



TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TA) FUNDING APPLICATION

A continuation of the Surface Transportation Block Grant, TA funding is by contract authority from the Highway Trust Fund, subject to the overall federal-aid obligation limitation determined by the Federal Highway Administration (FHWA). Projects must support surface transportation, be competitively solicited, and comply with the provisions of the FDOT Work Program Instructions and the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) [§ 11109; 23 United States Code (U.S.C.) 133(h)]. District representatives may be [contacted](#) for guidance.

PART 1 – APPLICANT INFORMATION

1. Applicant Agency Sponsor Type. Select the box indicating the agency of the person who can answer questions about this project proposal. Then complete applicable text fields. Note: State-recognized non-profit agencies may partner with an eligible governmental entity but are not eligible as a direct grant recipient.

Checkbox next to each of the following types of agencies that do not indicate text field. Document allows one selection.

Local government (e.g., county, city, village, town, etc.).

Regional transportation authority or transit agency.

Natural resource or public land agency.

School district, local education agency, or school (may include any public or nonprofit private school). Projects should benefit the public and not just a private entity.

Recognized Tribal Government.

Other local or regional governmental entity with oversight responsibility for transportation or recreational trails, consistent with the goals of 23 U.S.C. 133(h).

Metropolitan / Transportation Planning Organization / Agency (collectively MPO) (only for urbanized areas with less than 200,000 population).

FDOT (only by request of another eligible entity, then enter the requesting entity). If “checked”, enter the requesting entity in the space provided. (Word limit 5)

2. Agency name of the applicant. (Word limit 5).

3. Agency contact person’s name and title. (Word limit 5).

4. Agency contact person’s telephone number and email address. (Word limit 5).

PART 2 – LOCAL AGENCY PROGRAM (LAP) CERTIFICATION

LAP is FDOT's primary mechanism to provide governmental subrecipients with federal funds to develop transportation infrastructure facilities through cost-reimbursement (grant) agreements. This legal instrument (the grant agreement) will describe intergovernmental tasks to be accomplished and the funds to be reimbursed for selected projects. The FDOT Local Programs Manual and FDOT Procedure 525-010-300 provides details for local agencies to complete a certification process that is a risk-based assessment evaluating whether they have sufficient qualifications and abilities "to undertake and satisfactorily complete the work" for infrastructure projects. Non-profit organizations are not eligible for LAP certification, local agencies are not eligible for certification of Project Development and Environment (PD&E) or Right-of-Way (ROW) acquisition phases. FDOT is required to provide oversight on fee-simple and less-than-fee ROW acquisition phases, including license agreements, encroachment agreements, perpetual easements, temporary construction easements, and donations.

LAP Full Certification

Provide:

Approval Date: and Expiration Date:

Responsible Charge Name:

LAP Project Specific Certification

Provide:

Approval Date: Project FM(s) Number:

Responsible Charge Name:

Not LAP Certified – A LAP Certified Agency will deliver the project on behalf of the uncertified Agency.

Provide: Sponsoring Agency Name:

Contact Name:

Address: Phone:

Not LAP Certified - FDOT District will administer the project.

Provide:

FDOT Contact Name: Phone:

Not LAP Certified – the Agency will become LAP certified 1 year prior to the delivery of the LAP project.

Not Applicable – this is a Non – Infrastructure Project.

PART 3 – PROJECT INFORMATION

1. **Project Name / Title:** (Word limit 15).

2. **Is this a resubmittal of a previously unfunded project?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the year(s) of submittal(s) and include project title(s), if different, in the space provided. (Word limit 5).
Yes No

3. **Does this project connect a previously funded project(s)?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the Financial Management (FM) number(s) and provide a brief description of the other related FDOT-funded phases that are complete, underway, or in the FDOT 5-year Work Program. (Word limit 5).
Yes No

4. **Is funding requested for this same project from another source administered by FDOT?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate funding source(s) / application(s) submitted. NOTE: Contact your district representative to discuss if this same project is partially funded in the 5-year Work Program or if FDOT has received another application for funding it. (Word limit 5).
Yes No

5. **What are you proposing in this application?** In 200 words or less, provide a description of the project and what it will accomplish. The description should allow a person without prior knowledge of the project to clearly understand it. Summarize the purpose, need, project attributes, the relationship to surface transportation, how the project improves safety, and expected benefits.

REQUIRED UPLOAD: PROJECT INFORMATION SUPPORTING DOCUMENTATION including 1) Scope of Work clearly describing the purpose and need for this project and the desired outcome; detailed description of the existing conditions; and detailed description of the proposed project and major work item improvements (e.g., project limits (begin / end), width of sidewalks or trails and other components, materials, drainage, lighting, signing and pavement markings, etc.). 2) Intent to enter into a cost reimbursement agreement for delivering the project. 3) Signed PROJECT CERTIFICATION from the maintaining agency confirming the applicant is authorized to submit the proposal, the information is accurate, intent to enter into a Memorandum of Understanding or Interagency Agreement for ongoing operations and maintenance of the improved facility, and compliance with all federal and state requirements.

PART 4 – PROJECT LOCATION

1. Indicate the municipality(ies) of the project location. (Word limit 5).

2. Indicate the county(ies) of the project location. (Word limit 5).

3. Roadway Classification

Yes No State roadway (on-system)

Yes No Federal roadway

Yes No Local roadway (off-system)

4. Indicate the roadway name(s) [including applicable state, federal, county road number(s), local roadway name, and roadway identification number (e.g., SR 5 / US 1 / CR 904 / Overseas Highway / ID number: 90040000)]. (Word limit 10).

5. Indicate the roadway beginning project limits (south or west termini), mile points, and crossroads at each end of each listed segment. (Word limit 10).

6. Indicate the roadway ending project limits (north or east termini), mile points, and crossroads at each end of each listed segment. (Word limit 10).

7. Indicate the total project length, in miles and linear feet. (Word limit 10).

8. Does the project involve the Florida Shared-Use Nonmotorized (SUN) Trail network? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the trailway identification number, beginning and ending mile points. (Word limit 5).

Yes No

9. Within the next five years, are non-FDOT funds being expended within the limits or adjacent to the proposed project? If not, select “no” and indicate N/A in the space provided. If so, select “yes”, and briefly explain. (Word limit 50).

Yes No

PART 5 – PROJECT TYPE

NOTE: Certain areas may not be prioritizing Non-infrastructure (NI) proposals or all eligible infrastructure activities (or may recommend bundling activities together). Contact your district representative for guidance.

1. PROJECT CATEGORY Select one box that best represents the project proposal. Then, complete either the “Infrastructure” or “NI” selections.

A. Infrastructure. If so, select “yes”, then select the most appropriate “infrastructure” eligible activity from listing below. (Pages range 5-6)

B. Non-infrastructure (NI). If so, select “yes”, then select the most appropriate NI eligible activity from the listing following the Infrastructure activities. (Page range 7)

5-A. INFRASTRUCTURE ELIGIBLE ACTIVITY

Select one box that best represents the project proposal). As applicable, complete infrastructure eligible text fields.

Pedestrian and / or Bicycle facilities (Select this box for construction, planning, and design of off-road trail facilities or on-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation).

Safe Routes for Non-Drivers (Select this box for construction, planning, and design of infrastructure related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs).

Conversion of Abandoned Railway Corridors to Trails (Select this box for conversion and use of abandoned railroad corridors into trails for pedestrians, bicyclists, or other nonmotorized transportation users).

Scenic Turnouts and Overlooks (Select this box for construction of turnouts, overlooks, and viewing areas). If “yes”, list any Florida Scenic Byways visible from the project or indicate N/A in text field. (Word limit 5).

Outdoor Advertising Management (Select this box for inventory, control, or removal of outdoor advertising). If “yes”, list any Florida Scenic Byways within the project limits or indicate N/A in text field. (Word limit 5).

Historic Preservation and Rehabilitation of Historic Transportation Facilities (Select this box for historic preservation or rehabilitation of historic transportation facilities). If “yes”, list any locally designated or National Register of Historic Places listed or eligible resources or indicate N/A in the text field. (Word limit 5).

Vegetation Management (Select this box for vegetation management in public transportation ROW to improve roadway safety, prevent invasive species, and erosion control). If “yes”, list any Florida Scenic Byways within the project limits, or indicate N/A in text field. (Word limit 5).

Archaeological Activities (Select this box for archaeological activities related to impacts from transportation projects funded by FHWA). If “yes”, list the State Site Number (aka Site File Number) for the archaeological site, or indicate N/A in the text field. (Word limit 5).

Stormwater Mitigation (Select this box for environmental mitigation activities addressing stormwater management, control, and water pollution prevention or abatement related to transportation projects).

Wildlife Management (Select this box for wildlife mitigation and reduction of wildlife mortality, or to restore and maintain connectivity among terrestrial or aquatic habitats).

Boulevards (Select this box for boulevards, defined as a walkable, low speed (35 mph or less) divided arterial thoroughfares in urban environments designed to carry both through and local traffic, pedestrians, and bicyclists. These may be high ridership transit corridors; serve as primary goods movement and emergency response routes; and use vehicular and pedestrian access management techniques that promote economic revitalization and follow complete street principles]. If “yes”, list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field. (Word limit 5).

Recreational Trails Program [Select this box for recreational trails compliant with 62-S-2, Florida Administrative Code, and 23 U.S.C. 104 (b)]. If “yes”, list the parks / recreational areas within the project limits, or indicate N/A in the text field. (Word limit 5).

Safe Routes to Schools (SRTS) [Select this box for SRTS projects, codified as 23 U.S.C. 208, that substantially improves the ability of kindergarten through 12th grade students (vulnerable road users) to walk and / or bicycle to school]. Traditionally includes sidewalks, traffic calming and speed reduction, traffic diversion improvements, pedestrian and bicycle crossings, on-street bicycle facilities, off-street bicycle facilities, and bicycle parking facilities at public schools. If “yes”, list the benefiting schools that are within two miles of the project limits; total student enrollment; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in the space provided. (Word limit 10).

Other surface transportation eligible purpose (Only if within urbanized areas with a population greater than 200,000). If “yes”, list the eligible activity or indicate N/A in the space provided. (Word limit 5).

Select one box that represents the project proposal. Checkbox indicating NI eligible activity. Document allows one selection.

Vulnerable road user safety assessment as defined by Section 316.027 (b), F.S.

Workforce development, training and education activities that are eligible uses of TAP funds.

SRTS projects, codified as 23 U.S.C. 208. This NI activity must be primarily based at the school and benefit students and / or their parents and have documented support from the school(s). If "yes", list the benefiting schools; total student enrollment and students served by project; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in space provided. (Word limit 10).

NI COMPONENTS As applicable, insert the number of each type of proposed activity. Numerical field indicating total number NI program would provide.

Number of walk or bicycle audits.

Number of bicycle skills / safety classes.

Number of pedestrian skills / safety classes.

Number of community demonstration projects.

Number of community encouragement activities.

Number of community challenges.

Number of community workshops / stakeholder meetings.

Number of classroom / educational classes receiving pedestrian / bicycle safety instruction / education.

Number of school assemblies receiving pedestrian / bicycle safety instruction / education.

Number of training sessions to implement the SRTS program (e.g., training for volunteer walking school bus leaders, training for bicycle train leaders, etc.).

Number of after school programs receiving pedestrian / bicycle safety instruction / education.

Number of bicycle rodeos.

Number of pedestrian safety skills events.

Number of schools with walking school bus programs (defined as planned route with meeting points, a timetable, and a schedule of trained volunteers).

Number of schools with bicycle train programs (defined as a planned route with meeting points, a timetable, and a schedule of trained volunteers).

Number of student-led leadership initiatives (e.g., student patrols, peer-led learning, etc.).

PART 6 – AREA CONDITIONS

Select applicable boxes describing the area and complete applicable text fields. Then, upload supporting documentation.

1. Select one box that describes the geographic population size of the project area.

- Non-Urban Area with a population of 5,000 or less
- Urban Area with a population greater than 5,000 but no more than 50,000
- Urban Area with a population greater than 50,000 but no more than 200,000
- Urban Area with a population greater than 200,000

2. Is the project within the boundary of an MPO*? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the MPO in the space provided. (Word limit 5).

Yes No

3. Is the project within the boundary of a Transportation Management Area (TMA)? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the TMA in the space provided. (Word limit 5).

Yes No

4. Is the project within a Rural Economic Development Initiative (REDI) community or designated as a Rural Area of Opportunity (RAO) as defined pursuant to Section 288.0656, F.S.? If not, select “no”, and indicate N/A in the space provided. If so, select “yes” and indicate the REDI / RAO in the space provided. (Word limit 5)

Yes No

5. Indicate the United States Congressional District number(s) of the project location. (Word limit 5).

6. Will the project address equity by providing benefits to traditionally underserved communities as determined by the U.S. Census? These communities could include low-income residents, minorities, those with limited English proficiency, persons with disabilities, children, or older adults. If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and briefly explain how the project improves environmental justice (e.g., disadvantage community access point(s) and destinations the project benefits, median household income, free or reduced priced school meals and how SRTS projects benefit the students, etc.). (Word limit 10).

Yes No

7. Are there transit stops / shelters / support facilities within the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the identification number. (Word limit 5).

Yes No

8. Is the project within a high-crash pedestrian corridor (or an area with a history of crashes involving pedestrians)?

Yes No

9. Is the project within a high-crash bicycle corridor (or an area with a history of crashes involving bicyclists)?

Yes No

10. Would the project implement a bicycle or pedestrian action plan(s)? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and specify the name of the plan and date of adoption. (Word limit 5).

Yes No

** Metropolitan / Transportation Planning Organization / Agency (MPO)*

REQUIRED UPLOAD: AREA CONDITIONS SUPPORTING DOCUMENTATION (e.g., excerpt pages from adopted plans or studies, maps illustrating transit facilities and connectivity to the improvement, short statement of support with a signature of the school official and their contact information for SRTS projects, median household income by census tract for community benefiting, collision heat maps / crash data for area surrounding project limits, etc.).

PART 7 – PUBLIC INVOLVEMENT

Public involvement, engagement, and collaboration is a key component of the federal project development process and must be conducted in accordance with applicable rules and regulations in the event the project is selected for funding. Indicate which of the following are applicable (Select all that apply). Complete the text field or indicate N/A in the space provided. Then, upload supporting documentation.

1. Does the greater community support the project, as demonstrated by recently adopted proclamations or resolutions expressing commitment and public engagement? If “yes”, explain the engagement and how the concept evolved based on public involvement. Indicate the resolution number, adoption date, and participating parties in the space provided. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes No

2. Was the project discussed at a regularly scheduled meeting of an advisory board of an appointed group of citizens, such as bicycle pedestrian advisory groups or similar committee that provides support toward the project? If “yes”, provide meeting information, including the date and type of advisory board meeting, and the input received. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes No

3. Was there an advertised public meeting to discuss the project? If “yes”, provide a brief description, including the input received, how the concept evolved based on public involvement, date, and type of meeting. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes No

4. Do recent community surveys indicate both need and support for the project and stakeholders will continue to be engaged in the implementation of the project? If “yes”, briefly explain. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes No

REQUIRED UPLOAD: PUBLIC INVOLVEMENT SUPPORTING DOCUMENTATION (e.g., resolution, proclamation, regularly scheduled meeting agenda and minutes, public meeting advertisement, community survey, letters of support, etc.).

PART 8 – CONCURRENCY / CONSISTENCY



Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), capital improvement plan(s), and / or the long-term management plan(s)? [Note: Board of County Commissioners functions as MPO in nonmetropolitan areas (Section 339.135(4)(c)1, F.S.)]. If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and use the text field to explain consistency, include MPO prioritization number. If a modification is required, indicate the meeting date for adoption. (Word limit 10).

Yes No

REQUIRED UPLOAD: CONCURRENCY / CONSISTENCY SUPPORTING DOCUMENTATION (e.g., supporting resolution(s), excerpt from comprehensive plan(s), transportation plan(s), capital improvement plan(s), management plan(s), prioritization list, etc.).

PART 9 – ENVIRONMENTAL CONDITIONS

Select the boxes describing the Environmental Conditions. As applicable, complete the text field or indicate N/A in the space provided. Then, upload supporting documentation. Applicants for NI proposals may skip the Environmental Conditions section.

1. Does the project involve lands identified by the Florida Wildlife Corridor Act of 2021 [Section 259.1055, Florida Statutes (F.S.)]?

Yes No

2. Does the project involve state-owned conservation lands? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the state-owned conservation lands. NOTE: Use of state-owned conservation lands is subject to coordination by the managing entity. (Word limit 5).

Yes No

3. Does a railway facility exist within 1,000 feet of the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate railway facility. (Word limit 5).

Yes No

4. Does the project physically cross a railway facility? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the crossing’s railway identification number, and beginning and ending mile points. (Word limit 5).

Yes No

5. Would the project provide lighting at locations with nighttime crashes? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe the proposed lighting in the space provided. (Word limit 5).

Yes No

6. Would the project implement an adopted Americans with Disabilities Act (ADA) transition plan? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe proposed ADA improvements in the space provided. (Word limit 5).

Yes No

7. Is an Environmental Assessment for the project complete? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe any specific issues in the space provided. (Word limit 10).

Yes No

8. Is the project adjacent to locally designated or National Register of Historic Places (NRHP) listed or eligible resources? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list resources, indicate if the resources have received Florida Department of State Historic Preservation Grant funds, and explain any preservation agreements, covenants, or easements in the space provided. If applicable, select “unknown”. (Word limit 5).

Yes No Unknown

9. Are there any archaeological sites or Native American sites located within or adjacent to the project boundary? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list State Site Number (aka Site File Number) for the sites. If applicable, select “unknown”. (Word limit 5).

Yes No Unknown

10. Are there any parks, recreation areas, or wildlife / waterfowl refuges within or adjacent to the project boundary? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list the facilities in the space provided. (Word limit 5).

Yes No

11. Are there any navigable waterways adjacent to or within the project boundary? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list the navigable waterways. (Word limit 5).

Yes No

12. Are there any wetlands within or adjacent to the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. Include permit types required and any obtained for the project. (Word limit 5).

Yes No

13. Is it likely that there are protected / endangered / threatened species and / or critical habitat impacts within the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”. (Word limit 5).

Yes No Unknown

14. Are there any potential contamination / hazardous waste areas within or adjacent to the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”. (Word limit 5).

Yes No Unknown

15. Are there any noise-sensitive areas near the project area? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown” (Word limit 5).

Yes No Unknown

REQUIRED UPLOAD for Infrastructure (not applicable for NI): ENVIRONMENTAL CONDITIONS SUPPORTING DOCUMENTATION (e.g., labeled photographs on maps depicting conditions, permits, copy of the entire study or environmental assessment, excerpt pages from adopted plans, etc.).

PART 10 – DESIGN / TYPICAL SECTIONS

Select the boxes describing the design status and complete the text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Design / Typical Section.

1. Are signed and sealed design plans available for this project?

Yes No

2. If design plans are not at 100 percent, or do not meet current standards and / or reflect existing conditions, select the box identifying the status. (Word limit 100).

No design plans 30% design plans 60% design plans 90% design plans

Other:

3. Briefly describe the design status in the space provided. If design is at 100 percent, indicate the date of the plans. (Word limit 100).

REQUIRED UPLOAD for Infrastructure (not applicable for NI): Typical Section(s) depicting existing and proposed features, dimensions, and ROW lines. If there are multiple segments, provide typical sections for each. If available, provide design plans.

Select the boxes describing the Ownership / ROW Status and complete applicable text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Ownership / ROW Status section.

1. Is ROW acquisition, defined as obtaining property not currently owned by the Local Agency through any means (e.g., deed, easement, dedication, donation, etc.), necessary to complete this project?

Yes No

2. Explain the ROW status (owned / fee simple, leased / less-than fee, and / or needs) along the project boundary, including when ROW was obtained and how ownership is documented (e.g., plats, deeds, prescriptions, certified surveys, transfers, easements). Provide information for verifying ownership (e.g., book / page number, transfer agreements, dates, etc.). If ROW acquisition is necessary before constructing the proposed project and / or the applicant agency is not the landowner, indicate the necessary coordination with other owners for all fee-simple purchases and / or any less-than fee / lease needs (including temporary construction and / or other easements and / or permits for drainage, railroad, utilities, etc.) necessary to secure ROW certification. Indicate the proposed acquisition timeline, expected funding source, the total number of parcels, type of acquisition, limitations on fund use or availability, and who will acquire and retain ownership of proposed land. (Word limit 150).

REQUIRED UPLOAD for Infrastructure (not applicable for NI): OWNERSHIP / ROW STATUS SUPPORTING DOCUMENTATION including applicable ROW Certification including ownership verification documenting site control and related landowner supporting documentation. Site control documents must include an adequate legal description of the parcel(s) comprising the project site, such that staff can compare it to the boundary map submitted with the application and evaluate whether there is control of the project site (e.g., ROW Certification, ROW maps, plats, warranty deeds, prescriptions, certified surveys, easements, use agreement, etc.). Maps should clearly show the location of each ownership in relation to the project boundary and / or limits. NOTE: provide map documentation on 8.5" x 11" scale. DO NOT provide reduced copies of original plats and or maps that cannot be read at scale. If applicable, an exhibit visually depicting the new ROW anticipated for the project, together with a spreadsheet providing the tax identification number(s) of each impacted parcel and the approximate size of the new acquisition area for each impacted parcel.

PART 12 – PROJECT IMPLEMENTATION AND COSTS

Complete either the Infrastructure Table Summary with the overall project programming (phases, schedule, and estimated costs for the proposed work) or the NI Cost Narrative Table. Then, upload supporting documentation.

