Study") for the Leon County segment of the Tallahassee to Havana Trail.

**RECOMMENDED ACTION**

- Option 1: Approve the Consultant Selection Committee recommendation of Halff to develop a PD&E Study for the Leon County segment of the Tallahassee to Havana Trail.
- Option 2: Provide the CRTPA Chairperson, Commissioner Dianne Williams-Cox, the authority to sign the negotiated contract and CRTPA Executive Director, Greg Slay, the authority to negotiate and administer the executed contract.

**HISTORY AND ANALYSIS**

The CRTPA's [Tallahassee to Havana Trail Feasibility Study](#) was approved by the CRTPA in November 2022 evaluating a multi-use trail connection between Tallahassee and Havana. Subsequent to approval, Sun Trails competitive grant funding associated with implementing the project was applied for by the CRTPA. In late 2024, the CRTPA was notified that funding for a PD&E Study for the Leon County segment of the trail received Sun Trails funding.

On April 30, 2025, a Request for Supplier Qualifications (RFSQ No. 072-25-CC) was released seeking firms to develop a PD&E Study for the trail (with a deadline to submit of May 21). The following three (3) RFSQ responses were received:

- Halff
- Kimley-Horn and Associates
- Tetra

The CRTPA’s Consultant Selection Committee for the RFSQ met on May 30 to review the submittals and was comprised of following members:

- Commissioner Rick Minor (CRTPA Board)
- Amanda Heidecker (Leon County Parks and Recreation)
- Chris Muehlemann (Leon County Public Works)
- Michael Alfano (Tallahassee-Leon County Planning Department)
- Greg Burke (CRTPA staff)

At the May 30 Consultant Selection Committee meeting, members met to discuss and score the proposals. Subsequent to the scoring of the proposals, a motion was made and approved unanimously by the Committee to move the top two (2) scored proposals to the Presentation/Interview phase. Specifically, the following two RFSQ proposals were shortlisted:

- Halff
- Kimley-Horn and Associates

On June 12, 2025, the Selection Committee met for the Presentation/Interview phase of the selection process with each of the 2 shortlisted teams. The Selection Committee assigned points to each of the team’s related to Presentation, Understand of Project Requirements, and Responses to Questions Asked by Selection Committee Members.

The scores for each consulting team from the June 12 meeting are as follows:

- |                                |                        |
|--------------------------------|------------------------|
| • Halff                        | 90.5 out of 100 points |
| • Kimley-Horn and Associations | 88.5 out of 100 points |

As a result of the scores, the Consultant Selection Committee recommends approval of Halff.

### **NEXT STEPS**

Upon approval by the CRTPA Board, staff will begin the negotiating process to initiate the project.

### **RECOMMENDED ACTION**

- Option 1: Approve the Consultant Selection Committee recommendation of Halff to develop a PD&E Study for the Leon County segment of the Tallahassee to Havana Trail.  
(Recommended)
- Option 2: Provide the CRTPA Chairperson, Commissioner Dianne Williams-Cox, the authority to sign the negotiated contract and CRTPA Executive Director, Greg Slay, the authority to negotiate and administer the executed contract.  
(Recommended)
- Option 3: CRTPA Board Discretion.



June 16, 2025

## AGENDA ITEM 7B

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

TYPE OF ITEM: Action

#### **STATEMENT OF ISSUE**

Staff is seeking approval of the Fiscal Year 2027 – FY 2031 Project Priority Lists (PPL), as detailed in the following ***Attachments 1 through 7.***

Attachment 1: Regional Mobility Plan Roadways Project Priority List

Attachment 2: Bicycle and Pedestrian Project Priority List

Attachment 3: Regional Trails Project Priority List

Attachment 4: StarMetro Project Priority List

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

Attachment 6: Tallahassee International Airport Project Priority List

Attachment 7: Urban Attributable Allocations Project Priority List

#### **CRTPA COMMITTEE ACTIONS**

The Citizen's Multimodal Advisory Committee (CMAC) and the Technical Advisory Committee (TAC) met on June 3, 2025, and recommended Board adopt the FY 2027 – FY 2031 Project Priority Lists with revisions, with the exception of the Urban Area Attributable PPL, which is included for Board action. At the meeting staff informed the committees the cost estimates for the PPLs were being finalized for the Board meeting. Since the committees' review, staff updated with the available project costs.

#### **RECOMMENDED ACTION**

Option 1: Approve the draft FY 2027– FY 2031 Project Priority Lists for transmittal to the FDOT.

