

September 16, 2025



## CRTPA BOARD AGENDA ITEM 8 C

### **YEAR 2050 REGIONAL MOBILITY PLAN – DRAFT COST FEASIBLE PLAN**

TYPE OF ITEM: Action

#### **STATEMENT OF ISSUE**

The Year 2050 Regional Mobility Plan (RMP) Project Team will be presenting the Year 2050 RMP Draft Cost Feasible Plan (CFP).

#### **CRTPA EXECUTIVE COMMITTEE RECOMMENDATION**

The CRTPA Executive Committee met on August 28, 2025 and recommended the Board approved the Year 2050 RMP Draft Cost Feasible Plan Scenario 1 – Right of Way as the preferred funding alternative for Year 2050 RMP.

#### **CRTPA COMMITTEE RECOMMENDATION**

The Citizens Multimodal Advisory Committee (CMAC) and Technical Advisory Committee (TAC) met on September 2, 2025 and recommended the Board approve the Year 2050 RMP Draft Cost Feasible Plan Scenario 1 – Right of Way as the preferred funding alternative for Year 2050 RMP.

#### **RECOMMENDED ACTION**

Option 1: Approve the Year 2050 RMP Draft Cost Feasible Plan Scenario 1 – Right of Way as the preferred Cost Feasible Plan alternative for Year 2050 RMP.

## **HISTORY AND ANALYSIS**

At the June CRTPA Board meeting, the Year 2050 RMP Project Team presented the following information as it relates to developing the Year 2050 RMP Draft Cost Feasible Plan including projects, project costs, and revenues. For Board information, this material is provided below.

### **CRTPA Projects**

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

Project	From	To
Woodville Highway (SR 363)	Capital Circle, SE (US 319)	Paul Russell Road
Crawfordville Road (US 319)	East Ivan Road	Wakulla Arran Road
Orange Avenue (SR 371)	Cypress Lake Street	Monroe Street (SR 61)
Crawfordville Road (US 319)	Wakulla County Line	LL Wallace Road
Crawfordville Road (US 319)	LL Wallace Road	Wakulla Springs Road (SR 61)
Pensacola Street (SR 366)	Capital Circle, SW (SR 263)	Appleyard Drive
Crawfordville Road (US 319)	Wakulla Arran Road	Lost Creek Bridge
Crawfordville Road (US 319)	Lost Creek Bridge	Alaska Way
Capital Circle, NW	Interstate 10	North Monroe Street

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

Project	From	To
Adams Street (SR 363)	Orange Avenue (SR 371)	Bronough/Duval
Blountstown Highway (SR 20)	Geddie Road	Capital Circle, SW (SR 263)
Woodville Highway (SR 363)	Capital Circle, SE (US 319)	Natural Bridge Road

## **Project Costs**

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

<b>Project</b>	<b>ROW</b>	<b>Construction</b>	<b>Total</b>
<b>Woodville Highway (SR 363)</b>	\$ 6,500,000	\$ 41,300,000	\$ 47,800,000
<i>Capital Circle, SE (US 319) to Gaile Avenue</i>			
<b>Woodville Highway (SR 363)</b>	\$ 6,900,000	\$ 20,200,000	\$ 27,100,000
<i>Gaile Avenue to Paul Russell Road</i>			
<b>Crawfordville Road (US 319)</b>	\$ 38,200,000	\$ 57,100,000	\$ 95,300,000
<i>Wakulla Arran Road to East Ivan Road</i>			
<b>Orange Avenue (SR 371)</b>	\$ 44,600,000	\$ 74,100,000	\$ 118,700,000
<i>Cypress Lake Street to Monroe Street (SR 61)</i>			
<b>Crawfordville Road (US 319)</b>		\$ 24,700,000	\$ 24,700,000
<i>LL Wallace Road to Wakulla Springs Road (SR 61)</i>			
<b>Crawfordville Road (US 319)</b>		\$ 48,900,000	\$ 48,900,000
<i>Wakulla County Line to LL Wallace Road</i>			
<b>Pensacola Street (SR 366)</b>	\$ 6,000,000	\$ 43,500,000	\$ 49,500,000
<i>Capital Circle, SW (SR 263) to Appleyard Drive</i>			
	<b>\$ 102,200,000</b>	<b>\$ 309,800,000</b>	<b>\$ 412,000,000</b>

Costs are shown as “Present Day Costs” in millions.

## **Revenues**

The revenues are divided into “Tiers” which represent two (2) five-year periods ( FY 31 - FY 35 and FY-36 – FY 40) and a ten-year period of time (FY 41 - FY 50) as required to meet Federal Highway Administration (FHWA) requirements for Long Range Transportation Plans. Tier 1 (not shown in the table below) represents the [Transportation Improvement Program \(FY 26 to FY 30\)](#).