Not all phase types may be eligible for TA funds, and not all areas prioritize all phases. Local agencies are responsible for covering all unanticipated cost increases, including but not limited to price inflation and increases in the cost of construction; account for them using local funds. FDOT does not allow programming TA funds for contingency costs. The local agency must have the ability to pay for non-participating costs (e.g., utility relocation). Chapter 337.14, F.S. prohibits an entity from performing both design services and construction engineering inspection services (CEI) for a project wholly or partially funded by the FDOT and administered by a local government entity.

REQUIRED UPLOAD: PROJECT IMPLEMENTATION AND COSTS SUPPORTING DOCUMENTATION.

- 1) Either provide a detailed engineer cost estimate if the project is designed or if the project has not been designed or is a NI project, provide a detailed opinion of probable costs (including all pay items and a timeline for deliverable). Utilize the FDOT Basis of Estimates Manual to develop a detailed estimate with FDOT pay items for construction phase estimates.
- 2) As applicable, letter from local agency budget office committing local funds to the project.

*** Note: Applications for NI Projects to skip to page 15. ***

Infrastructure Project Phases / Work Types	Select phase(s) included in this request	INFRASTRUCTURE Table Summary Overall Project Programming (Cost Summary and Schedule)						Total Cost Estimate (\$)	
		Schedule (Month/Year)		Funding sources and costs (\$)					
		Start (mm/yy)	End (mm/yy)	TA Program (\$)	Other Federal (\$)	Non-Federal / Local Funds	Other (\$)		
Planning Development (Corridor or Feasibility)									
PD&E									
Preliminary Engineering / Design (PE)									
Environmental Assessment (associated with PE)									
Permits (associated with PE)									
ROW									
Construction									
CEI									
Other costs (describe)									
Total Infrastructure Project Cost Estimate								\$1,185,891.50	

***** Note: applications for infrastructure projects do not need to fill out this page*******NI Cost Narrative Table**

Below each item, explain how the item will support the program, and other appropriate details.

Budget Item	Requested Funds
Personnel Services (List titles and totals in first boxes below)	
In Narrative, include numbers of hours, hourly rates, who this person is, and whether it's a new position or new hours and duties added to an existing position.	
Narrative:	
Narrative:	
Narrative:	
Expenses	
Materials and Supplies:	
Educational items:	
Promotional Items:	
Other Expenses:	
Operating Capital Outlay	
Equipment:	
Total NI Project Cost Estimate	

RESOURCES



FDOT Transportation Alternatives Program:

<https://www.fdot.gov/planning/systems/systems-management/tap>

FDOT Local Agency Program Manual:

<http://www.fdot.gov/programmanagement/LP/Default.shtm>

FDOT Office of Environmental Management PD&E Manual:

<https://www.fdot.gov/environment/pubs/pdeman/pdeman-current>

FDOT Basis of Estimates Manual:

<https://www.fdot.gov/programmanagement/estimates/documents/basisofestimatesmanual/boemanual>

Florida Safe Routes to School Guidelines:

<https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>



TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR

PROJECT NAME: Spring Creek Highway (CR 365) - Paved Off-Road Multi-Use Path

LOCATION: Eastern portion of the right-of-way of CR 365 / Spring Creek Highway / ID number: 59090000

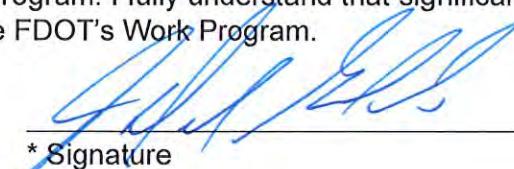
PROJECT LIMITS: (from south or west limit) Spring Creek Highway intersection with US 98 (Coastal Highway)

(to north or east limit) Spring Creek Highway intersection with Parkland Drive

By checking the box you agree to do the following:

- Enter into a maintenance agreement with the Florida Department of Transportation (FDOT), as necessary, prior to the design phase.
- Comply with the **Federal Uniform Relocation Assistance and Acquisition Policies Act** for any Right of Way actions required for the project.
- Provide any required funding match, incur any additional expenses beyond the approved project costs in the LAF agreement, and are responsible for any non-participating items (e.g. utility relocations).
- Pursue or retain LAP certification and enter into a LAP agreement with FDOT.
- Comply with NEPA process prior to construction, including any necessary involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction.

I further certify that the estimated costs included herein are reasonable and agree to follow through on the project once programmed in the FDOT's Work Program. I fully understand that significant increases in these costs could cause the project to be removed from the FDOT's Work Program.


* Signature

J. David Edwards

Name (please type or print)

County Administrator

Title

1-6-2024

Date

* This should be executed by person who has signatory authority for sponsor and is authorized to obligate services and funds for that entity (generally chairman of the board or council).

Transportation Alternatives Set-Aside (TA)

ENGINEER'S COST ESTIMATE

Financial Management Number (if applicable):

Project Description: Spring Creek Highway Multi-Use Path (US 98 to Parkland Dr)

Items		TA Eligible				Other Funds (must include all TA ineligible items)					TOTAL	
Pay Item Number*	Pay Item Description*	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (TA funds)	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost (other funds)	Source(s) of Match	Total Quantity	Total Engineer's Cost
101-1	MOBILIZATION	1	LS	\$ 65,000.00	\$ 65,000.00		EA	\$ -	\$ -		1	\$ 65,000.00
102-1	MAINTENANCE OF TRAFFIC	1	LS	\$ 35,000.00	\$ 35,000.00		EA	\$ -	\$ -		1	\$ 35,000.00
110-1-1	CLEARING & GRUBBING	1	LS	\$ 30,000.00	\$ 30,000.00		EA	\$ -	\$ -		1	\$ 30,000.00
***	EARTHWORK	1	LS	\$ 100,000.00	\$ 100,000.00		EA	\$ -	\$ -		1	\$ 100,000.00
160-4	TYPE B STABILIZATION	7000	SY	\$ 22.00	\$ 154,000.00		EA	\$ -	\$ -		7000	\$ 154,000.00
285701	OPTIONAL BASE GROUP 1	6250	SY	\$ 25.00	\$ 156,250.00		EA	\$ -	\$ -		6250	\$ 156,250.00
334-1-12	SUPERPAVE ASPHALTIC CONCRETE, TRAFFICE B	480	TN	\$ 225.00	\$ 108,000.00		EA	\$ -	\$ -		480	\$ 108,000.00
570-1-2	PERFORMANCE TURF, SOD	4,000	SY	\$ 6.00	\$ 24,000.00		EA	\$ -	\$ -		4000	\$ 24,000.00
570-1-1	PERFORMANCE TURF	13400	SY	\$ 3.00	\$ 40,200.00		EA	\$ -	\$ -		13400	\$ 40,200.00
104-10-3	EROSION AND SEDIMENT CONTROL	1	LS	\$ 25,000.00	\$ 25,000.00		EA	\$ -	\$ -		1	\$ 25,000.00
430-174-218	PIPE CULVERT, RCP MATERIAL, OTHER-ELIP/ARCH, 18" SD	431	LF	\$ 185.00	\$ 79,735.00		EA	\$ -	\$ -		431	\$ 79,735.00
430-174-124	PIPE CULVERT, RCP MATERIAL, ROUND, 24" CD STRAIGHT CONCRETE ENDWALLS, 24", SINGLE, 0 DEGREES, ROUND	23	LF	\$ 550.00	\$ 12,650.00		EA	\$ -	\$ -		23	\$ 12,650.00
430-524-100		2	EA	\$ 6,500.00	\$ 13,000.00		EA	\$ -	\$ -		2	\$ 13,000.00
430-982-625	MITERED END SECTION, OPTIONAL-ELLIPTICAL / ARCH, 18" SD	14	EA	\$ 4,000.00	\$ 56,000.00		EA	\$ -	\$ -		14	\$ 56,000.00
527-2	DETECTABLE WARNINGS	725	SF	\$ 55.00	\$ 39,875.00		EA	\$ -	\$ -		725	\$ 39,875.00
700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR	90	EA	\$ 550.00	\$ 49,500.00		EA	\$ -	\$ -		90	\$ 49,500.00
711-11-123	CROSSWALK	700	LF	\$ 55.00	\$ 38,500.00		EA	\$ -	\$ -		700	\$ 38,500.00
711-11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	180	LF	\$ 25.00	\$ 4,500.00		EA	\$ -	\$ -		180	\$ 4,500.00
			EA	\$ -	\$ -		EA	\$ -	\$ -		0	\$ -
			EA	\$ -	\$ -		EA	\$ -	\$ -		0	\$ -
			EA	\$ -	\$ -		EA	\$ -	\$ -		0	\$ -
TA Eligible Costs / TA Funds Requested (not funded through other sources)				\$ 1,031,210.00	Other Funds (must include TA Ineligible Costs)			\$ -	\$ -	Subtotal	\$ 1,031,210.00	
Design Cost												\$ -
CEI Cost	1.00	LS	\$ 103,121.00	\$ 103,121.00								\$ 103,121.00
CONTINGENCY (REQUIRED)	Contingency is not a FHWA Participating Item				1	LS	\$ 51,560.50	\$ 51,560.50	\$ 51,560.50			\$ 51,560.50
Total Cost Estimate				\$ 1,134,331.00					\$ 51,560.50			\$ 1,185,891.50

A reasonable estimate of project costs is required. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. Projects on the State Highway System, and "on-system" (on FDOT land), and Critical Projects shall utilize FDOT pay items numbers and descriptions. FDOT'S AWARD OF FUNDING TO THE APPLICANT'S PROJECT DOES NOT CONSTITUTE ACCEPTANCE OF PARTICIPATING VS. NON-PARTICIPATING ITEMS IDENTIFIED IN THIS COST ESTIMATE. Funding pay items and eligibility will be discussed during project development.

Examples of Non-participating Items:

Mowing, litter removal, optional services; video inspection; utility directional bore / utility agency owner directional bores; Utility work, including but not limited to valve adjustments, utility relocations, power pole relocations, Contingency

Other elements may be non-participating, the ones listed above are non-participating commonly used pay items.

If you have questions regarding an eligible or non-participating item, District representatives may be contacted for guidance.

References:

FDOT Design <https://www.fdot.gov/roadway>
 Environmental Management <https://www.fdot.gov/environment>
 FDOT Estimates <https://www.fdot.gov/construction>
 Local Programs Manual <https://www.fdot.gov/programmanagement/lap/lap-toc.shtml>
 TA Set-Aside Program <https://www.fdot.gov/planning/systems/systems-management/tap>

Prepared by:

Justin Ford, PE

PE Number: 74746



01/09/2026

Name:

Signature:

Date:

Reviewed by:

Name:

Signature:

Date:

RESOLUTION NO. 2025- 101

**A RESOLUTION OF THE BOARD OF COUNTY
COMMISSIONERS OF WAKULLA COUNTY,
FLORIDA TO CONTINUE SUPPORT FOR THE
CONSTRUCTION OF MULTI-USE PATHS IN
WAKULLA COUNTY WITH TRANSPORTATION
ALTERNATIVE PROGRAM FUNDING; APPROVE
GRANT APPLICATION SUBMITTALS TO THE
CAPITAL REGION TRANSPORTATION
PLANNING AGENCY'S FISCAL YEAR 2025/2026
TRANSPORTATION ALTERNATIVES PROGRAM
CYCLE; DESIGNATING THE COUNTY
ADMINISTRATOR AS THE SIGNATORY FOR THE
GRANT APPLICATIONS; AND PROVIDING FOR
AN EFFECTIVE DATE.**

WHEREAS, walking and biking helps meet the goals of section 339.175, Florida Statutes, entitled Metropolitan Planning Organization, to serve the mobility needs of people while minimizing transportation related fuel consumption, air pollution, and greenhouse gas emissions; and

WHEREAS, the Center for Disease Control (CDC) encourages people to walk for fitness, transportation, and fun; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA), was signed into law on November 15, 2021, to reauthorize surface transportation and other funding programs, and to provide financial assistance for transportation infrastructure, broadband, and clean energy, just to name a few areas; and

WHEREAS, Section 11109 of the IIJA reauthorized the Transportation Alternative (TA) Program, which strengthens the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system and for Florida is administered through the Florida Department of Transportation (FDOT); and,

WHEREAS, Wakulla County supports the construction of multi-use paths within its jurisdiction as to provide alternative means of transportation and facilities for recreation; and

WHEREAS, Wakulla County desires to submit two TA Program grant applications to the Capital Region Transportation Planning Agency for the Fiscal Year 2025-2026; and

WHEREAS, if successful in receiving a TA Program grant award(s), Wakulla County has the intent to enter into an agreement(s) with FDOT for the TA Program for cost reimbursement to deliver the project(s).

NOW, THEREFORE, be it resolved as follows:

Section 1: RECITALS. The above recitals are true and correct and are hereby incorporated herein by reference.

Section 2. PROJECTS. The Board of County Commissioners of Wakulla County supports the construction of paved, multi-use path projects, and approves staff to submit two applications to the Capital Region Transportation Planning Agency via the Florida Department of Transportation's GAP System for the following projects shown in priority order:

- (1) A paved, multi-use path along Dr. Martin Luther King Jr. Memorial Road from Mallard Pond Circle to Pheasant Hill Trail (Phase II)
- (2) A paved, multi-use path along Spring Creek Highway from US 98 to Parkland Drive (Phase I).

Section 3. SIGNATORY AUTHORITY. That the Board of County Commissioners of Wakulla hereby authorizes the County Administrator to execute only those documents required in connection with the filing of said applications to be submitted on or before January 16, 2026.

Section 4. EFFECTIVE DATE. This Resolution shall take effect immediately upon its adoption by the Board.

PASSED AND DULY ADOPTED at the meeting of the Wakulla County Board of County Commissioners on this 8th day of December 2025.

**BOARD OF COUNTY COMMISSIONERS OF
WAKULLA COUNTY, FLORIDA**

Signed by:



Ralph Thomas, Chair

17106500A45D489...

ATTEST:

Signed by:

Pamela Raker, D.C for

800D0B4C27B24EA...

Greg James, Clerk

Signed by:



APPROVED AS TO FORM:

DocuSigned by:

Heather Encinosa

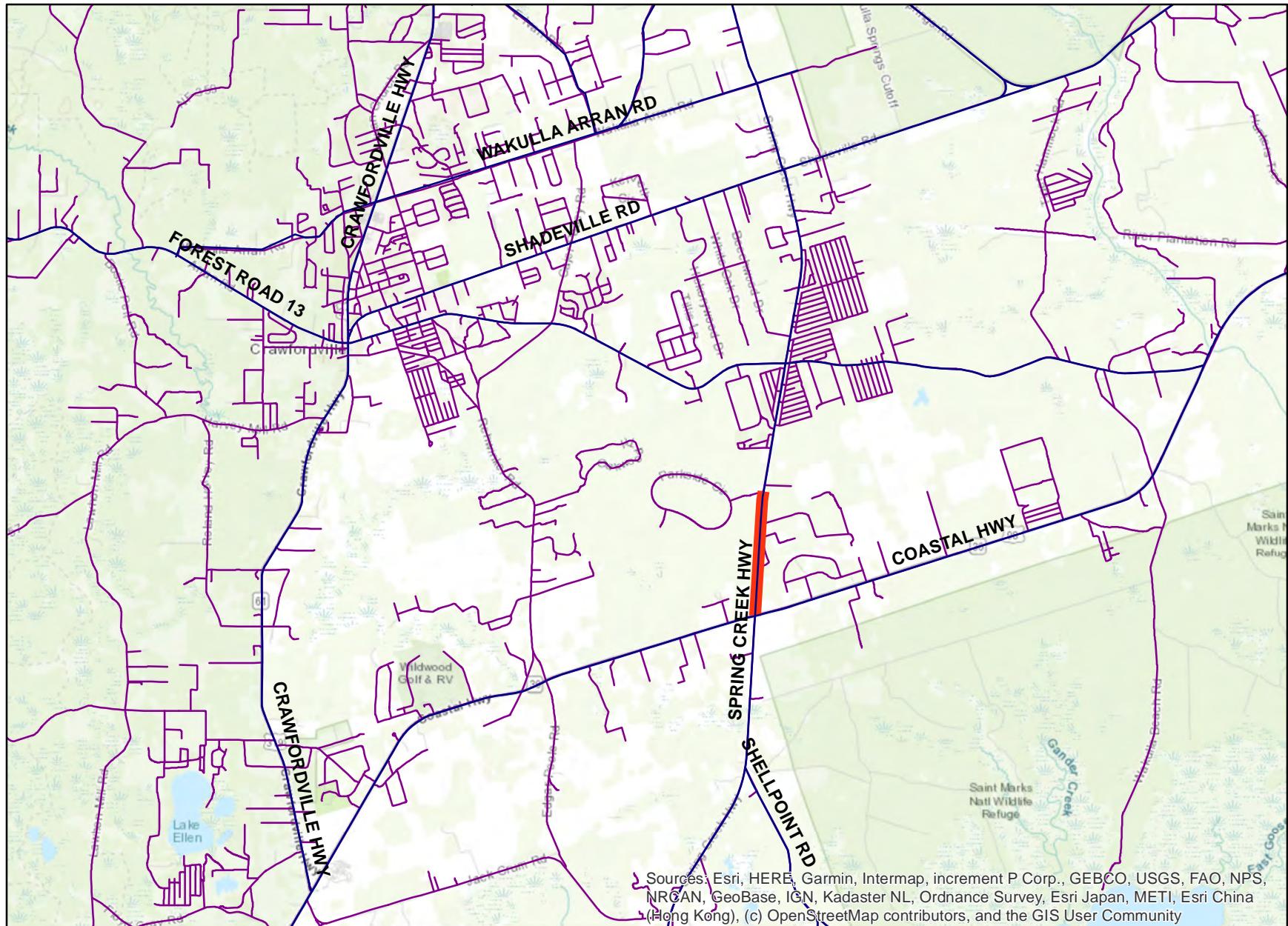
02905D4A612C4FE...

Heather J. Encinosa, Esq.