#### **BACKGROUND**

The CRTPA annually adopts project priority lists that identify the ranked order of projects for which the agency is seeking transportation funding. Projects lists are developed for all modes of transportation. The CRTPA develops these lists in coordination with our modal partners, StarMetro and the Tallahassee International Airport, and state and local governments.

Projects contained on the lists are established in the Connections 2045 Regional Mobility Plan; StarMetro's Transit Development Plan; Tallahassee International Airport's Aviation Master Plan; Regional Transportation Management Center's Intelligent Transportation Master Plan; and safety and multi-modal plans adopted by local governments in the CRTPA Region. For Board consideration the Urban Attributable (SU) Project Priority List is included. SU funds are allocated to the CRTPA as Transportation Management Area (TMA) and are used for planning, operations, project development and implementation.

### **PROJECT PRIORITY CHANGES**

- 1) Roadways PPL: Projects Nos. 1 through 6 retain the same ranking. A new project is introduced as Project Priority No.7, Capital Circle NW from Hartsfield Road to North Monroe Street (US 27) and funding is requested for the Project Development and Environmental study. Projects that follow move down the list. For the two segments of Crawfordville Road, Project Priority No. 4, all but \$1.1 million of right-of-way acquisition is funded. Last year the previous Project Priority No. 2, Capital Circle SW from Crawfordville Road to Springhill Road was removed from the list as it is fully funded.
- 2) Bike-Ped PPL: Two projects are removed from the list. Project Priority No. 4, Oak Ridge Road Trail, is a Blueprint Project and not anticipated to be funded in the next five years. Project Priority No. 5, Goose Pond Trails Extension, has a viable connection through the existing Evening Rose neighborhood and a signaled crossing at Automative Way which includes a path connecting to Weems Road. Staff is evaluating additional bicycle-pedestrian projects to add to the list for next year.
- 3) Regional Trails Project Priority PPL: No changes in the project list are proposed. Project costs estimates (when available) and details are updated.
- 4) StarMetro PPL: Prior Project Priority Nos. 1, 2, and 3 are removed as these are fully funded. Priority No. 4, C.K. Steele Plaza Study is unchanged. Priorities Nos. 1 through 3 are new and focus on technology upgrades and expanded services.
- 5) Intelligent Transportation Systems PPL: There are no changes to the projects on this list with the exception that the funding requested for Project Priority No. has increased.
- 6) Tallahassee International Airport PPL: The list is updated to reflect funded priorities and project funding.
- 7) Urban Attributable Funds (SU) PPL: This list reflects the annual priority of funding for the CRTPA's Unified Planning Work Program for operational expenses and project development.

## **PUBLIC INVOLVEMENT**

Three virtual and one in-person public meeting were held to present the Draft FY 2026 – FY 2030 TIP and the FY 2027 – FY 2031 Project Priority Lists (PPLs). These meetings provide the public an opportunity to learn about the CRTPA’s programs and plans and to comment on the TIP and PPLs.

These meetings were advertised in “The Leon County Link”, which is distributed through publications (Tallahassee Democrat and Capital Outlook) and online resources, including the [Leon County Government website](#). In addition, the meeting notice was posted on the CRTPA website and Facebook page. The announcement was distributed via email to the CRTPA’s committees and the Board, the Community Traffic Safety Teams, local governments and emailed to the CRTPA contact list of stakeholders and citizens. The notice was sent to the Jefferson, Wakulla and Gadsden County representatives and to the public information offices requesting they promote the event on their Facebook pages and distribute by email. Appendix G of the FY 2025– FY 2029 TIP includes the publication notices, engagement materials, meeting attendance and comments received through June 9, 2025.

## **NEXT STEPS**

Subsequent Board adoption of the CRTPA FY 2027 – FY 2031 PPLs, the lists are provided to the FDOT for consideration in the development of next year’s Five-Year Work Program. In the fall of 2025, the FDOT will present the Draft Tentative Work Program for FY 2027 – FY 2031. After the Draft Tentative Work Program is released CRTPA staff initiates development of the CRTPA’s FY 2027 – FY 2031 Transportation Improvement Program, incorporating the transportation projects in the CRTPA region that have received federal, state, and local funding.

## **RECOMMENDED ACTION**

Option 1: Approve the draft FY 2027– FY 2031 Project Priority Lists for transmittal to the FDOT.  
(Recommended)

Option 2: Provide other direction.