<b>Revenue Type</b>	<b>FY 31 - FY 35</b>	<b>FY 36 - FY 40</b>	<b>FY 41 - FY 50</b>	<b>Total</b>
	<b>Tier 1</b>	<b>Tier 2</b>	<b>Tier 3</b>	
Surface Transportation Block Grant (Districtwide Portion)	\$30.72	\$30.72	\$61.43	\$122.87
CRTPA Discretionary	\$16.09	\$16.09	\$32.17	\$64.35
State Highway System (non-SIS)	\$10.15	\$10.55	\$21.48	\$42.18
Other Roads	\$7.45	\$7.75	\$15.78	\$30.98
Transportation Alternatives	\$6.72	\$6.72	\$13.44	\$26.88
<b>Total</b>	<b>\$71.13</b>	<b>\$71.83</b>	<b>\$144.30</b>	<b>\$287.26</b>

Revenues are shown as “Year of Expenditure” in millions.

### **Draft Cost Feasible Plan Development**

Utilizing the previous information, the Project Team developed three (3) scenarios for CRTPA Board consideration. **For consistency with existing CRTPA documents, the projects are shown in the scenarios are in the same order as the FY 27 – FY 31 Priority Project List.**

### **Scenarios**

The reduction in revenues from the 2045 RMP to the 2050 RMP has a drastic impact on the Draft Cost Feasible Plan and the projects that can be funded. Every Metropolitan Planning Organization (MPO) in Florida is experiencing the same impacts. The Project Team approached this issue through the development of three (3) scenarios which are detailed on the following pages.

It should be noted that the projected revenues do not meet the demands of completing two projects within the year 2050 timeframe. However, some other factors to be considered include:

- The RMP will be updated in five years which will provide an opportunity to evaluate the progress of these projects against newer revenue projections.
- Hopefully, CRTPA region won't require as much funding for resurfacing projects, therefore, providing additional funds for roadway projects.

### **Projects Included in All Scenarios**

There are a variety of projects included in the RMP that are outside of the CRTPA's ability for prioritizing or programming but are in the CRTPA region. These projects are outlined on the following pages.

### **"Tier 1" Projects**

The RMP has a twenty year horizon beyond what is shown in the current Work Program (2026-2030), which reflects investments that have been achieved to date. Therefore, these project phases are not included in the overall cost of the RMP because they are already accounted for and do not change from scenario to scenario. These projects include:

Project	Current Phase	Needed Phase(s)
<b>Capital Circle, SW</b>		
Springhill Road to Crawfordville Road	Construction	None
<b>Crawfordville Road</b>		
LL Wallace Road to Wakulla Springs Road	ROW	Construction
<b>Pensacola Street</b>		
Capital Circle, SW to Appleyard Drive	PD& E	Design, Right of Way and Construction
<b>Capital Circle, NW</b>		
Interstate 10 to North Monroe Street	PD&E	Design, Right of Way and Construction

### **Strategic Intermodal System (SIS) Projects**

The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to the state's economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the facilities most significant for

interregional, interstate, and international travel. The SIS is the state's highest priority for transportation capacity investments and a primary focus for implementing the Florida Transportation Plan (FTP), the state's long-range transportation vision and policy plan. Projects in the CRTPA region include the following.

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

### SUN Trail Projects

The Florida Shared-Use Non-motorized (SUN) Trail Program, established in 2015, receives an annual allocation from the redistribution of new vehicle tag revenues. These revenues are deposited in the State Transportation Trust Fund. The funding is for the development of a statewide system of interconnected high-priority, paved, non-motorized multi-use trail / two-directional Shared Use Path (SUP) within the SUN Trail network for bicyclists and pedestrians, physically separated from vehicular traffic. The SUN Trail network aligns with the Florida Greenways and Trails System (FGTS) Plan's Land Trail Priority Network overseen by the Department of Environmental Protection's Office of Greenways and Trail (OGT) and includes connections to and through lands of the Florida Wildlife Corridor Act. Projects in the CRTPA region include the following.

Project	Current Phase	Programmed		Needed Phase(s)
		Phase	Year	
Wakulla Springs Trail				
St. Marks Trail to Wakulla Springs State Park	Design	None		Construction
Capital City Trail East (US 90)				
Pedrick Road to Lake Miccosukee	PD&E	Design	2029	Construction
Capital City Trail Central (Tallahassee to Havana)				
Gadsden County Line to Orchard Pond Greenway Trailhead	PD&E	None		Design and Construction
Leon County Line to Salem Road	Design	None		Construction
Capital City Trail West (US 90)				
Jackson County Line to Quincy Bypass (SR 12)	Feasibility	None		PD&E, Design, and Construction

### Moving Florida Forward

During the 2023 Legislative Session, Governor DeSantis proposed, and the Florida Legislature then passed the *Moving Florida Forward Infrastructure Initiative*. As part of the initiative, the Florida Department of Transportation (FDOT) identified a selection of critical needs on state-owned roadways. Additionally, FDOT identified previously approved projects with broad community support that only lacked funding to begin construction. Due to Florida's sound fiscal health, \$4 billion from the General Revenue Surplus has been dedicated to the *Moving Florida Forward Infrastructure*

*Initiative* to advance construction on these projects around the state that will address congestion, improve safety, ensure the resiliency of our transportation network, and enhance Florida’s supply chain and economic growth. There is one project in the CRTPA region utilizing Moving Florida Forward funding and that is Capital Circle, SW from Springhill Road to Crawfordville Road.