County Attorney



SPRING CREEK HIGHWAY MULTI-USE PATH LOCATION MAP



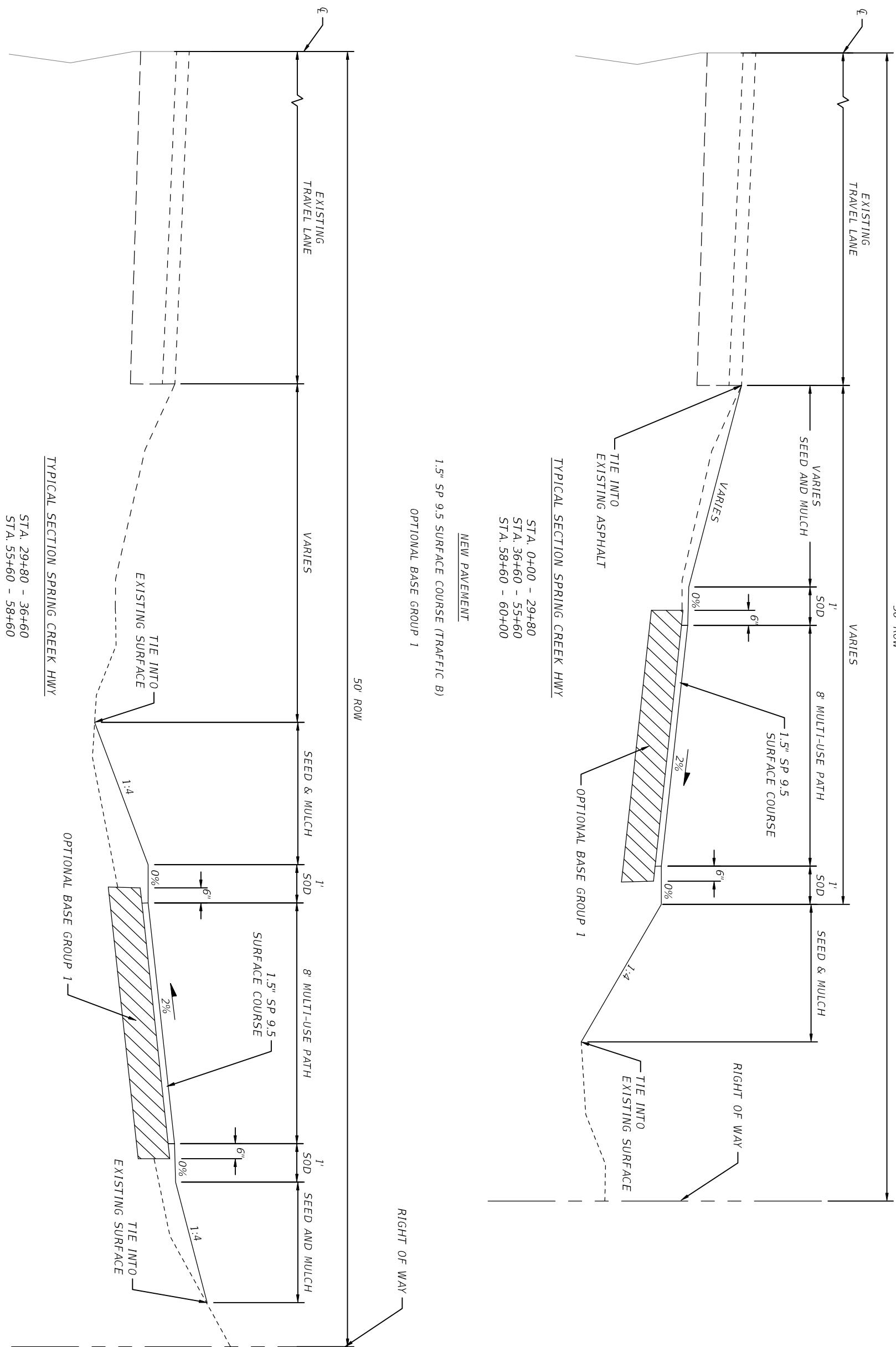
Legend

Project_Location

Roadways

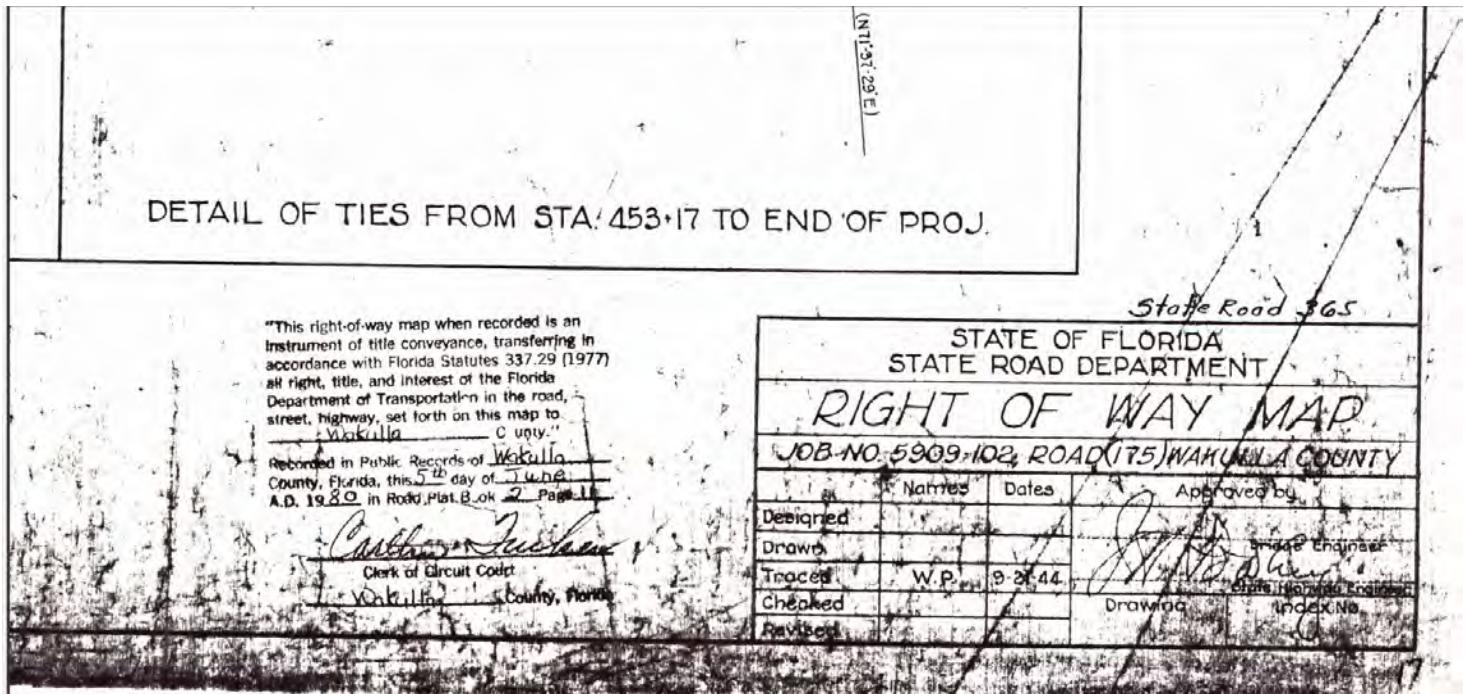
0 0.5 1 2 3 Miles

22 of 393

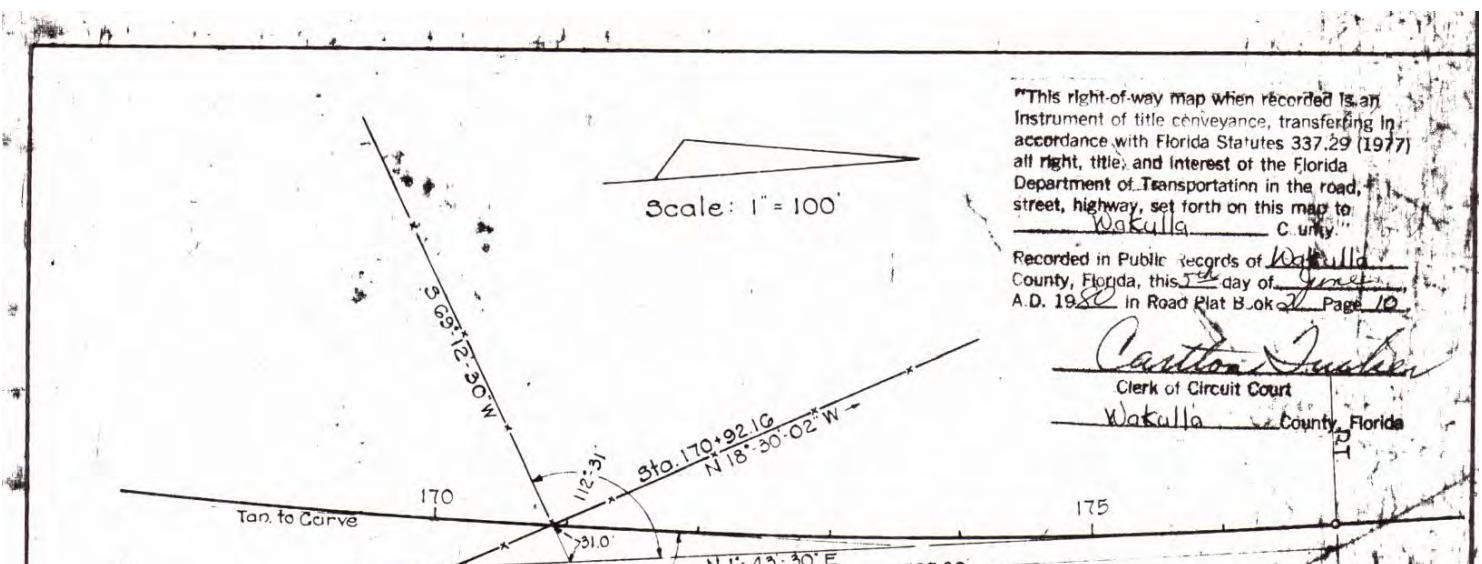


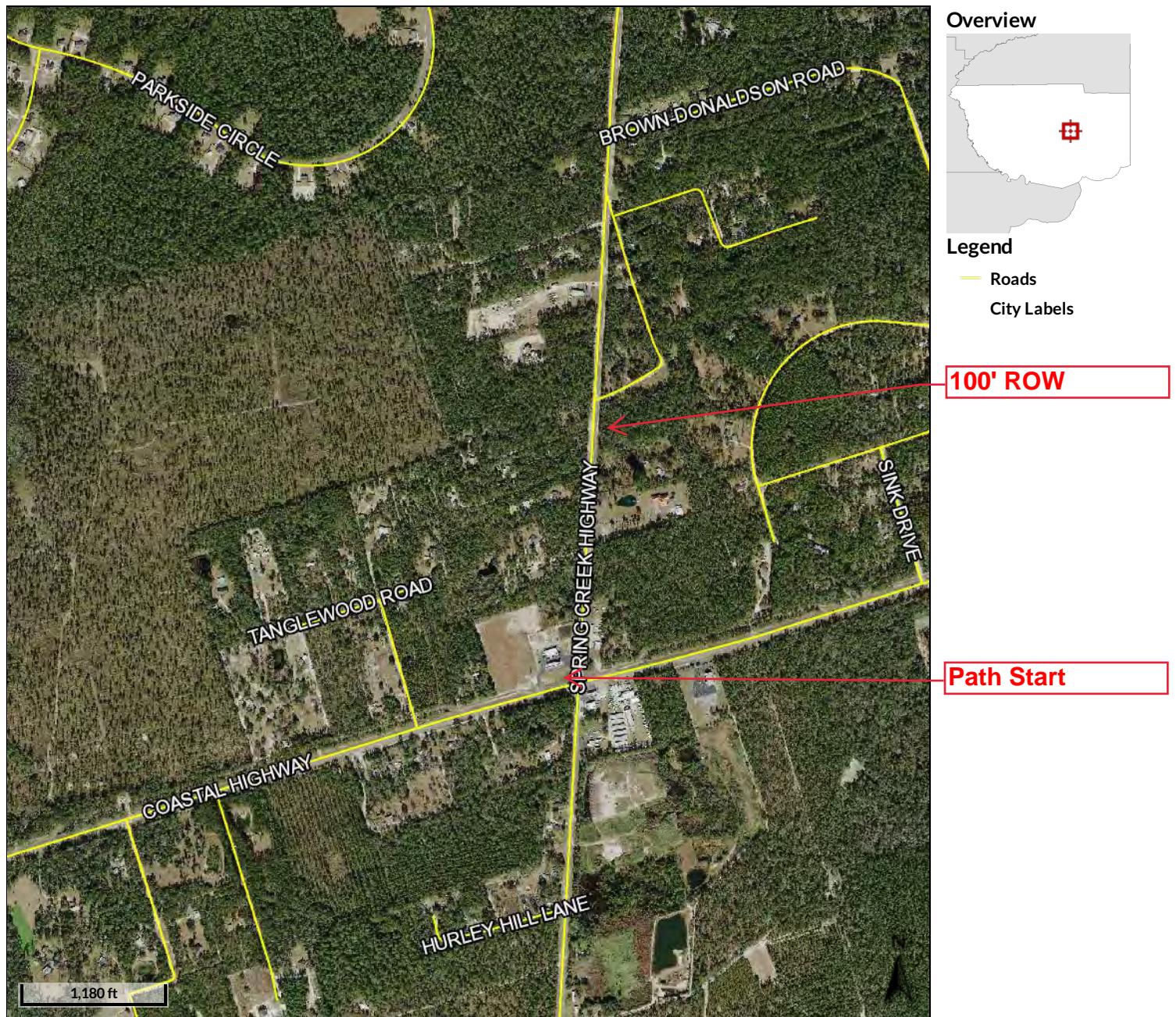
DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION
-----	-----	-----	-----	-----

The Section of Spring Creek Highway applicable to the proposed project limits that runs through Hartsfield Survey Sections 44 and 45 (northern end of project limits) is depicted on the Right Of Way Map recorded in Road Plat Book 2 Page 11 in the Clerk of the Circuit Court's records in Wakulla County, Florida. An excerpt of this Map which depicts the recording stamp noting transference of road ownership is provided below.



The Section of right of way for Spring Creek Highway applicable to the project limits that is located in Hartsfield Survey Sections 45 and 50 (southern end of project limits) is depicted on the Right Of Way Map recorded in Road Plat Book 2 Page 10 in the Clerk of the Circuit Court's records in Wakulla County, Florida. An excerpt of this Map depicting the stamp noting the transference of road ownership follows below.

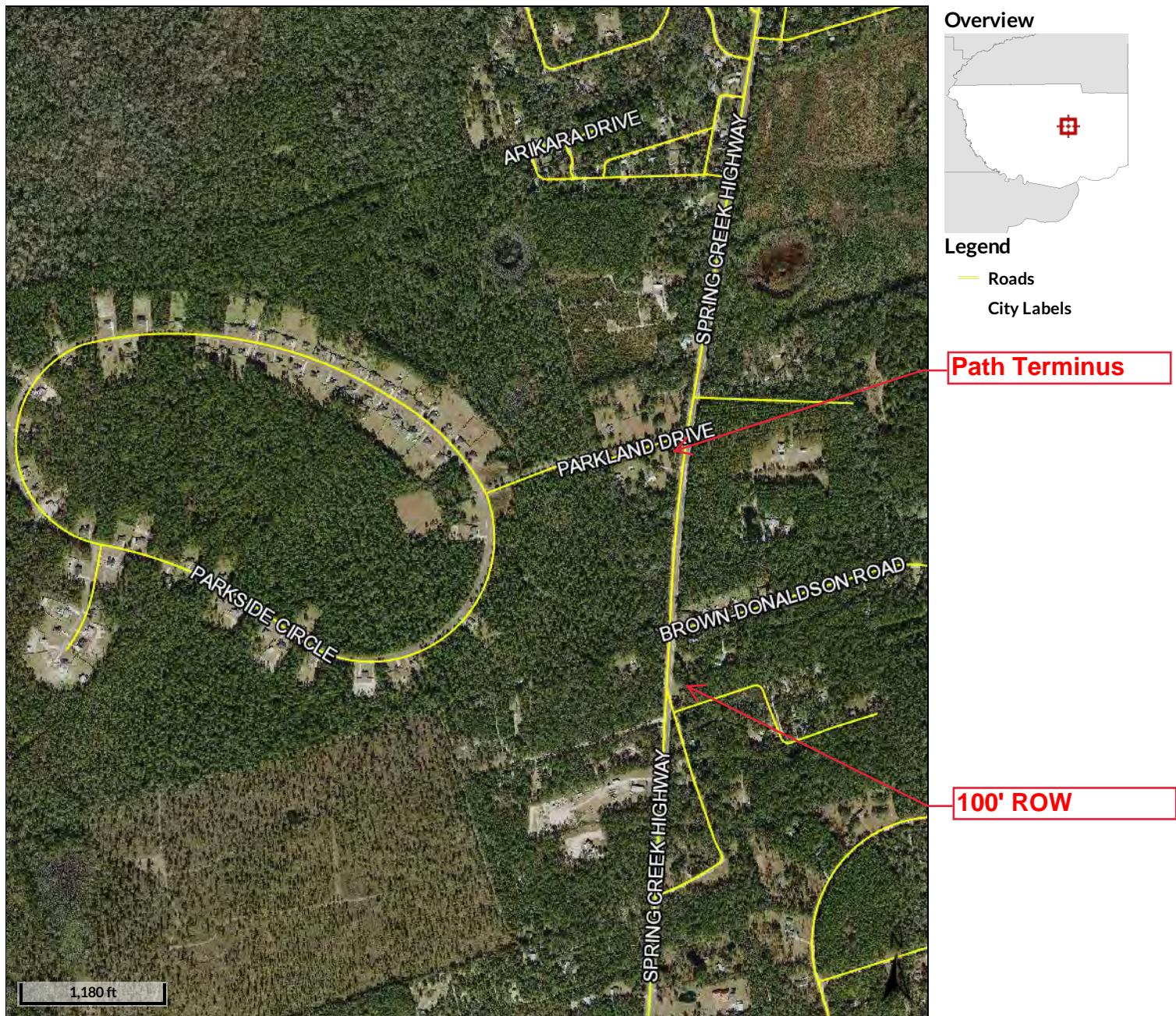




Date created: 2/10/2022
Last Data Uploaded: 2/9/2022 10:25:49 PM

Developed by  Schneider
GEOSPATIAL

Spring Creek Highway 100' ROW Page 1 of 2

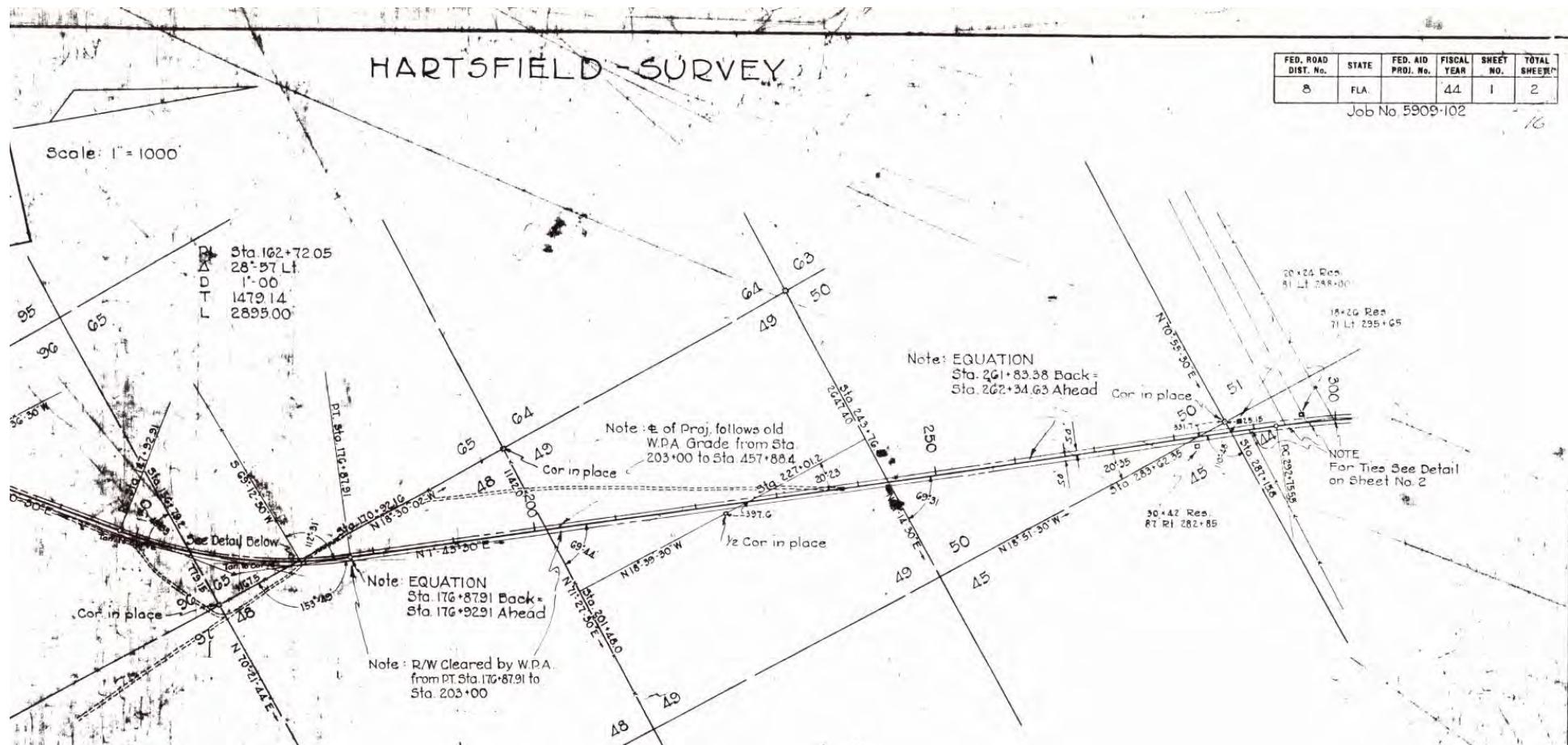


Date created: 2/10/2022
Last Data Uploaded: 2/9/2022 10:25:49 PM

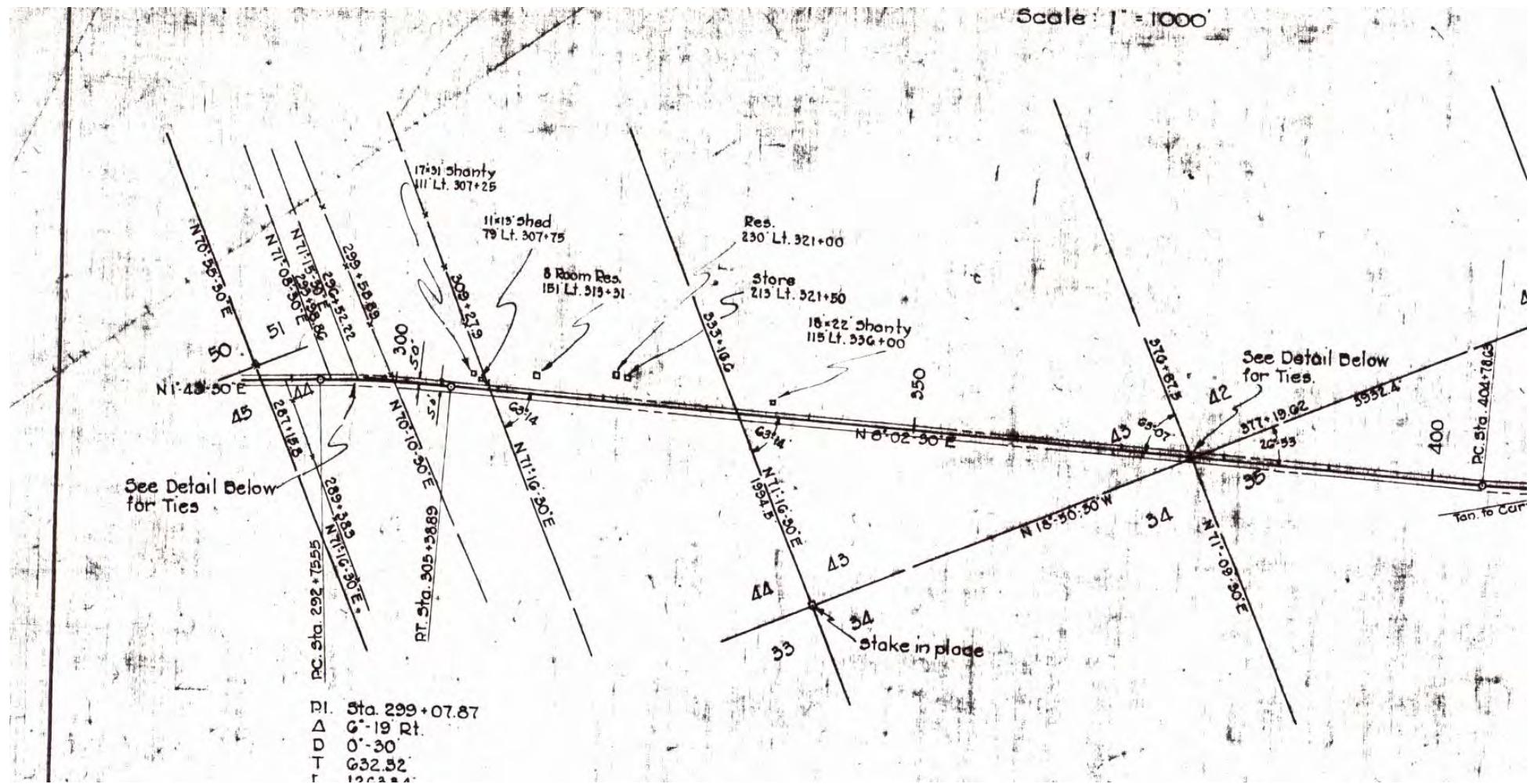
Developed by  **Schneider
GEOSPATIAL**

Spring Creek Highway 100' ROW Page 2 of 2

Map excerpt depicting section of Spring Creek Highway located in Hartsfield Survey Sections 45 and 50 (where project starts)