## **ATTACHMENTS**

Attachment 1: FY 2027 – FY 2031 Regional Mobility Plan Roadways PPL

Attachment 2: FY 2027 – FY 2031 Bicycle and Pedestrian PPL

Attachment 3: FY 2027 – FY 2031 Regional Trails Project Priority List

Attachment 4: FY 2027 – FY 2031 Intelligent Transportation Systems (ITS) PPL

Attachment 5: FY 2027 – FY 2031 Tallahassee International Airport PPL

Attachment 6: FY 2027 – FY 2031 StarMetro PPL

Attachment 7: FY 2027 – FY 2031 Urban Attributable Allocations PPL



PRIORITY NO.	PROJECT	<sup>1</sup> PHASE & FUNDING PROGRAMMED							LENGTH	IMPROV.	NEXT PHASE	*COST ESTIMATE	FUTURE PHASE	COST ESTIMATE	NOTES
1	Woodville Highway (SR 363)								Add 2 lanes/multi-modal						
	Capital Circle SE to Gaile Ave	-	-	-	-	-	-	1.49		ROW	\$6.5 M	CST/CEI	\$41.3 M		
	Gaile Ave to Paul Russell Rd	-	-	-	-	-	-	1.48		ROW	\$6.9 M	CST/CEI	\$20.2 M		
	FPN: 424009-4, 5							Cost to complete the project - \$ 74.9M							
2	Crawfordville Road (US 319)								Add 2 lanes/multi-modal						
	Wakulla Arran Rd to East Ivan Rd	PE	\$1.43 M	-	-	-	-	2.2		ROW	38.2 M	CST/CEI	\$57.1 M		
	FPN: 450896-2							Cost to complete the project - \$ 95.3 M							
3	Orange Avenue (SR 371)								Add 2 lanes/multi-modal						
	Cypress Lake St to Monroe St	-	-	-	-	-	-	1.99		ROW	\$44.6 M	CST/CEI	\$74.1 M		
	S Lake Bradford Rd to Cypress Lake	-	-	-	-	-	-	0.995		ROW	\$16.6 M	CST/CEI	\$29.3 M		
	CCSW to S Lake Bradford Rd	-	-	-	-	-	-	2.13	Multi-modal	ROW	\$12.9 M	CST/CEI	\$31 M		
	FPN: 437902-2, 3, 4								Cost to complete the project - \$ 208 M						
4	Crawfordville Road (US 319)								Add 2 lanes/multi-modal						
	LL Wallace Rd to S of SR61 Int.	ROW	\$ .5 M	-	-	-	-	1.61		ROW	\$1.1 M	CST/CEI	\$24.7 M		
	Wakulla Co Line to LL Wallace Rd	ROW	\$7.3 M	-	-	-	-	1.69		CST/CEI	\$48.9 M				
	FPN: 219881-4, 5							Cost to complete the project - \$74.7 M							
5									Intersection rebuild						
	Mahan Drive/Capital Circle NE Intersection	-	-	-	-	-	-	0.2		PE		CST/CEI	-		
	FPN: 441215-1							Project cost estimates once PD&E at 60% complete.							
	Capital Circle SW (SR 263) Crawfordville Rd to Springhill Rd FPN: 219722-5	Add 4 lanes and multi-modal improvements		Fully Funded					CRTPA's No. 2 RMP Roadways Priority is removed from the list as it is fully funded in the first three years of the Work Program.						