Map excerpt depicting section of Spring Creek Highway located in Hartsfield Survey Sections 44 (where project stops) and 45



Scale: 1" = 1

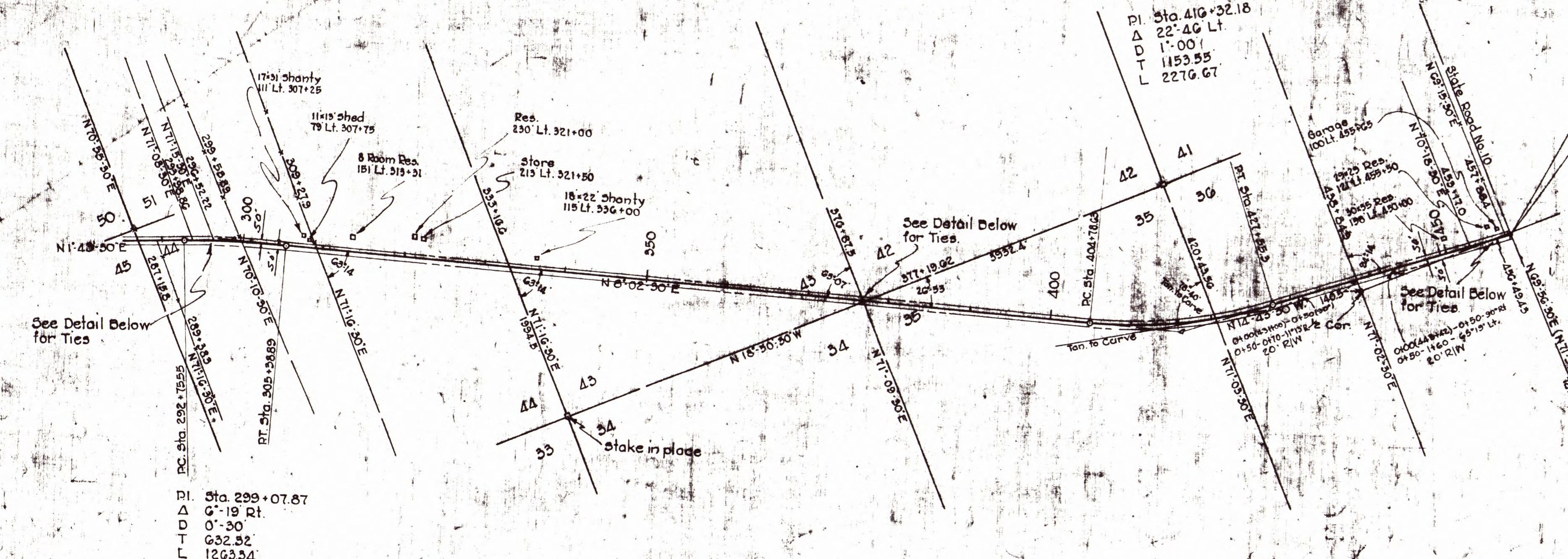
END

STATION 458+2

FED. ROAD DIST. No.	STATE	FED. AID PROJ. No.	FISCAL YEAR	HEET NO.	TOTAL SHEETS
8	FLA.		44	2	2

Job No. 5909-102

Job No. 5909-102



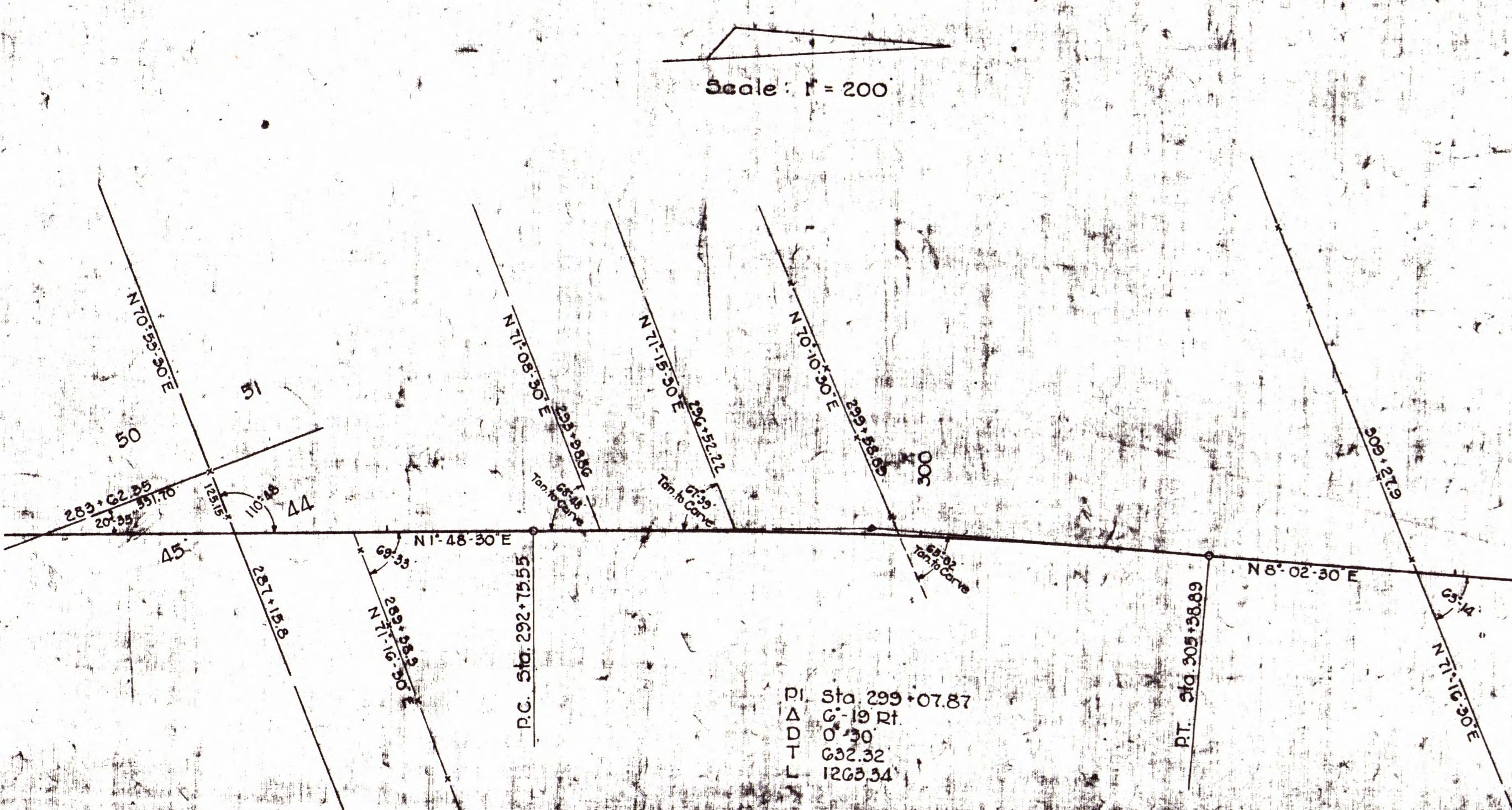
HARTSFIELD SURVEY

STATION	DIST. RT. & LT. OF PROJ.	
	RT.	LT.
18 + 00		15
19 + 00		10
20 + 00		10
21 + 00		10
22 + 00		30
23 + 00		27
24 + 00		28
25 + 00		14
26 + 00		3
27 + 00	0	0
28 + 00	4	
29 + 00	7	
30 + 00	14	
31 + 00	18	
32 + 00	23	
33 + 00	27	
34 + 00	31	
35 + 00	34	
42 + 00	61	
50 + 00	95	
52 + 00	100	
53 + 00	105	
54 + 00	105	
55 + 00	99	
56 + 00	90	
60 + 00	50	
61 + 00	44	
62 + 00	34	
63 + 00	25	
64 + 00	14	
65 + 00	5	
66 + 00		4
67 + 00		15
68 + 00		18
69 + 00		15
70 + 00	0	0
71 + 00	20	
72 + 00	38	
73 + 00	60	
74 + 00	83	
75 + 00	105	
76 + 00	130	
77 + 00	150	
78 + 00	175	
79 + 00	197	
80 + 00	210	
81 + 00	223	
82 + 00	232	

STATION	DIST. RT. & LT. OF PROJ. E	
	RT.	LT.
83 + 00	232	
84 + 00	230	
85 + 00	230	
86 + 00	220	
87 + 00	205	
88 + 00	195	
89 + 00	180	
90 + 00	165	
91 + 00	145	
92 + 00	110	
93 + 00	60	
94 + 00	5	
95 + 00		48
96 + 00		110
97 + 00		160
98 + 00		210
99 + 00		220
100 + 00		250
105 + 00		380
110 + 00		450
115 + 00		510
120 + 00		380
122 + 00		272
123 + 00		220
124 + 00		182
125 + 00		135
126 + 00		92
127 + 00		54
128 + 00		10
129 + 00	22	
130 + 00	50	
131 + 00	65	
132 + 00	71	
133 + 00	75	
150 + 00	97	
151 + 00	155	
152 + 00	240	
153 + 00	313	
155 + 00	400	
160 + 00	625	
165 + 00	525	
167 + 00	348	
168 + 00	261	
169 + 00	200	
170 + 00	135	
171 + 00	25	
172 + 00		22
173 + 00		110

STATION	DIST. RT. & LT. OF PROJ. E	
	RT.	LT.
174 + 00		145
175 + 00		203
176 + 00		244
177 + 00		315
180 + 00		400
185 + 00		550
190 + 00		575
195 + 00		550
200 + 00		525
205 + 00		470
210 + 00		425
215 + 00		350
217 + 00		302
218 + 00		281
219 + 00		270
220 + 00		254
221 + 00		240
222 + 00		228
223 + 00		216
224 + 00		203
225 + 00		190
226 + 00		176
227 + 00		165
228 + 00		150
229 + 00		130
230 + 00		124
231 + 00		114
232 + 00		102
233 + 00		87
234 + 00		70
235 + 00		52
236 + 00		32
237 + 00		16
238 + 00		0

Scale: 1" = 2



DETAIL OF TIES, FROM STA. 287.158 TO 309.27

DETAIL OF TIES, STAS. 376, 875 & 377 + 1

DETAIL OF TIES FROM STA 453+17 TO END OF PRO.

Scale

Scale: 1" = 200'

450

N 14° 45' 30" W N 18° 53' 30" W 4° 10' 22.75'

453 + 17.0 N 70° 18' 30" E

94° 58' Sta. 456 + 49.45

12.1 96° 01'

96° 01' Sta. 458 + 20.00

457 + 88.4 N 68° 15' 30" E

State Road No. 10 N 69° 56' 30" E (N 71° 57' 29" E)

"This right-of-way map when recorded is an instrument of title conveyance, transferring in accordance with Florida Statutes 337.29 [1974] all right, title, and interest of the Florida Department of Transportation in the road, street, highway, set forth on this map to [REDACTED] County, Florida.

→ Watulla C only.
Recorded in Public Records of Watulla
County, Florida, this 5th day of June.

A.D. 1980 in Rodd Plat. B. ok Page 1

Arthur J. Suck
Clerk of Circuit Court

Wakulla County, Florida

STATE OF FLORIDA
STATE ROAD DEPARTMENT

RIGHT OF WAY MAP
NO 5908-103 B212 1/25 WAKIWA 100' X 100'

NO. 5909-102, ROAD (175) WAKULLA COUNTY

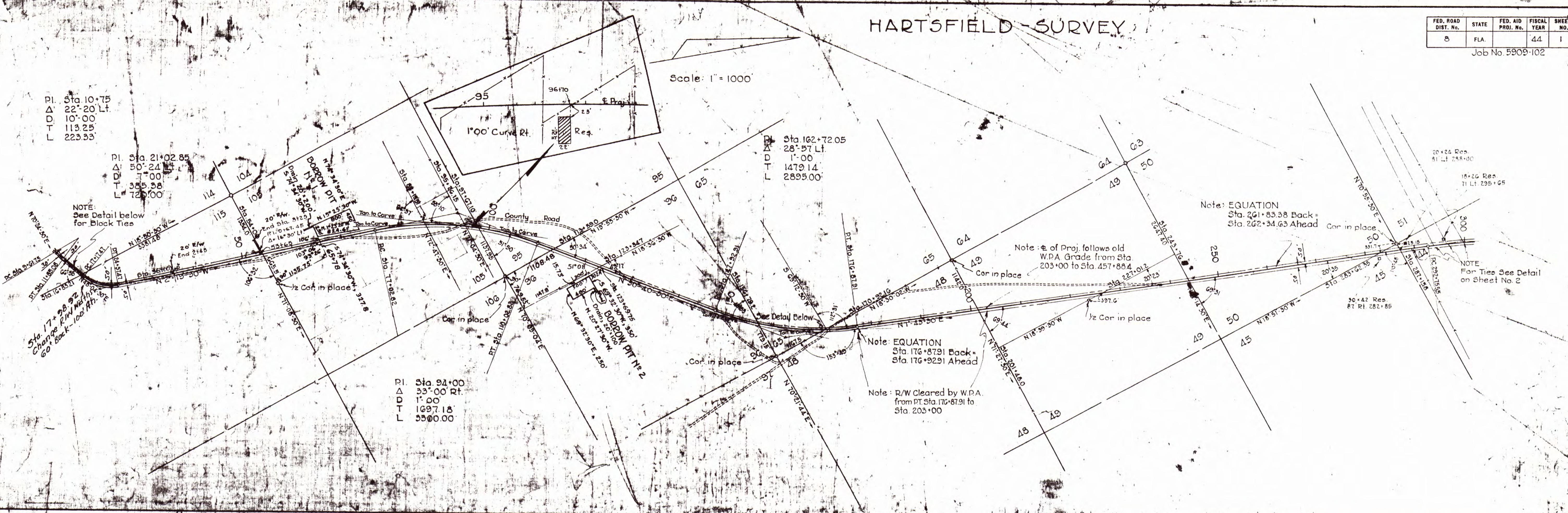
Approved by

W.P. 9-31-44 ~~State Engineer~~ State Highway Engineer

Ref. No.	Date	Drawing	Index No.
1	1988-01-01	1	1

HARTSFIELD-SURVEY

ED. ROAD DIST. No.	STATE	FED. AID PROJ. No.	FISCAL YEAR	SHEET NO.	TOTAL SHEET
8	FLA.		44	1	2



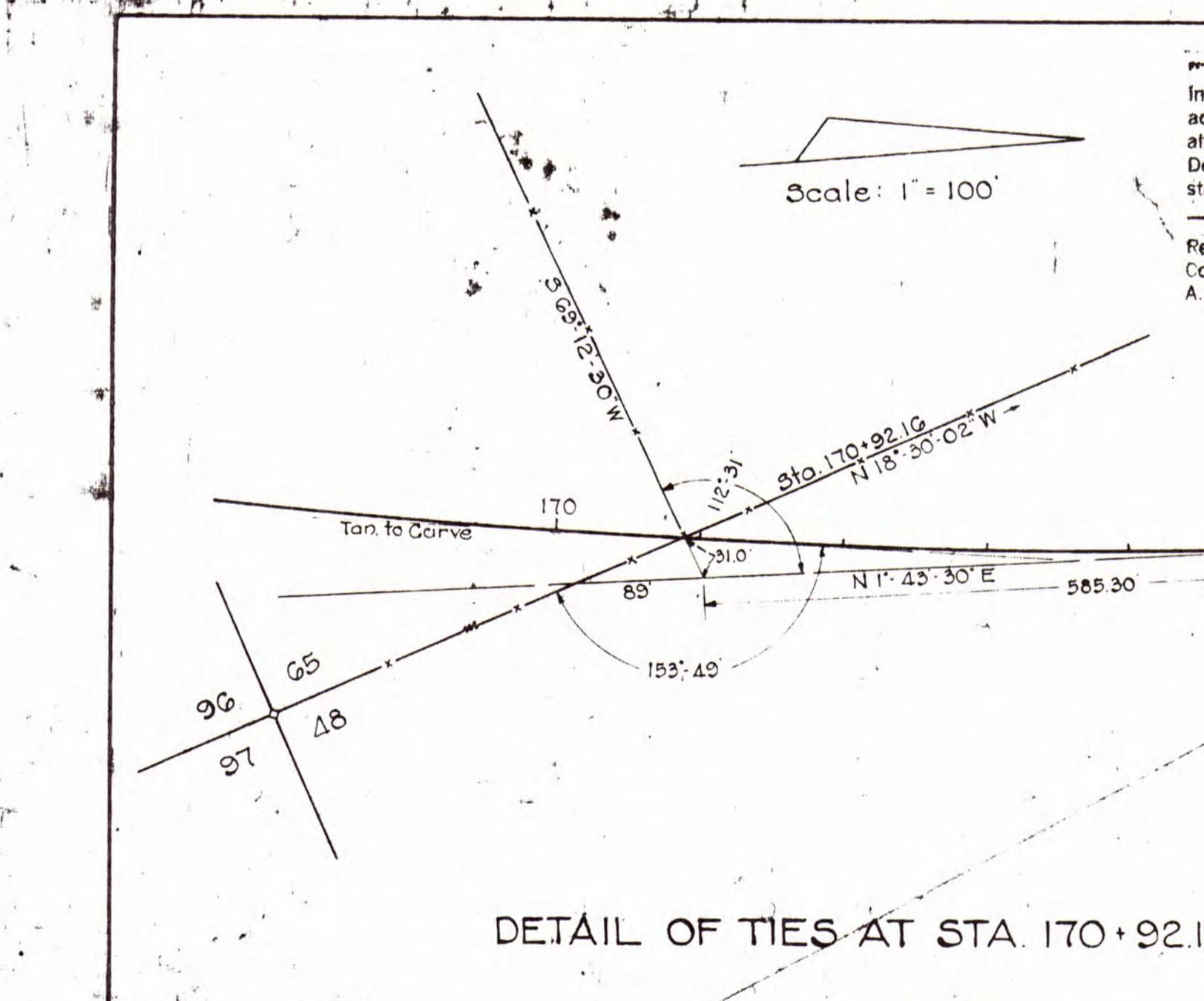
SHADY SEA Subdivision
D.B. 6, p. 83.

D.B. 6, D.

This right-of-way map when recorded is an instrument of title conveyance, transferring in accordance with Florida Statutes 337.29 (1977) right, title, and interest of the Florida Department of Transportation in the road, street, highway, set forth on this map to Wakulla County, Florida.

Recorded in Public Records of Wakulla
County, Florida, this 5th day of January,
A.D. 1982 in Road Plat Bok 2 Page 10.

Castro Justice



DETAIL OF TIES AT STA. 170 + 92.16

RIGHT OF WAY WIDTHS REQUIRED
Sta. 9+61.75 to Pond St. 30 ft. Rt. & Lt. of $\frac{1}{2}$.
Pond St. to Sta. 458+25 50 ft. Rt. & Lt. of $\frac{1}{2}$.

DETAIL OF BLOCK TIES FROM STA. 10-5058 TO STA. 26-61

Town of Spring Creek

State Rd. 363

STATE OF FLORIDA
STATE ROAD DEPARTMENT

RIGHT OF WAY MAP

JOB NO. 5909-102, ROAD (175) WAKULLA COUNTY

October 27, 2025

Capital Region Transportation Planning Agency (CRTPA)
300 S. Adams Street A-19
Tallahassee, FL 32301

RE: Support for Wakulla County's Transportation Alternatives Program Funding Applications

Dear CRTPA,

The Wakulla County Recreation Advisory Committee is pleased to provide this letter in support of Wakulla County's Transportation Alternatives Program funding applications. In the County's two applications, funding is being sought for the construction of portions of two multi-use paths located within the unincorporated areas of Wakulla County. The segments of the paths included in these proposals are as follows:

- 1) Dr. Martin Luther King Jr. Memorial Road from Mallard Pond Circle (eastern end) to Pheasant Hill Trail
- 2) Spring Creek Highway (CR 365) from Coastal Highway (US 98) to Parkland Drive.

These proposed multi-use paths will provide an alternative route for users off of the main surface transportation corridors that will be separated from automotive travel lanes. We are in full support of Wakulla County's efforts to make our County safer for motorists, pedestrians, and bicyclists, as well as provide alternative transportation paths that reduce traffic and also provide recreational opportunities for citizens.

Your consideration of this request is greatly appreciated.

Sincerely,

Wakulla County Recreation Advisory Committee Members



WAKULLA COUNTY SCHOOL BOARD

69 ARRAN ROAD
POST OFFICE BOX 100
CRAWFORDVILLE, FLORIDA 32326
TELEPHONE: (850)926-0065
FAX: (850) 926-0123

Richard Myhre
Superintendent

Edward Hand
District I

Angela Nichols
District II



Cale Langston
District III

Joshua Brown
District IV

Laura Lawhon
District V

October 28, 2025

Capital Region Transportation Planning Agency
300 S. Adams Street, A-19
Tallahassee, FL 32301

RE: Support for Wakulla County's Transportation Alternatives
Program Grant Applications

Dear Capital Region Transportation Planning Agency,

On behalf of the Wakulla County School District, I am providing this letter in support of Wakulla County's Transportation Alternative Program grant applications for two multi-use path projects located in Wakulla County as follows:

- 1) Spring Creek Highway (CR 365) from Coastal Highway (US 98) to Parkland Drive.
- 2) Dr. Martin Luther King Jr. Memorial Road from Mallard Pond Circle (eastern end) to Pheasant Hill Trail.