## Fiscal Year 2027 - Fiscal Year 2031

### Roadway and Capacity

## Project Priority List: Committee Mtgs. 6/03/25

PRIORITY NO.	PROJECT	1PHASE & FUNDING PROGRAMMED							LENGTH	IMPROV.	NEXT PHASE	*COST ESTIMATE	FUTURE PHASE	COST ESTIMATE	NOTES
6	Pensacola St (SR 366)								Add 2 lanes, multi-modal						
	Capital Circle SW to Appleyard Dr	-	-	-	-	-	-	0.97		PE & ROW	\$6 M	CST/CEI	\$43.5 M		
	FPN: 219820-2		The PD&E was initiated in 2023 and anticipated to be complete in May 2025 . Cost to complete the project \$49.5 M												
7	Capital Circle NW								Add 2 lanes, multi-modal					New Project	
	Hartsfield Road to US 27 N/Monroe Street	PD&E	-	-	-	-	-	0.97		PE & ROW		CST/CEI			
	FPN: 445251-2		The PD&E is programmend to begin in 2025 and anticipated to be complete in Fall 2026.												
8	Lake Bradford Road/Springhill RdBPIA								Corridor Improvement						
	Capital Circle SW to Orange Ave	ROW	\$14.6M					1.7		CST	\$29M		-		
	Orange Ave to Gaines St							1.6		PE	\$5M				
9	Crawfordville Road (US 319)								Add 2 lanes, multi-modal						
	Lost Creek Bridge to Wakulla Arran Rd	-	-	-	-	-	-	2.4			-	CST/CEI			
	FPN: 451896-1														
10	Crawfordville Road (US 319)								Add 2 lanes, multi-modal						
	N of Alaska Way to Lost Creek Bridge	-	-	-	-	-	-	3.4				CST/CEI			
11	Tharpe StreetBPIA	-							Corridor Improvement						
	Capital Circle SW to Ocala Rd	PE	\$3M	-			-	2.7		ROW	\$8M		-		
12	Bannerman RoadBPIA								Add 2 lanes, multi-modal						
	Preservation Rd to Quail Commons Dr	CST		\$83M	-	-	-	3.4							
13	Northeast Gateway/Welaunee Blvd Ext.BPIA								New road, multi-modal						
	Phase 2: I-10 to Roberts Rd	CST	\$43M												
14	I-10 Interchange								New Interchange						
	at Welaunee Boulevard		-	-	-	-	-	0.5		IJR					
<div>PROJECT PHASES<div>PROJECT PHASES</div></div> <div>FS - Feasibility Study</div> <div>PD&amp;E - Project Development &amp; Environment Study</div> <div>PE - Preliminary Engineering</div> <div>ROW - Right-of-way Acquisition</div> <div>CST - Construction</div> <div>CEI - Construction Engineering and Inspection</div> <div>ACRONYMS<div>ACRONYMS</div></div> <div>FDOT - Florida Department of Transportation</div> <div>BPIA - Blueprint Intergovernemntal Agency</div> <div>WPN - FDOT Work Program Number</div> <div>RMP - CRTPA's 2045 Regional Mobility Plan</div> <div>BPIA - Blueprint Intergovernmental Agency Project</div>															

## Fiscal Year 2027 - Fiscal Year 2031

## Capital Region Transportation Planning Agency

## Bicycle and Pedestrian

### Project Priority List: C RTPA Meeting 6/16/25

PRIORITY NO.	PROJECT NAME AND LIMITS	<sup>1</sup> PHASE & FUNDING PROGRAMMED						LENGTH IN MILES	COUNTY	NEXT PROJECT PHASE	*COST ESTIMATE OF PHASE	NOTES/IMPROVEMENT
		PHASE	FY 25	FY 26	FY 27	FY 28	FY 29					
1	Thomasville Rd Shared Use Path	-	-	-	-	-	-	2.4	Leon	CST	\$12.3M	<u>FS approved January 31, 2022.</u>
	Betton Rd to Metropolitan Blvd							Design is comple.				
2	<sup>2</sup> CRA Downtown Sidewalk Improvements	-	-	-	-	-	-	0.2	Leon	CST		Work to include landscaping, drainage, <sup>2</sup> ADA, signage & pedestrian improvements.
	Jefferson St to Call St							Design is at 90% by the City of Tallahassee Underground Utilities Department.				
3	SR 267/Springhill Rd SUP	-	-	-	-	-	-	20.4	Leon	FS	\$250,000	Multi-use path to connect to two major arterial roads, and Coastal Trail
	Crawfordville Road to Capital Circle SW											
<div> <div> <sup>1</sup> PROJECT PHASES           (FS) Feasibility Study           (PD&amp;E) Project Development &amp; Environmental           (PE) Design         </div> <div>           (ROW) Right-of-Way           (CST) Construction           (CEI) Construction Engineering and Inspection         </div> <div> <sup>2</sup> ACRONYMS           ADA -Americans with Disabilities Act           CRA - Community Redevelopment Agency         </div> </div>												
Previous Priority No. 2 - N Monroe St Sidewalk on the west side of the Street - ROW Acquisition @ \$1,325,100 is funded in FYs 24& 26; CST @ \$4,570,270 is funded in FY 25.												
Previous Priority No. 3 - St Augustine Sidewalks - Lafayette St to Paul Russell Road - CST @ \$1,417,087 is funded in FY 26 with CRTPA's Urban Attributable (SU) funding.												