The Wakulla County School District wholeheartedly supports the efforts to make our County safer for motorists, pedestrians, and bicyclists as well as provide alternative transportation paths to reduce traffic on major and minor roadways.

Sincerely,

Richard Myhre,
Wakulla County Superintendent of Schools



Jared F. Miller, Sheriff

WAKULLA COUNTY SHERIFF'S OFFICE

Committed to Serving with Integrity, Respect and Fairness

October 29, 2025

Capital Region Transportation Planning Agency
300 S. Adams Street, A-19
Tallahassee, FL 32301

RE: Support for Wakulla County's Transportation Alternatives Program Funding Applications

Dear Capital Region Transportation Planning Agency,

The Wakulla County Sheriff's Office provides this letter of support for Wakulla County's Transportation Alternatives Program grant applications for two off-road, multi-use path projects located in Wakulla County. The segments of these paths that are currently seeking funding are as follows:

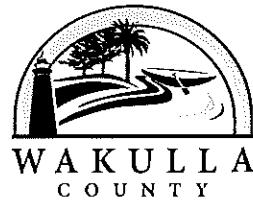
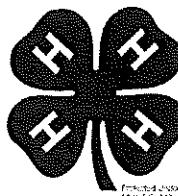
- 1) Spring Creek Highway (CR 365) from Coastal Highway (US 98) north to Parkland Drive
- 2) Dr. Martin Luther King Jr. Memorial Road from Mallard Pond Circle east to Pheasant Hill Trail.

These improvements will aid in Wakulla's efforts to build a walkable, bikeable community and provide connectivity to existing multi-use paths. The Wakulla County Sheriff's Office supports Wakulla County's efforts to make our County safer for motorists, pedestrians, and bicyclists, as well as providing alternative transportation paths that reduce traffic.

Sincerely,

A handwritten signature in black ink, appearing to read "Jared F. Miller".

Jared F. Miller
Sheriff, Wakulla County



Dr. Rachel Pienta
IFAS Extension
Wakulla County 4-H

84 Cedar Avenue
Crawfordville, FL 32327-2063
Phone: (850) 926-3931
r.pienta@ufl.edu

October 30, 2025

Capital Region Transportation Planning Agency
300 S. Adams Street, A-19
Tallahassee, FL 32301

RE: Support for Wakulla County's Transportation Alternatives Program Grant Applications

Dear Capital Region Transportation Planning Agency,

On behalf of Wakulla County 4-H, I am providing this letter of support for Wakulla County's Transportation Alternatives Program grant applications for two multi-use path projects. The County is currently seeking funding for the following segments:

- 1) Spring Creek Highway (CR 365) from Coastal Highway (US 98) to Parkland Drive
- 2) Dr. Martin Luther King Jr. Memorial Road from Mallard Pond Circle to Pheasant Hill Trail.

The Wakulla County 4-H program commends Wakulla County's efforts to make our County safer for motorists, pedestrians, and bicyclists, as well as providing alternative transportation paths to reduce traffic on major and minor roads. These paths will expand opportunities to encourage youth and families to adopt healthy living habits that make use of safe outdoor recreation facilities in our community.

Sincerely,

A handwritten signature in black ink that reads 'Rachel Pienta'.

Dr. Rachel Pienta
4-H Agent, Wakulla County UF/IFAS Extension



WAKULLA
COUNTY

**BOARD OF
COUNTY COMMISSIONERS**

Fred Nichols
Chair, District 2

Ralph Thomas
Vice-Chair, District 1

Valerie Russell
District 3

Quincee Messersmith
District 4

Josh Lawhon
District 5

J. David Edwards
County Administrator

Heather J. Encinosa
County Attorney
(850) 224-4070

November 10, 2025

Capital Region Transportation Planning Agency
300 S. Adams Street A-19
Tallahassee, FL 32301

RE: Support for Wakulla County's Transportation Alternatives Program
Grant Applications

Dear Capital Region Transportation Planning Agency,

The Wakulla County Planning Commission is pleased to provide this letter in support of Wakulla County's Transportation Alternatives Program grant applications. In the County's two applications, funding is being sought for the construction of portions of two multi-use paths located within the unincorporated areas of Wakulla County. The segments of the paths included in these proposals are as follows:

- 1) Spring Creek Highway (CR 365) from Coastal Highway (US 98) to Parkland Drive.
- 2) Dr. Martin Luther King Jr. Memorial Road from Mallard Pond Circle (eastern end) to Pheasant Hill Trail.

These proposed multi-use paths will provide an alternative route for users off of the main surface transportation corridors that will be separated from automotive travel lanes. We are in full support of Wakulla County's efforts to make our County safer for motorists, pedestrians, and bicyclists, as well as provide alternative transportation paths that reduce traffic and also provide recreational opportunities for citizens.

Your consideration of this request is greatly appreciated.

Sincerely,

Leonard Donaldson, Chair
Wakulla County Planning Commission



Louis Lamarche
Public Safety Director, Fire Chief

Wakulla County Fire Rescue
318 Trice Lane
Crawfordville, FL 32327
(850) 745-8698

**BOARD OF
COUNTY COMMISSIONERS**

Fred Nichols
Chair, District 2

Ralph Thomas
Vice-Chair, District 1

Valerie Russell
District 3

Quincee Messersmith
District 4

Josh Lawhon
District 5

J. David Edwards
County Administrator

Heather J. Encinosa
County Attorney
(850) 224-4070

November 21, 2025

Capital Region Transportation Planning Agency
300 S. Adams Street, A-19
Tallahassee, FL 32301

RE: Support for Wakulla County's Transportation Alternatives
Grant Program Applications

Dear Capital Region Transportation Planning Agency,

On behalf of Wakulla County Fire Rescue, I'm providing this letter of support for Wakulla County's Transportation Alternatives Program grant applications for two multi-use path projects located in Wakulla County. The segments of these paths that are currently seeking funding are as follows:

- 1) Dr. Martin Luther King Jr. Memorial Road from Mallard Pond Circle to Pheasant Hill Trail
- 2) Spring Creek Highway (CR 365) from Coastal Highway (US 98) to Parkland Drive.

We are in full support of the County's efforts to make the area safer for motorists, pedestrians, and bicyclists, as well as provide alternative transportation paths that reduce traffic and also provide recreational opportunities for citizens.

Yours in Service,

Louis Lamarche, Fire Chief
Director of Public Safety
Wakulla County Fire Rescue

City of Sopchoppy

December 8, 2025

Capital Region Transportation Planning Agency
300 S. Adams Street, A-19
Tallahassee, FL 32301

RE: Support for Wakulla County's Transportation Alternatives Grant Program Applications

Dear Capital Region Transportation Planning Agency,

The City of Sopchoppy Council is in full support of Wakulla County's Transportation Alternatives Program grant applications for two off-road, multi-use path projects. These improvements will aid in Wakulla's efforts to build a walkable, bikeable community and provide connectivity to existing multi-use paths.

The segments of these paths that are currently seeking funding are as follows:

- 1) Dr. Martin Luther King Jr. Memorial Road from Mallard Pond Circle to Pheasant Hill Trail
- 2) Spring Creek Highway (CR 365) from Coastal Highway (US 98) to Parkland Drive.

Please accept this letter of support for these projects as Wakulla County works to make our County safer for motorists, pedestrians, and bicyclists, as well as provide alternative transportation paths that reduce vehicular traffic.

Sincerely,



Leonard Tartt, Mayor
City of Sopchoppy

December 16, 2025

Capital Region Transportation Planning Agency
300 S. Adams Street A-19
Tallahassee, FL 32301

RE: Support for Wakulla County's Transportation Alternatives Program Funding Applications

Dear Capital Region Transportation Planning Agency,

The Wakulla County Parks Advisory Committee is pleased to provide this letter in support of Wakulla County's Transportation Alternatives Program funding applications. In the County's two applications, funding is being sought for the construction of portions of two multi-use paths located within the unincorporated areas of Wakulla County. The segments of the paths included in these proposals are as follows:

- 1) Dr. Martin Luther King Jr. Memorial Road from Mallard Pond Circle (eastern end) to Pheasant Hill Trail
- 2) Spring Creek Highway (CR 365) from Coastal Highway (US 98) to Parkland Drive.

These proposed multi-use paths will provide an alternative route for users off of the main surface transportation corridors. We are in full support of Wakulla County's efforts to make our County safer for motorists, pedestrians, and bicyclists, as well as provide alternative transportation paths that reduce traffic and also provide recreational opportunities for citizens.

Your consideration of this request is greatly appreciated.

Sincerely,


Alexandra H. Weiss

Wakulla County Parks Advisory Committee



January 8, 2026

Capital Region Transportation Planning Agency
300 S. Adams Street, A-19
Tallahassee, FL 32301

RE: Support for Wakulla County's Transportation Alternatives Grant Program Applications

Dear Capital Region Transportation Planning Agency,

The Wakulla County Economic Development Council is in full support of Wakulla County's Transportation Alternatives Program grant applications for two off-road, multi-use path projects. These improvements will aid in Wakulla's efforts to build a walkable, bikeable community and provide connectivity to existing multi-use paths. The segments of these paths that are currently seeking funding are as follows:

1) Spring Creek Highway (CR 365) from Coastal Highway (US 98) to Parkland Drive

2) Dr. Martin Luther King Jr. Memorial Road from Mallard Pond Circle to Pheasant Hill Trail.

Please accept this letter of support for these projects as Wakulla County works to make our County safer for motorists, pedestrians, and bicyclists, as well as provide alternative transportation paths that reduce vehicular traffic.

Sincerely,

A handwritten signature in black ink, appearing to read "John Shuff".

John Shuff, President
Wakulla County Economic Development Council
(850) 567-3989

FDOT District Three Transportation Alternative- Set Aside

2024-2025 Cycle

Additional Documentation Page

- Wakulla_Sp Crk Hwy Path_2026_Part 3 Sup Docs
- Wakulla_Sp Crk Hwy Path_2026_Part 6 Sup Docs
- Wakulla_Sp Crk Hwy Path_2026_Part 7 Sup Docs
- Wakulla_Sp Crk Hwy Path_2026_Part 8 Sup Docs
- Wakulla_Sp Crk Hwy Path_2026_Part 9 Sup Docs
- Wakulla_Sp Crk Hwy Path_2026_Part 10 Sup Docs
- Wakulla_Sp Crk Hwy Path_2026_Part 11 Sup Docs
- Wakulla_Sp Crk Hwy Path_2026_Part 12 Sup Docs

Spring Creek Highway (CR365) Phase I – Paved Off-Road Multi-Use Path

Transportation Alternatives Set-Aside Program Funding Application

Part 3 – Project Information Supporting Documentation

SCOPE OF WORK:

The application is seeking funding for the construction and construction oversight of an approximately 1.136 mile paved (asphalt) multi-use off-road path running parallel to Spring Creek Highway (CR 365). This path will be located along the east side of Spring Creek Highway within the right-of-way (ROW). The path will begin at Spring Creek Highway's intersection with US 98 (Coastal Highway) (30.140768, -84.313864), connecting to the Capital City to the Sea Trails (CC2ST). It will terminate at the intersection of Spring Creek Highway and Parkland Drive (30.157059, -84.312577). This trail represents Phase 1 of a larger project which will construct a multi-use path along Spring Creek Highway from US 98 to SR 267 (Bloxbham Cutoff) that will be a great asset for residents and visitors alike.

The proposed path will be constructed within the existing 100' ROW of Spring Creek Highway. This roadway serves a growing area of the County. The existing road is a two-laned, paved facility that has a posted speed limit of 55 miles per hour. There are no existing bike lanes along the roadway and the shoulders are grassed and slope slightly down to grassed drainage ditches. Multiple driveways and named roads connect to Spring Creek Highway along this section proposed for the multi-use path.

With a proposed eight-foot width and approximately 6,000 foot length, this multi-use path includes a total of approximately 5,333 square feet of paved surface for residents and visitors to utilize. The path itself will be improved with superpave asphaltic concrete and receive applicable pavement markings. The sides of the trail will receive 4,000 square feet of sod to provide stabilization. Stormwater improvements will also be included through the installation of drainage culverts and removal and replacement of existing drainage features, as needed. Turnouts for existing driveways will be constructed to ensure appropriate access is maintained. Components of the project will include relocation of signage and removal and/or replacement of mailboxes when necessary.

Connection of The Park subdivision, in addition to multiple homes along Spring Creek Highway, to the CC2ST will be provided by this path. There are an estimated 166 properties along the proposed section of pathway that can be directly served by this facility. The CC2ST provides connectivity to Medart to the west and St. Marks to the east. Through the construction of this facility, additional opportunities will be provided for recreation on an American with Disabilities Act compliant trail for a variety of uses, such as walking, biking, and roller blading. Also, by providing an off-road transportation facility, the path will provide a safer alternative route for pedestrians and bicyclists keeping them off the main surface transportation route utilized by automobiles. It is important to note that this section of roadway does not have streetlights and is heavily traveled. Multiple accidents involving vulnerable road users have occurred along this corridor and this path can make travel in the area safer for all users.

It is important to note that U.S. Census Tract 102.07, which is located on the east side of Spring Creek Highway, is recognized as a Climate & Economic Justice Screening Tool (CEJST) Disadvantaged Tract and an U.S. Department of Transportation (DOT) Disadvantaged Census Tract pursuant to the U.S. DOT

Equitable Transportation Community Explorer. Per the CEJST, this Census Tract is considered disadvantaged because it meets more than one burden threshold and an associated socioeconomic threshold. An example of a specific issue affecting this area is that the area ranks in the 65th percentile for households that have an income that is less than or equal to twice the federal poverty level. This is also considered a burdened area as 19 percent of people age 25 years or older have an education level that is less than a high school diploma. The U.S. DOT considers the area disadvantaged in the areas of Transportation, Health, Economy, and Resilience.

This project is part of a larger vision for improving connectivity in Wakulla County through the addition of sidewalks, paths, and regional trails. These alternative transportation modes are especially important since the County does not have a general public transportation system. The importance of this path has been recognized and included in the Wakulla County 2025 Adopted Infrastructure Plan. This multi-use path has also been identified in the Five-Year Schedule of Needed Capital Improvements within the Wakulla County Comprehensive Plan's Capital Improvements Element. In addition, one of the County's goals, as stated in the Wakulla County Comprehensive Plan's Transportation Element Policy 4.5, is to seek grant funding that will provide transportation to the disadvantaged. By receiving improvements through this grant funding, safer routes for transportation and recreation could be afforded to those areas that otherwise would not have that opportunity.

RESOLUTION NO. 2025- 101

**A RESOLUTION OF THE BOARD OF COUNTY
COMMISSIONERS OF WAKULLA COUNTY,
FLORIDA TO CONTINUE SUPPORT FOR THE
CONSTRUCTION OF MULTI-USE PATHS IN
WAKULLA COUNTY WITH TRANSPORTATION
ALTERNATIVE PROGRAM FUNDING; APPROVE
GRANT APPLICATION SUBMITTALS TO THE
CAPITAL REGION TRANSPORTATION
PLANNING AGENCY'S FISCAL YEAR 2025/2026
TRANSPORTATION ALTERNATIVES PROGRAM
CYCLE; DESIGNATING THE COUNTY
ADMINISTRATOR AS THE SIGNATORY FOR THE
GRANT APPLICATIONS; AND PROVIDING FOR
AN EFFECTIVE DATE.**

WHEREAS, walking and biking helps meet the goals of section 339.175, Florida Statutes, entitled Metropolitan Planning Organization, to serve the mobility needs of people while minimizing transportation related fuel consumption, air pollution, and greenhouse gas emissions; and

WHEREAS, the Center for Disease Control (CDC) encourages people to walk for fitness, transportation, and fun; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA), was signed into law on November 15, 2021, to reauthorize surface transportation and other funding programs, and to provide financial assistance for transportation infrastructure, broadband, and clean energy, just to name a few areas; and

WHEREAS, Section 11109 of the IIJA reauthorized the Transportation Alternative (TA) Program, which strengthens the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system and for Florida is administered through the Florida Department of Transportation (FDOT); and,

WHEREAS, Wakulla County supports the construction of multi-use paths within its jurisdiction as to provide alternative means of transportation and facilities for recreation; and

WHEREAS, Wakulla County desires to submit two TA Program grant applications to the Capital Region Transportation Planning Agency for the Fiscal Year 2025-2026; and

WHEREAS, if successful in receiving a TA Program grant award(s), Wakulla County has the intent to enter into an agreement(s) with FDOT for the TA Program for cost reimbursement to deliver the project(s).

NOW, THEREFORE, be it resolved as follows:

Section 1: RECITALS. The above recitals are true and correct and are hereby incorporated herein by reference.

Section 2. PROJECTS. The Board of County Commissioners of Wakulla County supports the construction of paved, multi-use path projects, and approves staff to submit two applications to the Capital Region Transportation Planning Agency via the Florida Department of Transportation's GAP System for the following projects shown in priority order:

- (1) A paved, multi-use path along Dr. Martin Luther King Jr. Memorial Road from Mallard Pond Circle to Pheasant Hill Trail (Phase II)
- (2) A paved, multi-use path along Spring Creek Highway from US 98 to Parkland Drive (Phase I).

Section 3. SIGNATORY AUTHORITY. That the Board of County Commissioners of Wakulla hereby authorizes the County Administrator to execute only those documents required in connection with the filing of said applications to be submitted on or before January 16, 2026.

Section 4. EFFECTIVE DATE. This Resolution shall take effect immediately upon its adoption by the Board.

PASSED AND DULY ADOPTED at the meeting of the Wakulla County Board of County Commissioners on this 8th day of December 2025.

**BOARD OF COUNTY COMMISSIONERS OF
WAKULLA COUNTY, FLORIDA**

Signed by:

Ralph Thomas

171C85C0A45D489...
Ralph Thomas, Chair

ATTEST:

Signed by:

Pamela Raker, D.C for

800D0B4C27B24EA...

Greg James, Clerk

Signed by:



APPROVED AS TO FORM:

DocuSigned by:

Heather Encinosa

02905D4A012C4FE...

Heather J. Encinosa, Esq.

County Attorney



TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR

PROJECT NAME: Spring Creek Highway (CR 365) - Paved Off-Road Multi-Use Path

LOCATION: Eastern portion of the right-of-way of CR 365 / Spring Creek Highway / ID number: 59090000

PROJECT LIMITS: (from south or west limit) Spring Creek Highway intersection with US 98 (Coastal Highway)
(to north or east limit) Spring Creek Highway intersection with Parkland Drive

By checking the box you agree to do the following:

- Enter into a maintenance agreement with the Florida Department of Transportation (FDOT), as necessary, prior to the design phase.
- Comply with the **Federal Uniform Relocation Assistance and Acquisition Policies Act** for any Right of Way actions required for the project.
- Provide any required funding match, incur any additional expenses beyond the approved project costs in the LAF agreement, and are responsible for any non-participating items (e.g. utility relocations).
- Pursue or retain LAP certification and enter into a LAP agreement with FDOT.
- Comply with NEPA process prior to construction, including any necessary involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction.

I further certify that the estimated costs included herein are reasonable and agree to follow through on the project once programmed in the FDOT's Work Program. I fully understand that significant increases in these costs could cause the project to be removed from the FDOT's Work Program.


* Signature

J. David Edwards

Name (please type or print)

County Administrator

Title


Date

* This should be executed by person who has signatory authority for sponsor and is authorized to obligate services and funds for that entity (generally chairman of the board or council).

Spring Creek Highway (CR365) Phase 1 – Paved Off-Road Multi-Use Path

Transportation Alternatives Set-Aside Program Funding Application

Part 6 – Area Conditions Supporting Documentation

Question #4

Information from Florida Commerce follows that documents Wakulla County's inclusion in the Northwest Rural Area of Opportunity.

Background

The Rural Economic Development Initiative (REDI) is established in Section, 288.0656, Florida Statutes. REDI recognizes the struggles rural communities and regions face due to economic distress and encourages and facilitates the location and expansion of major economic development projects of significant scale in rural communities.

The REDI Designation Project aims to identify and determine all rural counties and municipalities in Florida to determine which counties and municipalities are eligible for REDI funding.

The project consists of four phases. Phases 1 and 2 identify rural counties in Florida. Phase 3 identifies municipalities found in the counties identified in Phases 1 and 2. Phase 4 identifies rural municipalities that are in nonrural counties.

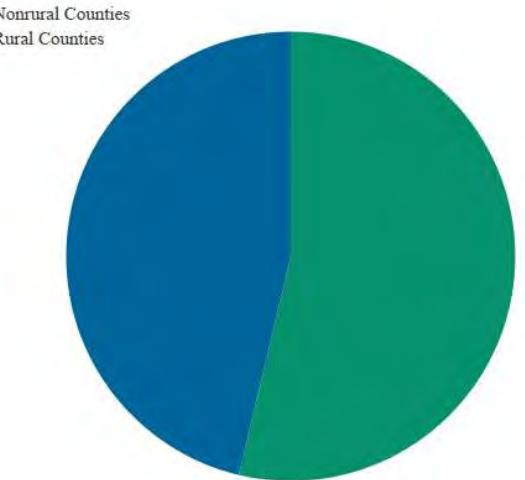
Rural Identification Breakdown (Phases 1-4)

Phase 1: A County with a Population of 75,000 or fewer

- In Phase 1, 27 counties in the state were classified as rural.

Phase 2: A County with a population of 125,000 or fewer which is contiguous to a county with a population of 75,000 or fewer.

- In Phase 2, 4 counties were classified as rural:
 - Highlands County (contiguous to Desoto, Glades, and Hardee)
 - Nassau County (contiguous to Baker)
 - Putnam County (contiguous to Bradford)
 - Walton County (contiguous to Washington)
- After Phase 2, 31 total counties were identified as rural and 36 counties were identified as non-rural.
- As a result of population increases, Flagler County (130,756 residents as of April 1, 2023, population estimate) is no longer identified as a Phase 2 rural county.



Phase 3: A municipality found in any of the counties that were identified as rural.

- In Phase 3, 92 municipalities were classified as rural. 79 of the municipalities are in counties identified in Phase 1, and the remainder 13 are in counties identified in Phase 2.

Phase 4: An unincorporated federal enterprise community or an incorporated rural city with (1) a population of 25,000 or fewer and (2) an employment base focused on traditional agricultural or resource-based industries, located in a county not defined as rural, (3) which has at least three or more of the economic distress factors.

- 4.1: identifying municipalities with a population of <= 25,000 located in nonrural counties
 - 214 municipalities (in nonrural counties) were identified.
- 4.2: identifying which counties have employment bases in agricultural or resource-based industries using 2021 U.S. Census Longitudinal Employer-Household Dynamics data
 - From the 214 identified in 4.1, 38 municipalities were identified as having a resource/agricultural employment base.

- 4.3: Economic distress factors

The parameters for economic distress were determined by using 2022 ACS Census Data and looking at the bottom quartile of the 50 states for each distress category. The Bureau of Labor Statistics October 2023 data was the only other data set used and was used to determine the bottom quartile for unemployment rates.

- Low per capita income
 - Bottom quartile: \$37,000 and less
 - Florida: \$40,278
- Low per capita taxable values
 - difficult to measure; counties would have access to local taxable values.
- High unemployment
 - Bottom quartile: 4.1%
 - Florida: 2.8%
- High under employment
 - Difficult to measure due to lack of microdata
- Low weekly earned wages compared to state average.
 - Due to a lack of microdata on the small municipalities that are being analyzed, preparing proper estimates for low weekly earned wages would be a difficult process.
- Low housing values compared to state average.
 - Using median values rather than averages due to a lack of relevant data
 - Bottom quartile: \$221,200
 - Florida: \$354,100
- High percentages of the population receiving public assistance
 - Bottom quartile: 3.3% and greater
 - Florida: 2.1%
- High poverty levels compared to the state average.
 - Bottom quartile: 13.4% and greater
 - Florida: 12.7%

- Recommended Economic distress factor (not mentioned in statute)

- High population without internet access
 - Bottom quartile: 10.3% and greater
 - Florida: 8.2%

- Federal Enterprise Community: Information about the Federal Enterprise Communities are found on [HUD's GIS](#) page. The only rural community found was in the Empowerment Alliance of Southwest Florida in their Round II designation. The rural status was granted by HUD.

- Phase 4 Result: From the 38 municipalities identified in Phase 4.2, 22 municipalities were identified to be in economic distress and determined to be rural and one section of a Federal Enterprise Community was found to be rural.

Observations and Policy Recommendations

- In the Phase 4.1 breakdown, there were 18 municipalities that had populations between 25,000 and 35,000.
 - A revision of the population parameter should be considered to increase the number of possible rural municipalities to account for communities that have an increased population (due to Florida's rapid growth) but still have rural characteristics.
 - Despite a higher population these communities still carry rural characteristics due to a likely lack of proper infrastructure and need of business development and job growth.
- Likewise, a review of the population parameters in Phases 1 and 2 is worth considering due to Florida's rapid growth.
 - For example, Monroe County has an estimated population of 84,511 and is not considered rural by the Phase 2 analysis, but Highlands (104,385), Nassau (100,763), Putnam (75,906), and Walton (83,342) counties are considered rural by virtue of Phase 2.
 - Additionally, Flagler County (130,756) has outgrown the Phase 2 threshold of 125,000 in just three years since the 2020 Census, when the County's population was 115,378. Note, for Flagler County to remain a rural county, both the Phase 1 and Phase 2 population thresholds would need to be adjusted, as Flagler County is adjacent to Putnam County.
- In Phase 4.2 the industry/agricultural base is determined by being in the top ten industries in the Longitudinal Employer-Household Dynamics data. However, this creates a barrier for 13 municipalities that have 50+ agricultural and resource jobs but do not have either industry in the top 10.
 - The Legislature could create a parameter that also includes municipalities with at least 20 resource- or agricultural-based jobs. This would remove a possible gap in the number of municipalities that have a large amount of resource and agricultural based employment.
 - Still performing analyses to determine what the final result of this possible change could be.
- The term "incorporated rural city" used in section 288.0656(2)(e)4., F.S., is not a defined term and could be defined or adjusted to effectuate legislative intent more clearly.
 - Since the definition already contemplates including these particular communities within the definition of "rural community" a clarification changing the term to "municipality" may clarify legislative intent.

Implementation

- Annually validate data and reanalyze Phases 1, 2, 3, & 4
 - Use Office of Economic and Demographic Research population data for Phases 1-4.1
 - Use Longitudinal Employer-Household Dynamics data for industry determination in Phase 4.2
 - Use ACS Census Data and BLS data for economic distress determinations in Phase 4.3
- Notify counties and municipalities that have a change in rural status.
- Post annual validation on the website with full methodology.
- Open applications for "Rural Designation" on a rolling basis after annual validation
 - Accept applications that meet three economic distress factors not included in analysis or can demonstrate they meet at least three factors with newer data.

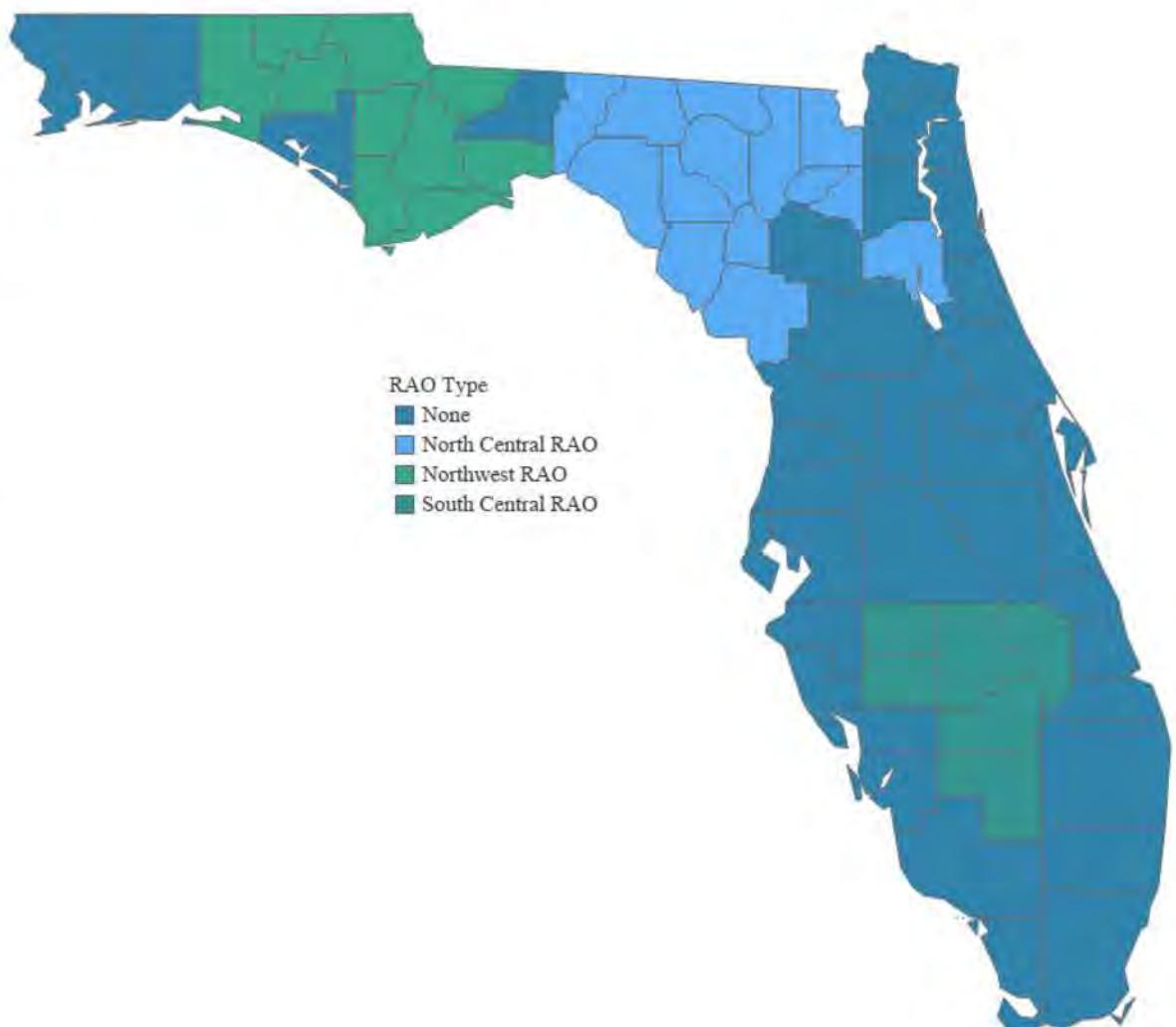
Rural Counties

All of the counties that meet the definition of “rural community” are included within one of the three Governor’s designated Rural Areas of Opportunity (RAO), **with the exception of Nassau County**. Text in **orange shading** indicates a county that contains a population of 125,000 or fewer and is contiguous to a county with a population of 75,000 or fewer.

Northwest RAO

Calhoun
Franklin
Gadsden
Gulf
Holmes
Jackson
Liberty
Wakulla
Walton
Washington

Rural Areas of Opportunity



South Central RAO

DeSoto
Glades
Hardee
Hendry
Highlands
Okeechobee

North Central RAO

Baker
Bradford
Columbia
Dixie
Gilchrist
Hamilton
Jefferson
Lafayette
Levy
Madison
Putnam
Suwannee
Taylor
Union

Outlier

Nassau

List of All Municipalities in Rural Counties

Baker	Glen St. Mary	Jackson	Cottontdale
Baker	Macclenny	Jackson	Graceville
Bradford	Brooker	Jackson	Grand Ridge
Bradford	Hampton	Jackson	Greenwood
Bradford	Lawtey	Jackson	Jacob City
Bradford	Starke	Jackson	Malone
Calhoun	Altha	Jackson	Marianna
Calhoun	Blountstown	Jackson	Sneads
Columbia	Fort White	Jefferson	Monticello
Columbia	Lake City	Lafayette	Mayo
DeSoto	Arcadia	Levy	Bronson
Dixie	Cross City	Levy	Cedar Key
Dixie	Horseshoe Beach	Levy	Chiefland
Franklin	Apalachicola	Levy	Inglis
Franklin	Carrabelle	Levy	Otter Creek
Gadsden	Chattahoochee	Levy	Williston
Gadsden	Greensboro	Levy	Yankeetown
Gadsden	Gretna	Liberty	Bristol
Gadsden	Havana	Madison	Greenville
Gadsden	Midway	Madison	Lee
Gadsden	Quincy	Madison	Madison
Gilchrist	Bell	Nassau	Callahan
Gilchrist/Levy	Fanning Springs	Nassau	Fernandina Beach
Gilchrist	Trenton	Nassau	Hilliard
Glades	Moore Haven	Okeechobee	Okeechobee
Gulf	Port St. Joe	Putnam	Crescent City
Gulf	Wewahitchka	Putnam	Interlachen
Hamilton	Jasper	Putnam	Palatka
Hamilton	Jennings	Putnam	Pomona Park
Hamilton	White Springs	Putnam	Welaka
Hardee	Bowling Green	Suwannee	Branford
Hardee	Wauchula	Suwannee	Live Oak
Hardee	Zolfo Springs	Taylor	Perry
Hendry	Clewiston	Union	Lake Butler
Hendry	LaBelle	Union	Raiford
Highlands	Avon Park	Union	Worthington Springs
Highlands	Lake Placid	Wakulla	St. Marks
Highlands	Sebring	Wakulla	Sopchopy
Holmes	Bonifay	Walton	DeFuniak Springs
Holmes	Esto	Walton	Freeport
Holmes	Noma	Walton	Paxton
Holmes	Ponce de Leon	Washington	Caryville
Holmes	Westville	Washington	Chipley
Jackson	Alford	Washington	Ebro
Jackson	Bascom	Washington	Vernon
Jackson	Campbellton	Washington	Wausau

Other Municipalities and Rural Municipalities in Nonrural Counties

For purposes of this briefing, “Other Municipalities” means an unincorporated federal enterprise community or an incorporated rural city with a population of 25,000 or fewer and an employment base focused on traditional agricultural or resource-based industries, located in a county not defined as rural, which has at least three or more of the economic distress factors identified in paragraph (c) and verified by the department. Each of these municipalities meets the population, employment, and geographic parameters of the statute.

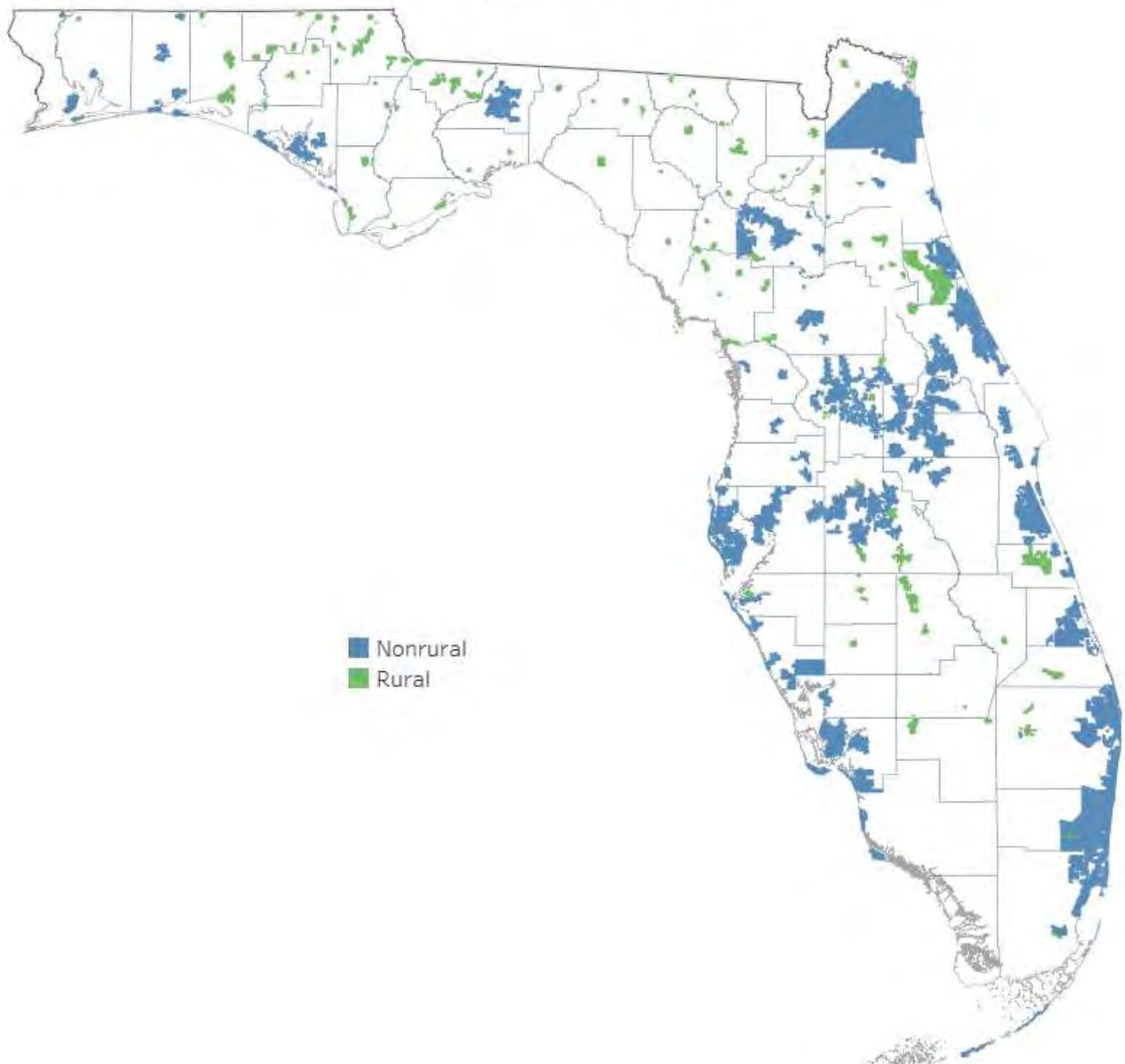
The Other Municipalities in **bold underline text below** are the 22 municipalities identified in Phase 4.2 that met the population, industry, and economic parameters to be identified as rural. Therefore, there are 22 total identified rural municipalities that are located in nonrural counties.

Alachua	<u>Archer</u>	Martin	Ocean Breeze
Alachua	Newberry	Miami-Dade	<u>Florida City</u>
Brevard	Grant-Valkaria	*Palm Beach	<u>Belle Glade</u>
Brevard	Malabar	Palm Beach	Golf
Broward	<u>Southwest Ranches</u>	Palm Beach	Loxahatchee Groves
Clay	<u>Penney Farms</u>	Palm Beach	Manalapan
Collier	Everglades	Palm Beach	<u>Pahokee</u>
Flagler	<u>Bunnell</u>	*Palm Beach	South Bay
*Indian River	<u>Fellsmere</u>	Pasco	<u>San Antonio</u>
Indian River	Indian River Shores	Pasco	St. Leo
Lake	<u>Astatula</u>	Polk	Davenport
Lake	Groveland	*Polk	<u>Dundee</u>
Lake	Mascotte	*Polk	<u>Fort Meade</u>
Lake	Montverde	Polk	<u>Frostproof</u>
Lake	<u>Umatilla</u>	Polk	Hillcrest Heights
*Manatee	<u>Palmetto</u>	Polk	<u>Polk City</u>
Marion	<u>Dunnellon</u>	Santa Rosa	<u>Jay</u>
*Marion	<u>Reddick</u>	Sumter	<u>Webster</u>
Martin	<u>Indiantown</u>	*Volusia	<u>Pierson</u>

* the largest industry in these counties is Agriculture, Forestry, Fishing and Hunting

Rural Municipalities throughout the State

Rural Municipalities in Florida



Spring Creek Highway (CR365) Phase 1 – Paved Off-Road Multi-Use Path

Transportation Alternatives Set-Aside Program Funding Application

Part 6 – Area Conditions Supporting Documentation

Question #6 Response

The project will benefit Census Tract 102.07, a USDOT recognized Historically Disadvantaged Community. The USDOT Equitable Transportation Community Explorer and the Climate and Economic Justice Screening Tool depict this Tract as being disadvantaged because it meets the burden threshold for low income and lack of high school education. Additionally, the Safe Streets and Roads 4 All Underserved Communities Census Tracts identifies this area as being historically disadvantaged for transportation, health, economy, and resilience factors. As the county does not have traditional public transit options, this project will provide the disadvantaged area with an alternative transportation mode that is safer for bicyclists and pedestrians. Spring Creek Highway is highly traveled and serves populated neighborhoods but is poorly lit and is a high crash corridor. Providing this alternative transportation and recreational trail will increase the connectivity and safe travel options for this disadvantaged tract.



WAKULLA COUNTY

ADOPTED INFRASTRUCTURE PLAN



Prepared for the Wakulla County Board of County Commissioners

Adopted by the Wakulla County Board of County Commissioners on November 17, 2025



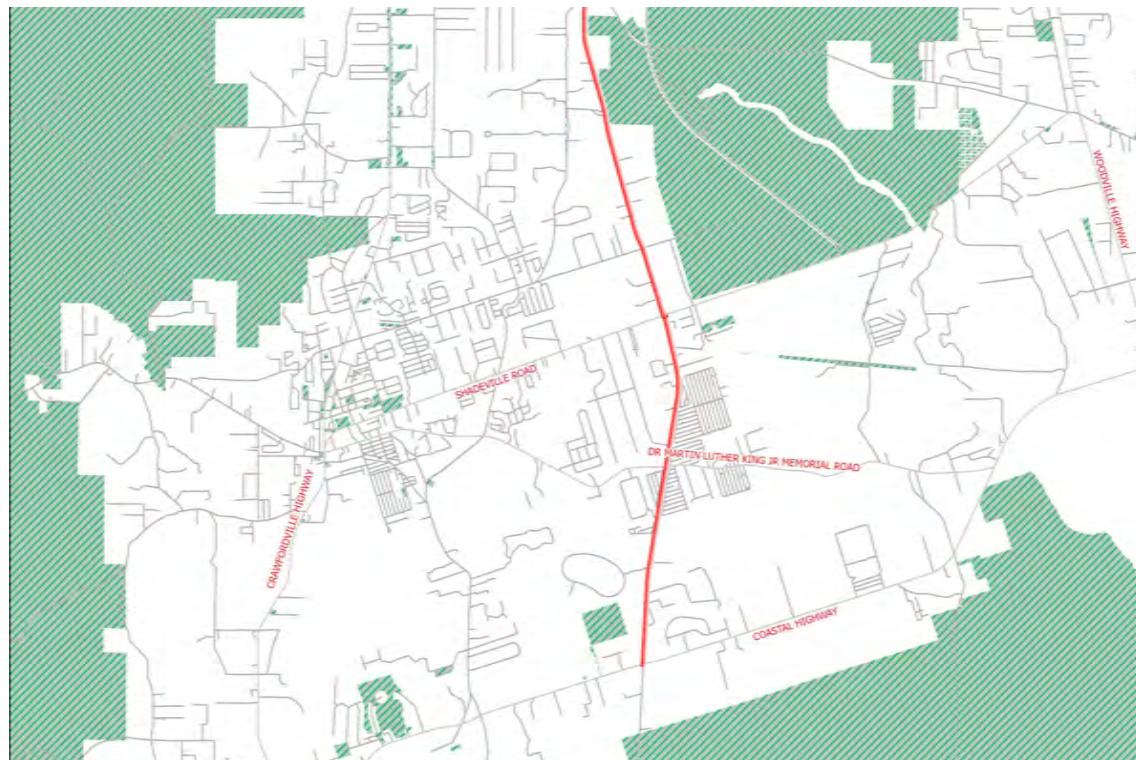
TRAILS, TRAILHEADS, & BLUEWAYS

SPRING CREEK ROAD MULTIUSE TRAIL

LOCATION: SPRING CREEK ROAD, CRAWFORDVILLE, FL



Total Cost: \$7,300,000



PROPOSED PROJECT

- Construction of an 8-foot-wide hard surface multiuse trail.
 - Phase 1: Coastal Highway 98 to Parkland Drive.
 - Phase 2: Parkland Drive to Dr. MLK Jr. Memorial Road.
- Design and construction of an 8-foot-wide hard surface multiuse trail.
 - Phase 3: Dr. MKL Jr. Memorial Road to Shaderville Road.
 - Phase 4: Shaderville Road to Wakulla Arran Road.
 - Phase 5: Wakulla Arran Road to Riversprings Middle School.
 - Phase 6: Riversprings Middle to Highway 267/Bloxham Cutoff.
- Linking Coastal Highway 98 Capital City to the Sea Trail to the central portion of Wakulla County; connecting to the Dr. MLK Jr. Memorial Road trail; future connections to Shaderville Road Trail, Wakulla Arran Road Trail, schools, and Wakulla Springs Trail.
- Providing connectivity throughout residential neighborhoods, commercial centers, schools, and parks and recreational facilities.
- Increase walkability, create safe pedestrian access, and enhance connectivity.