## Project Priority List: CRTPA Mtg. 6.16.25

[illegible]

## Project Priority List: CRTPA Mtg. 6.16.25

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

## Capital Region Transportation Planning Agency

Fiscal Year 2027 - Fiscal Year 2031

StarMetro (Transit)

Project Priority List: CRTPA Meeting 6/16/25

PRIORITY NO.	PROJECT NAME and DESCRIPTION	COST
<i>Technology Upgrades</i>		
1	Today with the rapid rate in which technology changes, it is imperative that transit system solutions such as scheduling software, passenger counters, and CAD/AVL are fully integrated. The integration of these systems improves efficiency, allows for real time monitoring and communication, and provides for enhanced reporting. In addition, customer facing applications for trip scheduling, trip planning and mobile fare purchases must continue to meet the needs of customers.	\$1,200,000
<i>Expansion of the Options Program</i>		
2	Options is a rider's choice program providing same-day transportation for paratransit customers. The program uses third-party app-based services to facilitate a flexible transportation choice for citizens within the City of Tallahassee and Leon County. The program was piloted in 2022. The proposed next phase of the Options would be to expand the program to ten percent of the active DAR customer base to continue to enhance paratransit services and operational efficiency.	\$300,000
<i>Neighborhood Circulators/Mobility on Demand/Micro-Mobility</i>		
3	This pilot initiative aims to deploy innovative mobility services in the community to provide more flexible options that complement the fixed route system. Neighborhood circulators, mobility on demand, or micro-mobility options can connect citizens to popular local destinations like schools, grocery stores, and shopping centers while also connecting with fixed route bus lines. These options will improve neighborhood mobility and enhance fixed route service. Fixed route resources can be reallocated to improve service elsewhere while these options cover areas where fixed route service was less effective.	\$750,000
<i>Redevelopment of C.K. Steele Plaza Planning and Design Study</i>		
4	Located at the intersection of W. Tennessee and Adams Street, the C.K. Steele Plaza was built in the late 1980s and serves as StarMetro's main bus terminal. This project proposes conducting an environmental assessment, feasibility study, and preliminary re-design of the C.K. Steele Plaza. The study would include identifying the needs, challenges, opportunities, and funding options to transform the Plaza from a single-use transit facility into a mixed-use, multistory intermodal facility with opportunities for housing StarMetro administrative staff, leasable space for office, and retail activities as well as connections to intercity transportation such as the Gadsden Express, Monticello Express, and Greyhound.	\$700,000

Previous Priority No. 1 - Monitor and Audio Equipment upgrade at C.K. Steele Plaza is fully funded.

Previous Priority No. 2 - Construction of multi-bay South Side Transit Center - (Meridian Road and Orange Avenue) is fully funded in FY24 for construction.

Previous Priority No. 3 - Phase I of the Electric Bus Charging Infrastructure project is fully funded.

**FY 2027- FY 2031**

## Capital Region Transportation Planning Agency

## Intelligent Transportation System (ITS)

### Project Priority List: CRTPA Meeting 6/16/25

PRIORITY NO.	<sup>2</sup> WPN	PROJECT NAME & ROADWAY	<sup>1</sup> PHASE & FUNDING PROGRAMMED						NEXT PROJECT PHASE	COST ESTIMATE TO FUND THE PHASE	NOTES	
			PHASE	FY 26	FY 27	FY 28	FY 29	FY 30				
1	219785-2	Annual Funding	OPS	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$500,000	OPS	500,000	Funding in the new 5th year for operations and maintenance of the current ITS system.	
		Various Locations <sup>2</sup> WPN 219785-2										
2		ATC Cabinet Upgrades							CAP	\$4.9M	Request funding annually beginning in FY27 for 5 years. ITS Master Plan Project #5	
		Various Locations										
3		Adaptive Traffic Signal Control (US90)	-		-	-	-	-	CAP	\$1.43M	Request funding in FY27. ITS Master Plan Project #14	
		Capital Circle NW to Monroe St										
4		Adaptive Traffic Signal Control (US 27)	-	-	-	-	-	-	CAP	\$1.12M	Request Funding in FY27. ITS Master Plan Project #16	
		Monroe St to Conner Blvd										

**1 PROJECT PHASES**  
(OPS) Operations  
(CAP) Capital

**<sup>2</sup> ACRONYM**

WPN - FL Department of Transportation Work Program Number

Capital Region Transportation Planning Agency (CRTPA)  
Tallahassee International Airport Project Priority List (PPL)  
Fiscal Years (FYs) 2027 - 20301

Fiscal Year 2026							
Priority Ranking	FDOT WP#	Description	Local	FDOT	BIL-AIG	FAA	Total
1	446641-1	Terminal Modernization - Elevator & Air Handler Improvements	\$ 1,475,000	\$ 1,475,000			\$ 2,950,000
2		TSA Security Screening Checkpoint	\$ 250,000				\$ 250,000
3		Aircraft Rescue and Fire Fighting Truck 52 Replacement	\$ 1,500,000				\$ 1,500,000
4		MUPIDS - Common Use System	\$ 500,000				\$ 500,000
5		Taxiway Bravo Rehabilitation Phase 2	\$ 830,804		\$ 1,950,000	\$ 13,835,270	\$ 16,616,074
6		Terminal Generator Replacement	\$ 1,800,000				\$ 1,800,000
7		Airport Parking Garage Feasibility Study	\$ 150,000				\$ 150,000
FY26 Total							\$ 23,766,074
Fiscal Year 2027							
Priority Ranking	FDOT WP#	Description	Local	FDOT	BIL-AIG	FAA	Total
1	450038-1	Air Carrier Apron Improvements	\$ 550,000	\$ 550,000			\$ 1,100,000
2		TSA Security Screening Checkpoint	\$ 265,000			\$ 2,385,000	\$ 2,650,000
3		Airport Security Improvements (Technology)	\$ 150,000			\$ 1,350,000	\$ 1,500,000
4		Terminal Passenger Loading Bridge Replacement - A5/A6	\$ 1,650,000				\$ 1,650,000
FY27 Total							\$ 6,900,000
Fiscal Year 2028							
Priority Ranking	FDOT WP#	Description	Local	FDOT	BIL-AIG	FAA	Total
1	416010-7	Airport Access and Roadway Realignment Phase II	\$ 2,000,000	\$ 2,000,000			\$ 4,000,000
2		Terminal Passenger Loading Bridge Replacement - A5/A6	\$ 1,650,000				\$ 1,650,000
3	450038-2	Hangar Development	\$ 1,000,000	\$ 1,000,000			\$ 2,000,000
4		RTR Relocation	\$ 375,425			\$ 3,378,828	\$ 3,754,253
FY28 Total							\$ 11,404,253



Capital Region Transportation Planning Agency (CRTPA)  
Tallahassee International Airport Project Priority List (PPL)  
Fiscal Years (FYs) 2027 - 2031

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
2		Aircraft Rescue and Fire Fighting Truck 53 Replacement	\$ 1,500,000				\$ 1,500,000
FY29 Total							\$ 5,685,072
Fiscal Year 2030							
Priority Ranking	FDOT WP#	Description	Local	FDOT	BIL-AIG	FAA	Total
1		Taxiway A South Rehabilitation	\$ 1,764,314			\$ 15,878,828	\$ 17,643,142
2	TBD	Terminal Modernization	\$ 1,500,000	\$ 1,500,000			\$ 3,000,000
3	TBD	Parking Area Improvements	\$ 1,750,000	\$ 1,750,000			\$ 3,500,000
4		Aircraft Rescue and Fire Fighting Truck 51 Replacement	\$ 1,500,000				\$ 1,500,000
FY29 Total							\$ 25,643,142
<sup>1</sup> Abbreviations & Acronyms <div> <div> BIL Bipartisan Infrastructure Law  AIG Formula Infrastructure Allocations  FAA Federal Aviation Administration </div> <div> WP# Work Program Number  FDOT Florida Department of Transportation </div> </div>							



June 16, 2025



## AGENDA ITEM 7C

### YEAR 2050 REGIONAL MOBILITY PLAN UPDATE

TYPE OF ITEM: Action

#### **STATEMENT OF ISSUE**

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

#### **HISTORY AND ANALYSIS**

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

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

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

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

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

### **Transportation Model**

One of the tasks associated with the RMP is the development of a transportation model. There are several steps in developing the model including a base-year model that reflects current conditions. An “Existing Plus Committee” model uses the base-year model plus any project that built or committed to be built which results in an E+C model. Concurrently, year 2050 data is projected for population and employment and future land use. This data is input into the E+C model to produce a Year 2050 model.

The last of the initial modeling efforts was the inclusion of the Welaunee Interchange. There are small changes scattered throughout the roadway network, however, major changes (positive and negative) were noted in the northeast part of Leon County. These changes can be found using the links below:

#### **[Changes to the roadway network \(list\)](#)**

Please note that Welaunee Boulevard is not of the GIS basemap because it is not complete. However, all of the Welaunee Improvements were included in the model and there are no capacity issues. Lastly, a final model will be developed and incorporated into the FDOT District 3 model upon Board adoption of the Year 2050 RMP in November.

### **Constraints**

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

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

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

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





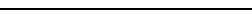
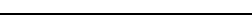

On **Map 1**, page 3, the roads with Physical and Fiscal constraints are indicated by the wider blue lines, while the policy constrained roads are indicated with the pink lines.