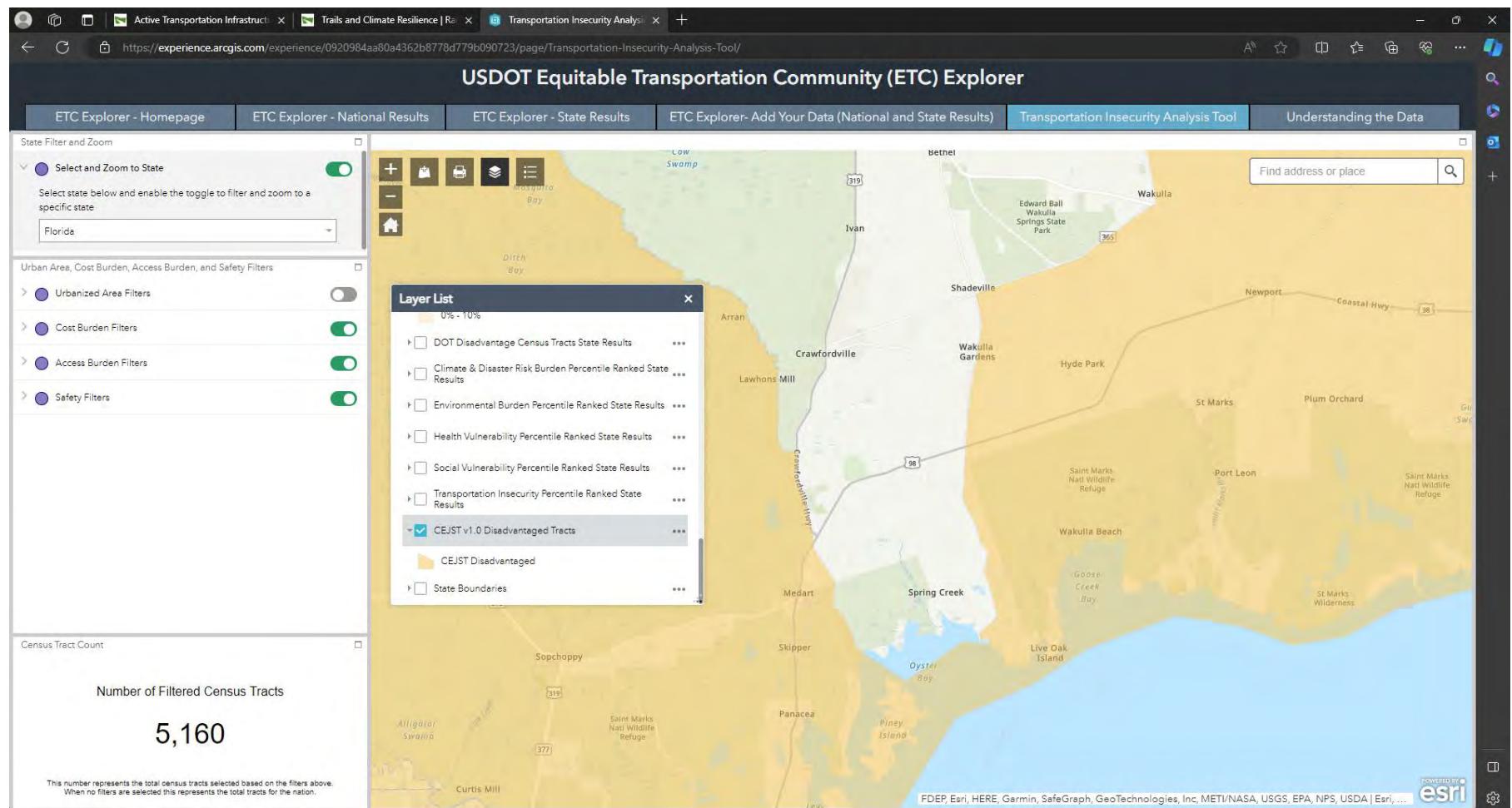
EXISTING CHARACTERISTICS

- Preliminary engineering and construction design plans are complete for Phase 1 and 2 of this project.
- Funding has been recommended for approval by CRTPA to FDOT for construction of Phase 1.
- Adequate right-of-way currently exists for this project.

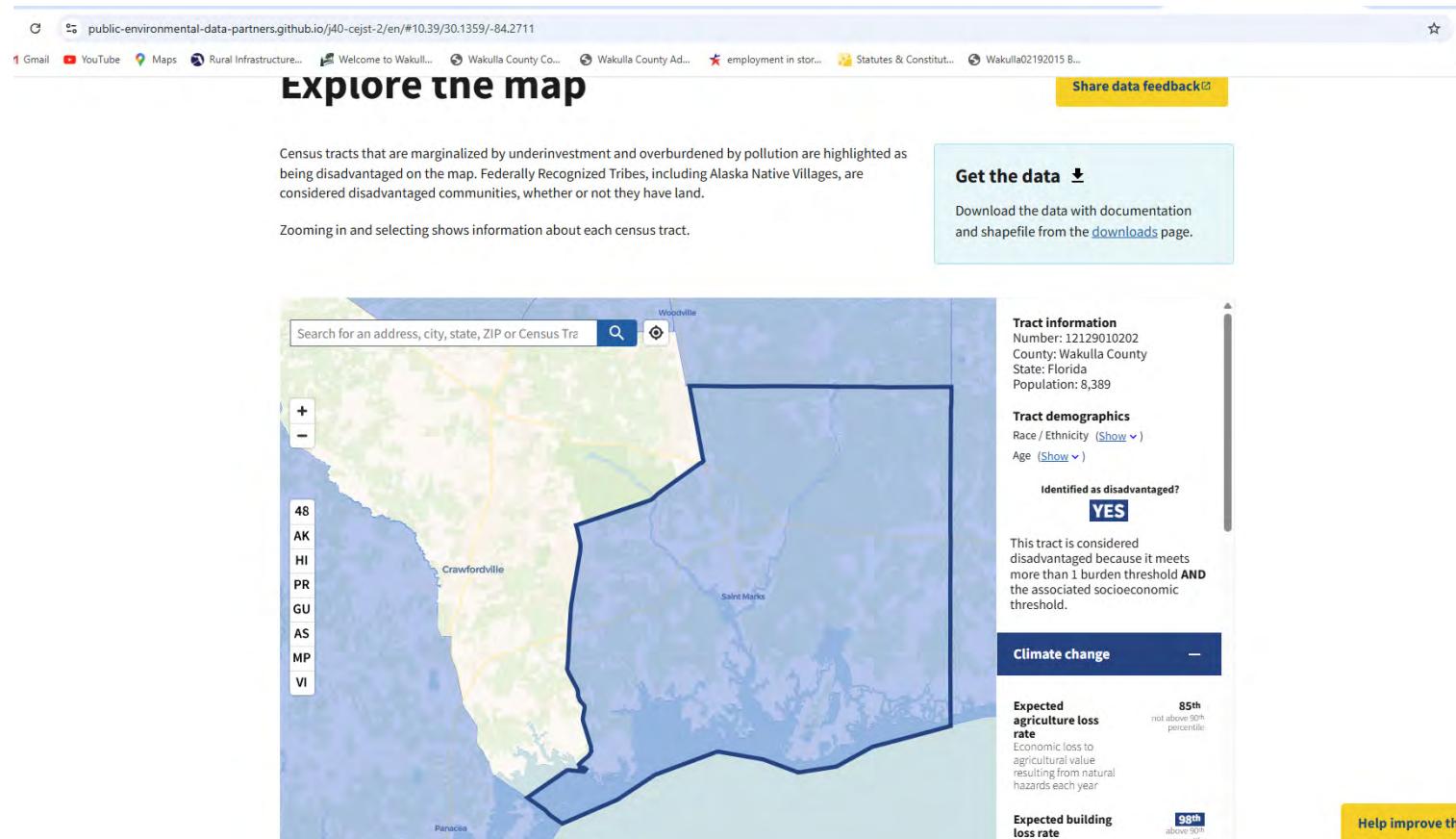
ADDITIONAL INFORMATION

- This project has been identified as a priority project within the Capital Improvements Element.

DISADVANTAGED U.S. CENSUS TRACT INFORMATION



CLIMATE & ECONOMIC JUSTICE SCREENING TOOL MAP



As of 12-29-2025, this tract is considered disadvantaged because it meets more than 1 burden threshold **AND** the associated socioeconomic threshold.

Low income

People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed

65th

above 65th percentile

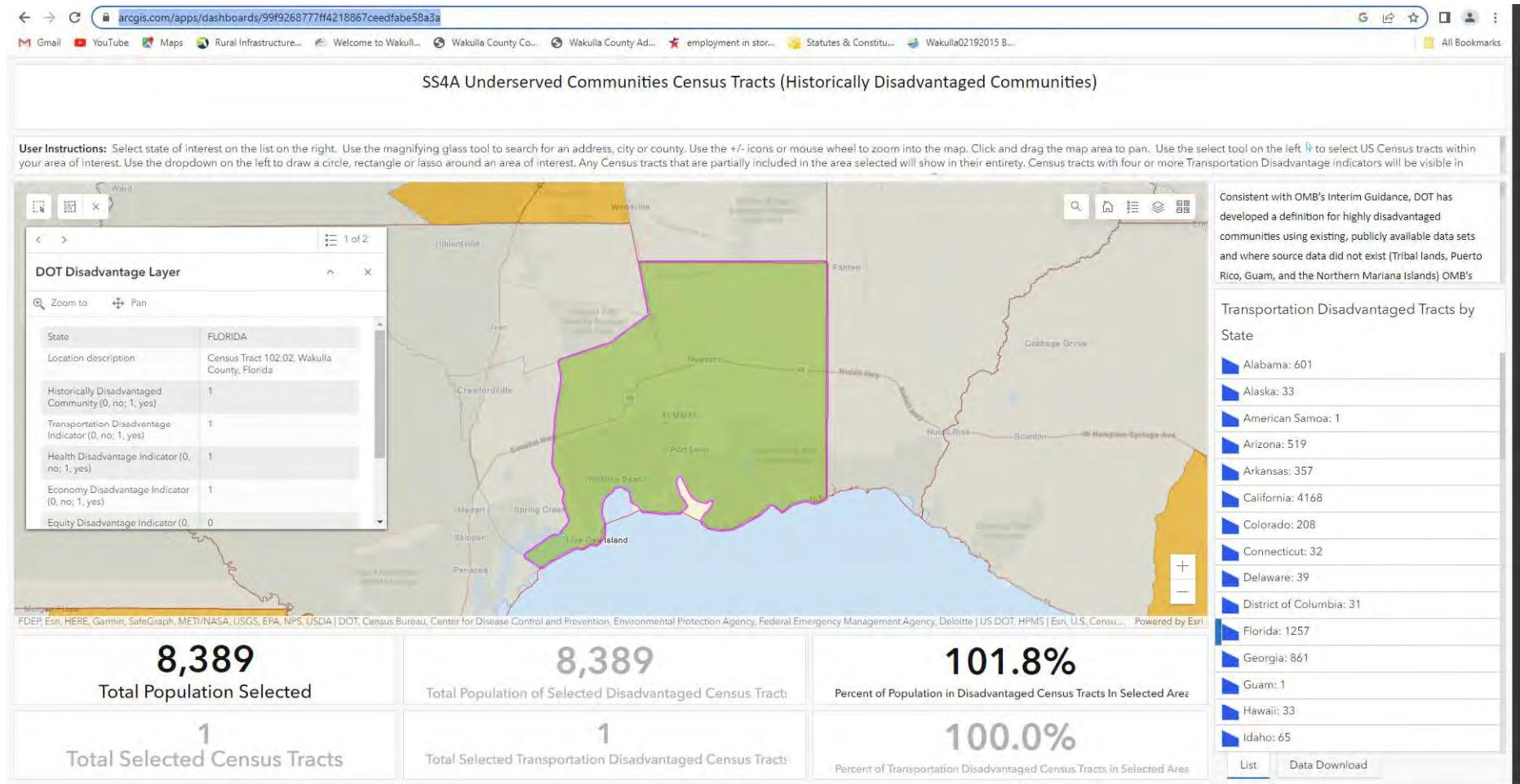
High school education

Percent of people ages 25 years or older whose high school education is less than a high school diploma

19%

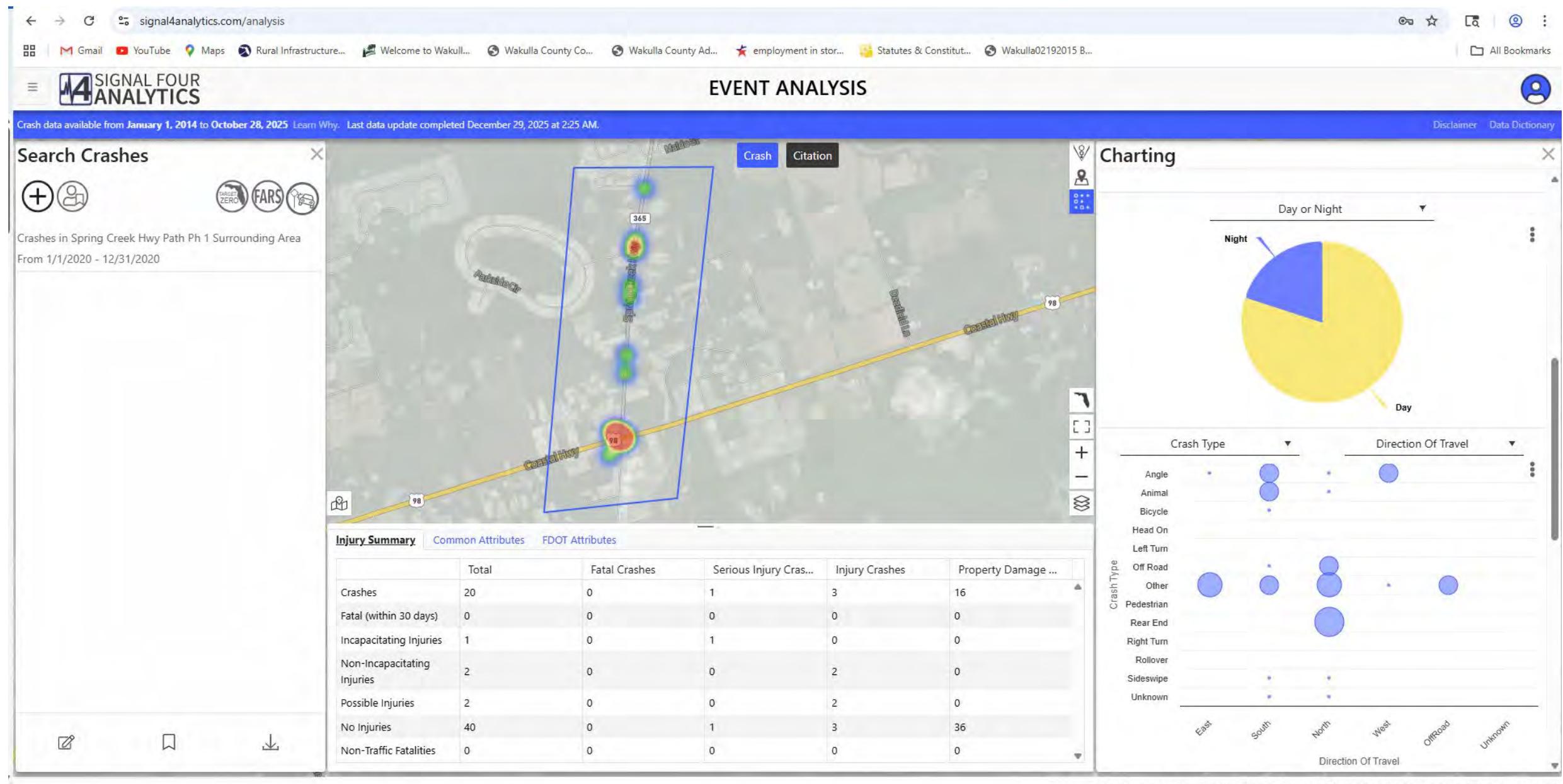
above 10% percent

SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM MAPPING TOOL



CRASH DATA FROM SIGNAL FOUR ANALYTICS

2020



2021

signal4analytics.com/analysis

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SIGNAL FOUR ANALYTICS

Crash data available from **January 1, 2014 to October 28, 2025** Learn Why. Last data update completed December 29, 2025 at 2:25 AM.

EVENT ANALYSIS

Search Crashes

Crashes in Spring Creek Hwy Path Ph 1 Surrounding Area
From 1/1/2021 - 12/31/2021

Crash **Citation**

Charting

Day or Night

Day

Night

Injury Summary **Common Attributes** **FDOT Attributes**

	Total	Fatal Crashes	Serious Injury Cras...	Injury Crashes	Property Damage ...
Crashes	17	0	1	2	14
Fatal (within 30 days)	0	0	0	0	0
Incapacitating Injuries	1	0	1	0	0
Non-Incapacitating Injuries	1	0	1	0	0
Possible Injuries	3	0	0	3	0
No Injuries	27	0	2	2	23
Non-Traffic Fatalities	0	0	0	0	0

Crash Type **Direction Of Travel**

Angle Animal Bicycle Head On Left Turn Off Road Other Pedestrian Rear End Right Turn Rollover Sideswipe Unknown

East South North West Offroad Unknown

Total records: 17 / Mapping Status: Mapped: 17 (Verified: 1 / Preliminary: 16) / Unmapped: 0

2022

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All Bookmarks

SIGNAL FOUR ANALYTICS

EVENT ANALYSIS

Crash data available from January 1, 2014 to October 28, 2025. Last data update completed December 29, 2025 at 2:25 AM.

Disclaimer Data Dictionary

Search Crashes

Crashes in Spring Creek Hwy Path Ph 1 Surrounding Area
From 1/1/2022 - 12/31/2022

Charting

Day or Night

Night Day

Crash Type

Angle Animal Bicycle Head On Left Turn Off Road Other Pedestrian Rear End Right Turn Rollover Sideswipe Unknown

Direction Of Travel

East South North West OffRoad Unknown

Injury Summary

Common Attributes FDOT Attributes

	Total	Fatal Crashes	Serious Injury Cras...	Injury Crashes	Property Damage ...
Crashes	18	1	1	4	12
Fatal (within 30 days)	2	2	0	0	0
Incapacitating Injuries	1	0	1	0	0
Non-Incapacitating Injuries	4	0	0	4	0
Possible Injuries	4	0	0	4	0
No Injuries	47	2	0	13	32
Non-Traffic Fatalities	0	0	0	0	0

Total records: 18 / Mapping Status: Mapped: 18 (Verified: 2 / Preliminary: 16) / Unmapped: 0

2023

Crash data available from **January 1, 2014** to **October 28, 2025** [Learn Why](#). Last data update completed December 29, 2025 at 2:25 AM.