### **Needs Assessment**

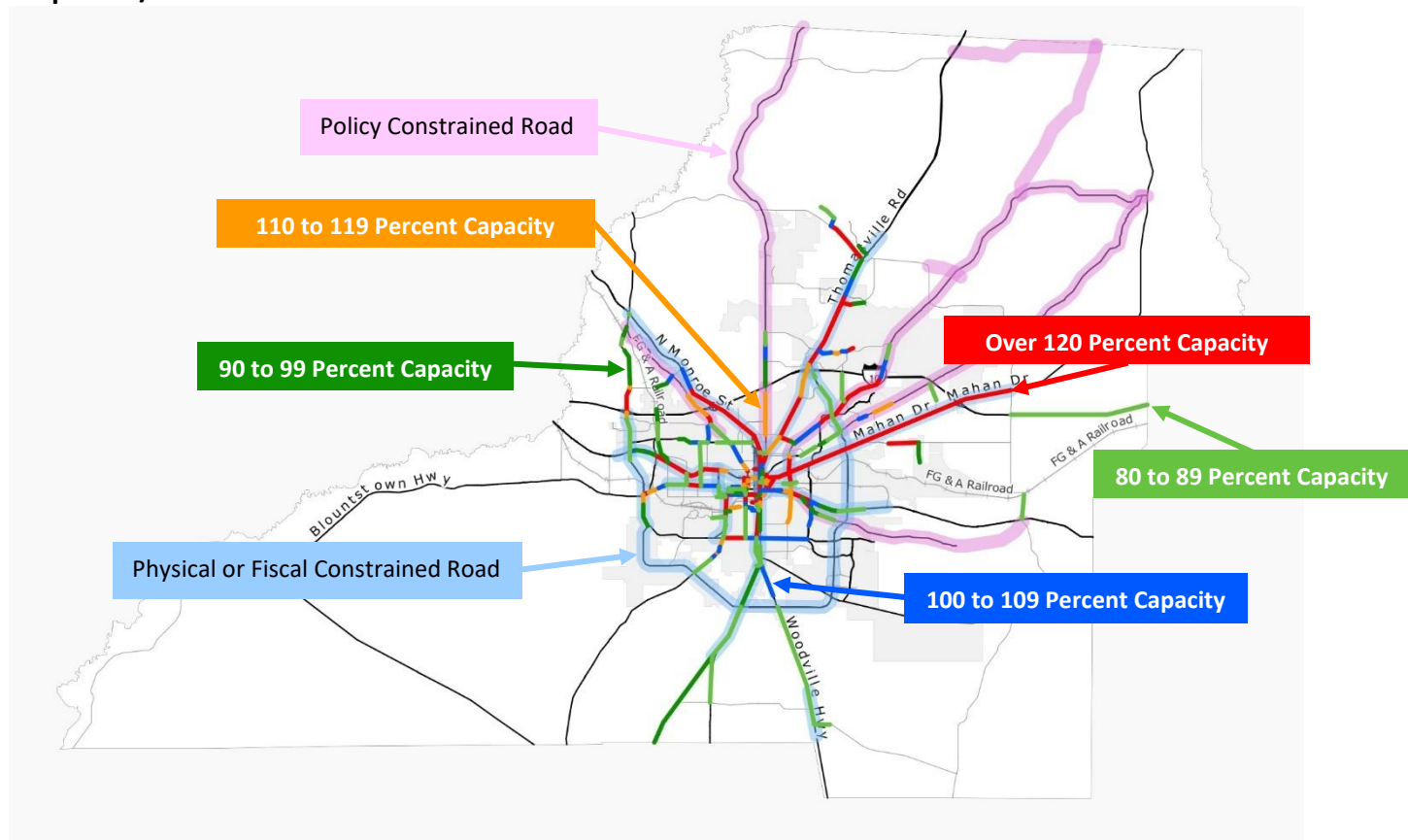
The output from the Year 2050 model indicates where potential capacity issues, or “needs” may occur in the year 2050. A “volume to capacity” ratio, or V/C ratio, is utilized to determine how well a road is being used compared to its maximum capacity. It's calculated by dividing the traffic volume by the

facility's capacity. A V/C ratio of 1.0 or greater indicates congestion, while values below 1.0 suggest the facility has more capacity than demand.