EVENT ANALYSIS

Search Crashes

Crashes in Spring Creek Hwy Path Ph 1 Surrounding Area
From 1/1/2023 - 12/31/2023

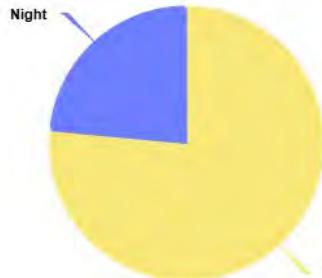
Crash **Citation**

Injury Summary **Common Attributes** **FDOT Attributes**

	Total	Fatal Crashes	Serious Injury Cras...	Injury Crashes	Property Damage ...
Crashes	17	2	1	2	12
Fatal (within 30 days)	2	2	0	0	0
Incapacitating Injuries	2	1	1	0	0
Non-Incapacitating Injuries	2	0	0	2	0
Possible Injuries	3	0	0	3	0
No Injuries	28	5	1	2	20
Non-Traffic Fatalities	0	0	0	0	0

Charting

Day or Night



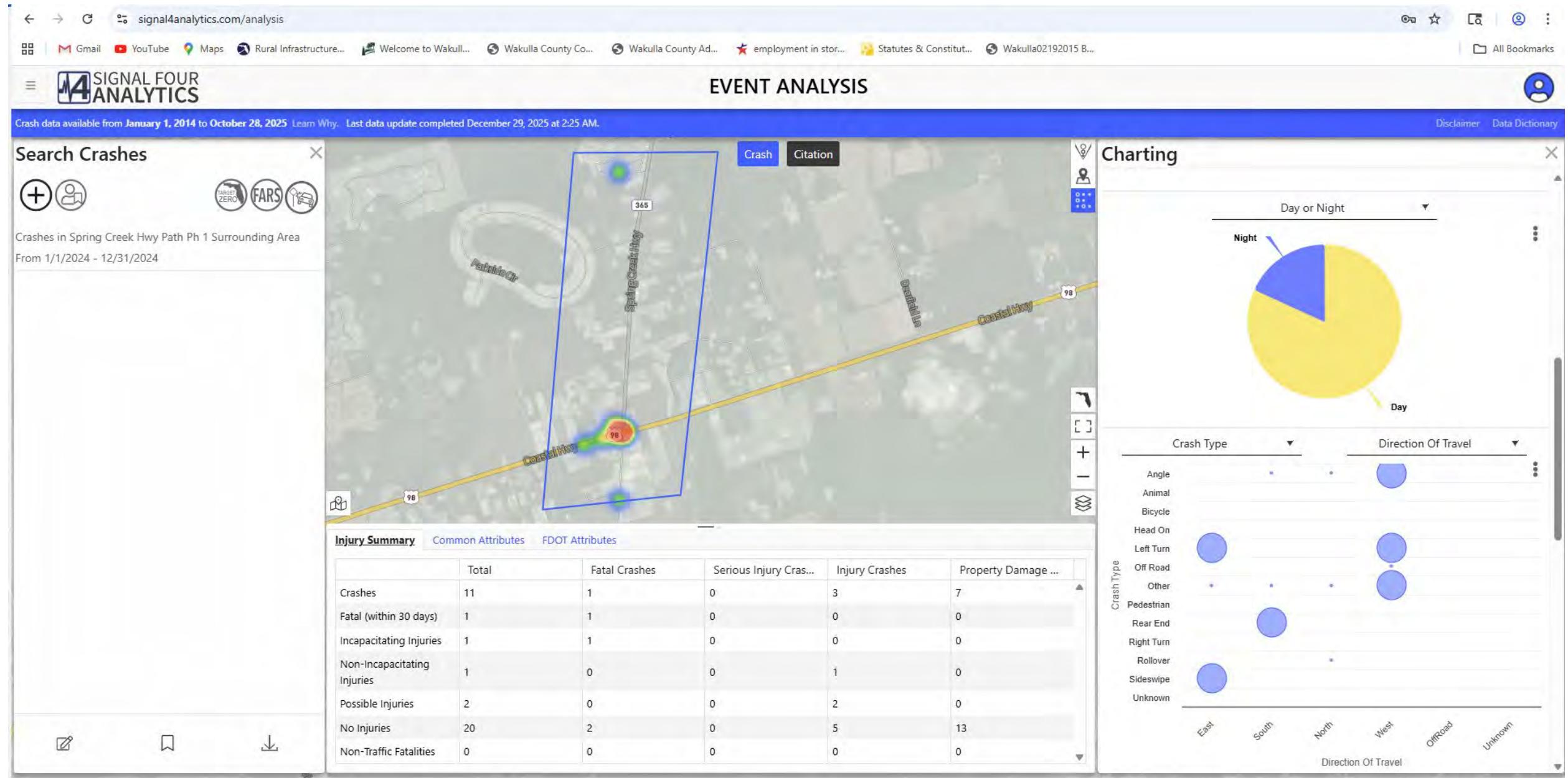
Crash Type

Direction Of Travel

Crash Type	Direction Of Travel
Angle	East
Animal	South
Bicycle	North
Head On	South
Left Turn	South
Off Road	South
Other	South
Pedestrian	South
Rear End	South
Right Turn	South
Rollover	North
Sideswipe	North
Unknown	West

Total records: 17 / Mapping Status: Mapped: 17 (Verified: 2 / Preliminary: 15) / Unmapped: 0

2024



2025

signal4analytics.com/analysis

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All Bookmarks

SIGNAL FOUR ANALYTICS

Crash data available from **January 1, 2014 to October 28, 2025** [Learn Why](#). Last data update completed December 29, 2025 at 2:25 AM.

EVENT ANALYSIS

Search Crashes

Crashes in Spring Creek Hwy Path Ph 1 Surrounding Area
From 1/1/2025 - 10/28/2025

Charting

Day or Night

Night Day

Crash Type

Angle Animal Bicycle Head On Left Turn Off Road Other Pedestrian Rear End Right Turn Rollover Sideswipe Unknown

Direction Of Travel

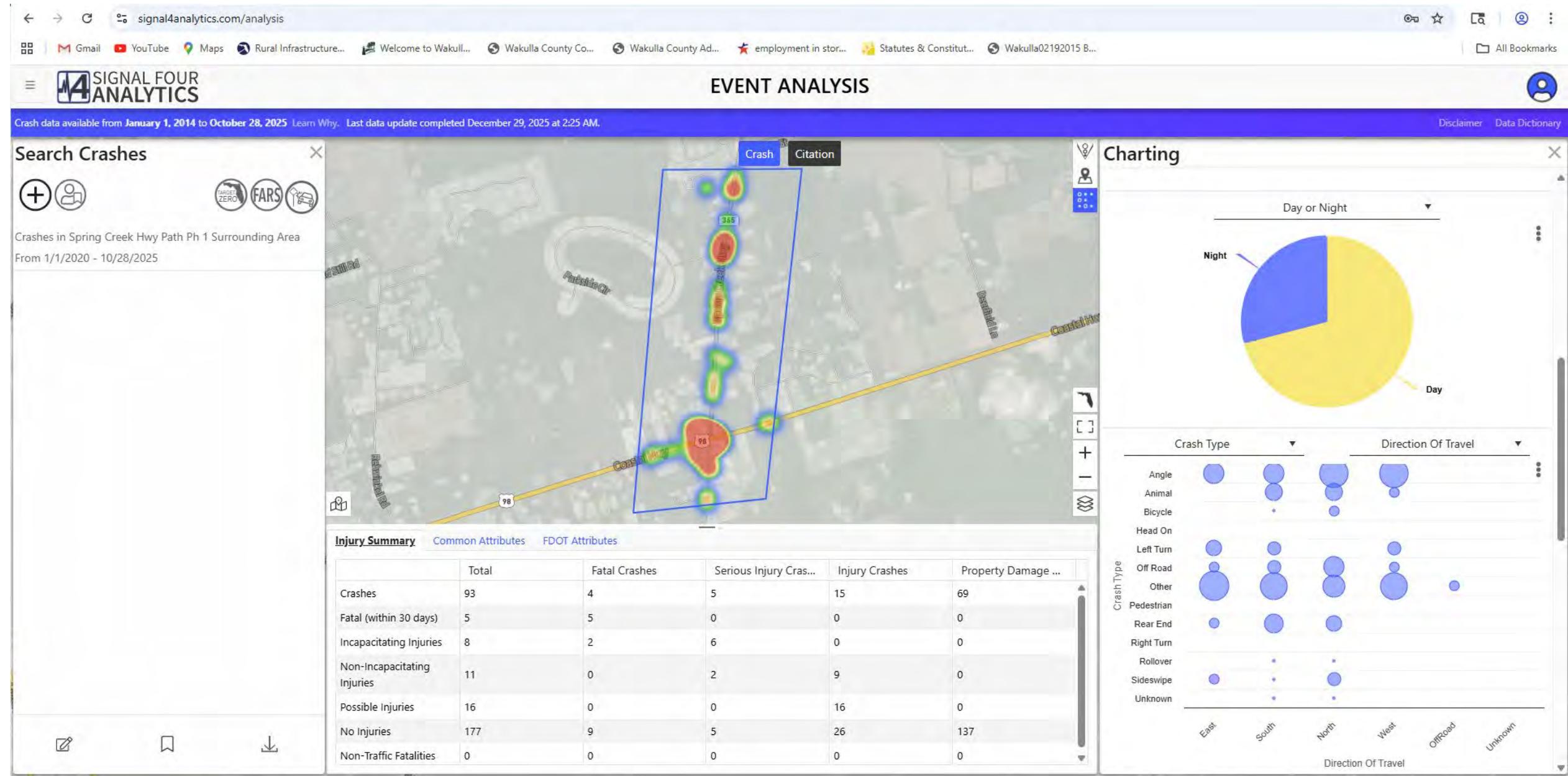
East South North West OffRoad Unknown

Injury Summary

	Total	Fatal Crashes	Serious Injury Cras...	Injury Crashes	Property Damage ...
Crashes	10	0	1	1	8
Fatal (within 30 days)	0	0	0	0	0
Incapacitating Injuries	2	0	2	0	0
Non-Incapacitating Injuries	1	0	1	0	0
Possible Injuries	2	0	0	2	0
No Injuries	15	0	1	1	13
Non-Traffic Fatalities	0	0	0	0	0

Total records: 10 / Mapping Status: Mapped: 10 (Verified: 0 / Preliminary: 10) / Unmapped: 0

Cumulative 2020 through 2025



Spring Creek Highway (CR365) Phase 1 – Paved Off-Road Multi-Use Path

Transportation Alternatives Set-Aside Program Funding Application

Part 7 – Public Involvement Supporting Documentation

Question #1 Response

The Spring Creek Highway Multi-Use Path project was identified as an important path in the Wakulla County Adopted Infrastructure Plan (AIP), the latest version of which was adopted by the Wakulla County Board of County Commissioners on November 17, 2025.

When the AIP was updated in 2025 it took into consideration public feedback gained through a public survey and open house public meeting. During its previous update in 2021, it was revised to incorporate the Wakulla County Bicycle, Pedestrian, and Blueways Master Plan, the Public Safety Infrastructure and Proposed Plan to Address Future Needs, the Wastewater Facilities Plan, and incorporated aspects of the Local Mitigation Strategy. It is now considered the County's consolidated plan for its infrastructure goals.

It is interesting to note that in the 2012 edition of the Wakulla County Bicycle, Pedestrian, and Blueways Master Plan, the trail along Spring Creek Highway was identified as a future connector multi-use trail. However, in that plan it was the section of that roadway from SR 267 to Shaderville Highway that was identified as the biggest need. As a multi-use path has not yet been constructed along SR 267, the thought process has now shifted through the renditions of these plans to note the section of Spring Creek Highway connecting with the existing trail on US 98 should be the priority.

The Wakulla County Board of County Commissioners passed Resolution 2025-101 on December 8, 2025 to signify their, and the community's, continued support of this project.

RESOLUTION NO. 2025- 101

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF WAKULLA COUNTY, FLORIDA TO CONTINUE SUPPORT FOR THE CONSTRUCTION OF MULTI-USE PATHS IN WAKULLA COUNTY WITH TRANSPORTATION ALTERNATIVE PROGRAM FUNDING; APPROVE GRANT APPLICATION SUBMITTALS TO THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY'S FISCAL YEAR 2025/2026 TRANSPORTATION ALTERNATIVES PROGRAM CYCLE; DESIGNATING THE COUNTY ADMINISTRATOR AS THE SIGNATORY FOR THE GRANT APPLICATIONS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, walking and biking helps meet the goals of section 339.175, Florida Statutes, entitled Metropolitan Planning Organization, to serve the mobility needs of people while minimizing transportation related fuel consumption, air pollution, and greenhouse gas emissions; and

WHEREAS, the Center for Disease Control (CDC) encourages people to walk for fitness, transportation, and fun; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA), was signed into law on November 15, 2021, to reauthorize surface transportation and other funding programs, and to provide financial assistance for transportation infrastructure, broadband, and clean energy, just to name a few areas; and

WHEREAS, Section 11109 of the IIJA reauthorized the Transportation Alternative (TA) Program, which strengthens the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system and for Florida is administered through the Florida Department of Transportation (FDOT); and,

WHEREAS, Wakulla County supports the construction of multi-use paths within its jurisdiction as to provide alternative means of transportation and facilities for recreation; and

WHEREAS, Wakulla County desires to submit two TA Program grant applications to the Capital Region Transportation Planning Agency for the Fiscal Year 2025-2026; and

WHEREAS, if successful in receiving a TA Program grant award(s), Wakulla County has the intent to enter into an agreement(s) with FDOT for the TA Program for cost reimbursement to deliver the project(s).

NOW, THEREFORE, be it resolved as follows:

Section 1: RECITALS. The above recitals are true and correct and are hereby incorporated herein by reference.

Section 2. PROJECTS. The Board of County Commissioners of Wakulla County supports the construction of paved, multi-use path projects, and approves staff to submit two applications to the Capital Region Transportation Planning Agency via the Florida Department of Transportation's GAP System for the following projects shown in priority order:

- (1) A paved, multi-use path along Dr. Martin Luther King Jr. Memorial Road from Mallard Pond Circle to Pheasant Hill Trail (Phase II)
- (2) A paved, multi-use path along Spring Creek Highway from US 98 to Parkland Drive (Phase I).

Section 3. SIGNATORY AUTHORITY. That the Board of County Commissioners of Wakulla hereby authorizes the County Administrator to execute only those documents required in connection with the filing of said applications to be submitted on or before January 16, 2026.

Section 4. EFFECTIVE DATE. This Resolution shall take effect immediately upon its adoption by the Board.

PASSED AND DULY ADOPTED at the meeting of the Wakulla County Board of County Commissioners on this 8th day of December 2025.

**BOARD OF COUNTY COMMISSIONERS OF
WAKULLA COUNTY, FLORIDA**

Signed by:

Ralph Thomas

171C85C0A45D489...
Ralph Thomas, Chair

ATTEST:

Signed by:
Pamela Raker, D.C for
800D0B4C27B24EA...
Greg James, Clerk

Signed by:

800D0B4C27B24EA...

APPROVED AS TO FORM:

DocuSigned by:
Heather Encinosa
02905D4A012C4FE...
Heather J. Encinosa, Esq.
County Attorney

Melissa Corbett

From: Wakulla County BOCC <kmiller@mywakulla.com>
Sent: Tuesday, October 14, 2025 9:47 AM
To: Melissa Corbett
Subject: Notice of Public Meeting - Recreation Advisory Committee

**NOTICE OF PUBLIC MEETING**
Recreation Advisory Committee

The Wakulla County Recreation Advisory Committee will hold a Public Meeting on **Monday, October 27, 2025, at 4 p.m.** at the Wakulla County Community Center (Sopchoppy Room), 318 Shadeville Rd., Crawfordville, FL 32327.

If a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons with a disability needing a special accommodation should contact the Wakulla County Board of County Commissioners Administration Office at least two (2) days prior to the meeting at (850) 926-0919; Hearing & Voice Impaired at 1-800-955-8771; or by email at ADAResquest@mywakulla.com.

Kinsey Miller | Public Information Officer | kmiller@mywakulla.com

Wakulla County Board of County Commissioners - Administration | 3093 Crawfordville Hwy | Crawfordville, FL 32327 US

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Notice of Recreation Advisory Committee Meeting

3093 Crawfordville Hwy, Crawfordville, FL 32327 (850) 926-0919 ENGLISH

WAKULLA COUNTY

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Notice Of Recreation Advisory Committee Meeting

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63°F Rain 2:30 PM 12/18/2025

Melissa Corbett

From: Wakulla County BOCC <kmiller@mywakulla.com>
Sent: Friday, November 14, 2025 10:22 AM
To: Melissa Corbett
Subject: Notice of Public Meeting - Parks Advisory Committee

Categories: Upcoming Meeting



NOTICE OF RESCHEDULED PUBLIC MEETING

Wakulla County Parks Advisory Committee

The Wakulla County Parks Advisory Committee Public Meeting scheduled for November 18, 2025, has been rescheduled for December 16, 2025, at 4 p.m. at the Wakulla County Community Center (Wakulla Room), 322 Shaderville Road, Crawfordville, FL 32327, (850) 745-7780.

Purpose of Meeting: To Advise and make recommendations to the Board of County Commissioners Regarding the County's Park Facilities and Activities conducted within the County's parks.

If a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons with a disability needing a special accommodation should contact the Wakulla County Board of County Commissioners Administration Office at least two (2) days prior to the meeting at (850) 926-0919; Hearing & Voice Impaired at 1-800-955-8771; or by email at ADAResquest@mywakulla.com.

Kinsey Miller | Public Information Officer | kmiller@mywakulla.com

Wakulla County Board of County Commissioners - Administration | 3093 Crawfordville Hwy | Crawfordville, FL 32327 US

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Parks Advisory Committee

Wakulla County, Florida

Meeting Agenda

Public Meeting Tuesday,
December 16, 2025
@ 4:00 p.m.

Call to Order

Citizens to be Heard

(There is a Three (3) minute time limit; non-discussion by Council; there shall be no debate and no action by the Council. Citizens will have the opportunity to speak once under the Citizens to be Heard portion of the agenda which will be at the start or end of each meeting)

Awards and Presentations

(Members of the Council will have the opportunity to acknowledge members of the community or make commendable efforts at this time. Presentations will be made by individuals concerning issues of importance)

1. Melissa Corbett presentation on two grant applications for the Transportation Alternative Program and requesting a Letter of support.
2. Melissa Corbett updates on prior and upcoming grants.

Consent

(All items contained herein may be voted on with one motion. Consent items are considered to be routine in nature, are typically non-controversial and do not deviate from past Council direction or policy. However, any Councilmember or the Parks Advisory Committee may withdraw an item from the consent agenda, either in writing prior to the meeting, or at the beginning of the meeting and it shall then be voted on individually.)

1. Support letter for Wakulla County's Transportation Alternatives Program Funding Applications

General Business

(General Business items are items of a general nature that require Council directions or pertain to Council policy)

Parks Advisory Committee

Wakulla County, Florida

Minutes of Meeting

Public Meeting Tuesday,
December 16, 2025
@ 4:00 p.m.

Call to Order

See attendance Sheet.

Purpose of Meeting

To receive updates on grant applications, review trail and recreation projects, discuss park and boat ramp improvements, and consider letters of support for funding opportunities.

Awards and Presentations

Grants and Funding Updates

- **Transportation Alternatives Program (FDOT/CRTPA)**
 - *MLK Jr. Memorial Road Path – Phase 2 (Mallard Pond Cir. to Pheasant Hill)*
Previous applications were denied due to limited funding; FDOT advised resubmittal with no major revisions.
 - *Spring Creek Highway Path – Phase 1 (Rehwinkle Rd to Mallard Pond Circle)* **Funded, construction expected next year.**
 - *Long-term goal is a continuous path from Crawfordville Highway to Spring Creek Highway.*
- **Florida Boating Improvement Program (FBIP)**
 - *Channel markers (Ochlockonee River/Bald Point)* – **Awarded.**
 - *Newport Public Boat Ramp (design for new ramp and floating dock)* – **Awarded.**
 - *Mashes Sands dredging* – *Not eligible again until June 30, 2027, due to prior dredging restrictions.*
- **Recreational Trails Program (RTP)**
 - *Proposed Trailhead at Meadart Park and US-98 bike path* – **Under review.**
- **Resilient Florida Program**
 - *County vulnerability assessment and adaptation plan* – **Awarded.**
 - *Mashes Sands feasibility study and beach management plan update* – **Under review.**
- **U.S. Fish & Wildlife Service Grant**
 - *Boating and fishing outreach/education program* – **Under review.**

Consent

(All items contained herein may be voted on with one motion. Consent items are considered to be routine in nature, are typically non-controversial and do not deviate from past Council direction or policy. However, any Councilmember or the Tourist Development Coordinator may withdraw an item from the consent agenda, either in writing prior to the meeting, or at the beginning of the meeting and it shall then be voted on individually. Every effort shall be made to provide such a request to the Chairman at least 24 hours before the meeting)

- **Committee approved and signed a letter of support for Phase 2 multi-use paved path grant applications.**

General Business and Discussions:

(General Business items are items of a general nature that require Council directions or pertain to Council policy)

Parks, Trailheads, and Park Improvements

- **Trailhead Facilities**

- *Future trailhead parking and amenities are included in the county's long-range infrastructure plan and would follow trail construction.*

- **Big Bend Maritime Center**

- *Tree planting project funded through the Florida Department of Agriculture's Urban and Community Forestry Grant.*
- *Native trees will be planted to reduce erosion and nutrient runoff.*
- *Project expected to begin within the next few months.*

- **Coastal Parks**

- *Discussion of shoreline stabilization, vegetation, and breakwaters as effective erosion-control strategies.*

Boat Ramps and Water Access

- **Newport Boat Ramp**

- *Design for new ramp and floating dock; project moving forward.*

- **User Fees**

- *QR-code and ParkMobile payment system reported as effective.*
- *Revenues are restricted to boating facility maintenance and improvements.*
- *Discussion on potentially increasing annual and daily launch fees (e.g., from \$40 to \$60 with \$30 discount for annual fee and from \$5 to \$10 for daily fee) to support maintenance, with caution about user compliance and affordability.*

Side Topics and Additional Projects

Sopchoppy River Project

- *Proposed kayak access improvements near the bridge are under U.S. Forest Service review.*
- *Potential features include a concrete kayak slide, trail upgrades, and a pay box using existing parking.*

- **Pine Creek Line / Pine Creek Landing**

- *County has assisted with ramp replacement and ongoing maintenance.*
- *Area recognized as a valuable low-impact recreation access point.*
- *Scan-and-pay systems being expanded to similar facilities.*

- **Citizen "Adopt-a-Park" Concept**

- *Discussion of creating a volunteer program allowing citizens to help with litter pickup, minor upkeep, and reporting issues.*
- *Intended to supplement county maintenance efforts and encourage community stewardship.*

Adjourn

(Any departure from the order of business set forth in the official agenda shall be made only upon majority vote of the members of the Commission present at the meeting)

The next Parks Advisory Committee Meeting date and location is to be determine.