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

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

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



To view an interactive map of Leon County please click on the link below. To toggle the colored lines on and off, click on the colored line in the legend of the interactive map:

[CRTPA Year 2050 Needs and Constraints](#)

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

### **Projects**

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

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

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

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

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

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

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

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

### **Project Costs**

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

<b>Project</b>	<b>ROW</b>	<b>Construction</b>	<b>Total</b>
<b>Crawfordville Road (US 319)</b>	\$ 1,100,000	\$ 24,700,00	\$ 25,800,000
<i>LL Wallace Road to Wakulla Springs Road (SR 61)</i>			
<b>Crawfordville Road (US 319)</b>		\$ 48,900,000	\$ 48,900,000
<i>Wakulla County Line to LL Wallace Road</i>			
<b>Crawfordville Road (US 319)</b>	\$ 38,200,000	\$ 57,100,000	\$ 95,300,000
<i>Wakulla Arran Road to East Ivan Road</i>			
<b>Orange Avenue (SR 371)</b>	\$ 44,600,000	\$ 74,100,000	\$ 118,700,000
<i>Cypress Lake Street to Monroe Street (SR 61)</i>			
<b>Pensacola Street (SR 366)</b>	\$ 6,000,000	\$ 43,500,000	\$ 49,500,000
<i>Capital Circle, SW (SR 263) to Appleyard Drive</i>			
<b>Woodville Highway (SR 363)</b>	\$ 6,500,000	\$ 41,300,000	\$ 47,800,000
<i>Capital Circle, SE (US 319) to Gaile Avenue</i>			
<b>Woodville Highway (SR 363)</b>	\$ 6,900,000	\$ 20,200,000	\$ 27,100,000
<i>Gaile Avenue to Paul Russell Road</i>			
	<b>\$ 103,300,000</b>	<b>\$ 309,800,000</b>	<b>\$ 413,100,000</b>

**Project costs are expressed in Present Day Cost.**

### **Revenues**

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

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

**Lastly, the revenues are expressed in Year of Expenditure (YOE).**

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

### **Applying Revenues to Projects**

The most difficult task of the RMP is determining which project(s) can be funded in the next 25 years. Making it more difficult is the fact that the cost of the priority projects exceeds the revenues projected to be available. Additionally, the “project cost” is shown in “Present Day Cost” while revenues are expressed in “Year of Expenditure”. Meaning that the value of revenue will lessen against the rising cost of projects as they will be converted to Year of Expenditure.

The Project Team will be working on this task over the summer to prepare a Draft Cost Feasible Plan (CFP) in September.





June 16, 2025

## AGENDA ITEM 10A

### FUTURE MEETINGS

TYPE OF ITEM: CRTPA Information

Meeting Date	Meeting Type	Location
Sept 16 (Tuesday)	Board Meeting	Tallahassee City Hall, Commission Chambers, 2 <sup>nd</sup> Floor, 1:30 pm – 4:00 pm
Oct 21 (Tuesday)	Board Meeting	Tallahassee City Hall, Commission Chambers, 2 <sup>nd</sup> Floor, 1:30 pm – 4:00 pm
Nov 17 (Monday)	Board Meeting	Tallahassee City Hall, Commission Chambers, 2 <sup>nd</sup> Floor, 1:30 pm – 4:00 pm
Dec 16 (Tuesday)	Board Meeting	Tallahassee City Hall, Commission Chambers, 2 <sup>nd</sup> Floor, 1:30 pm – 4:00 pm



**AGENDA ITEM 10 B**

**COMMITTEE ACTIONS  
(CITIZEN'S MULTIMODAL ADVISORY COMMITTEE &  
TECHNICAL ADVISORY COMMITTEE)**

**TYPE OF ITEM:** CRTPA Information

**STATEMENT OF ISSUE**

This item provides information on the activities of the Technical Advisory Committee (TAC) and the Citizens Multimodal Advisory Committee (CMAC) to the Capital Region Transportation Planning Agency (CRTPA).

**TAC and CMAC:** The committees each met on June 2, 2025, and acted on the following:

- **Minutes of the April 1, 2025, Meetings**
  - **TAC Action:** Approved.
  - **CMAC Action:** Approved.
- **Unified Planning Work Program (UPWP)**
  - **TAC Action:** Recommended approval.
  - **CMAC Action:** Recommended approval.
- **CRTPA Safe Streets and Roadways for All (SS4A) Safety Action Plan Update**
  - **TAC Action:** Recommended approval.
  - **CMAC Action:** Recommended approval.
- **Fiscal Year (FY) 2026– FY 2030 Transportation Improvement Program (TIP)**
  - **TAC Action:** Recommended approval.
  - **CMAC Action:** Recommended approval.
- **Fiscal Year (FY) 2027 – FY 2031 Project Priority Lists (PPLs)**
  - **TAC Action:** Recommended approval, incorporating the Blueprint provided updates.
  - **CMAC Action:** Recommended approval.
- **Regional Mobility Plan (RMP) Update**
  - **TAC Action:** Information only.
  - **CMAC Action:** Information only.