### **Blueprint Intergovernmental Agency (BPIA)**

The Blueprint Intergovernmental Agency (BPIA) is a City-County agency established to implement a plan funded by a local government one-cent sales surtax. Endorsed by the Tallahassee-Leon County voters who approved the surtax in 2000 and again in 2014 to efficiently execute large, transformative, and generational projects that are aimed to enhance our community through coordinated planning and construction of transportation, utilities, stormwater management, parks, greenways, and economic development programs.

There are several projects that are underway and are incorporated into the three RMP scenarios, including the [Airport Gateway](#), [Greenways Master Plan](#), [Northeast Corridor Connector: Bannerman Road](#), [Northeast Gateway: Welaunee Boulevard](#), [Northwest Connector Corridor: Tharpe Street](#)


### **Scenario Maps**

The Project Team has developed a [CRTPA Year 2050 RMP Draft Cost Feasible Plan](#) application to illustrate the three (3) scenarios. The Year 2026- 2030 projects and Scenario projects are identified with specific colors or patterns to reflect the current or future phase(s). Additionally, clicking on the specific project will open an information box with additional descriptions and projects links. The projects shown on the maps are:

Funded (2026-2030) -These are the same projects as shown on Tier 1 Project table on page 4 of this agenda.

Scenarios 1, 2 and 3 – represent the proposed projects to be funded under each scenario as outlined on pages 7 through 9 of this agenda.

Other Projects – include SUN Trail, SIS, and Blueprint road and trail projects.

The “Legend” can be made visible by hovering a pointer over the legend icon  in the upper left corner of the map and clicking on the icon.

All of these layers can be toggled on or off. It is recommended to only have one scenario toggled on at a time to view the associated projects.

### Scenario 1 – Right of Way (ROW) Funding

The first scenario provides funding for the top five (5) CRTPA roadway priority projects.

This approach allows all the projects to move forward through the ROW phase in preparation for any future construction phase.

#### Scenario 1 – Right of Way Funding

Project	Phase	Tier 2	Tier 3	Tier 4	Total
		31-35	36-40	41-50	
Woodville Highway					
Paul Russell Road to Gaile Avenue	ROW	\$ 8.9			\$ 8.9
Gaile Avenue to Belair Street	ROW	\$ 4.5			\$ 4.5
Belair Street to Capital Circle, SE	ROW	\$ 3.8			\$ 3.8
Crawfordville Road					
East Ivan Road to Wakulla Arran Road	ROW			\$ 64.8	\$ 64.8
Orange Avenue					
Cypress Lake Street to T-Pain Lane	ROW		\$ 38.2		\$ 38.2
T-Pain Lane to Monroe Street	ROW	\$ 20.7	\$ 6.3		\$ 26.9
Crawfordville Road					
Wakulla Springs Road to LL Wallace Road					
LL Wallace Road to Wildflower Road					
Wildflower Road to Wakulla County Line					
Pensacola Street					
Capital Circle, SW to Appleyard Drive	ROW			\$ 11.6	\$ 11.6
Total		\$ 38.0	\$ 44.5	\$ 76.4	\$ 158.9

Note: all funding is shown in Year of Expenditure in millions.

Additionally, this scenario provides funding for pedestrian/bike, systems management and safety, or “Boxed Funds”, as shown below. Box funds are for smaller projects and efforts that the CRTPA works on that don’t require to be included in the RMP.

#### Scenario 1 – Boxed Funds

Programs	Tier 2	Tier 3	Tier 4	Total
	31-35	36-40	41-50	
Pedestrian/Bike	\$ 10.3	\$ 10.0	\$ 20.7	\$ 41.0
Systems Management	\$ 15.7	\$ 10.8	\$ 32.5	\$ 59.0
Safety	\$ 7.1	\$ 6.6	\$ 14.6	\$ 28.3
<b>Total</b>	<b>\$ 33.1</b>	<b>\$ 27.4</b>	<b>\$ 67.8</b>	<b>\$ 128.3</b>

In total, the estimated cost of Scenario 1 is \$287.2M.

### Scenario 2 – Completion of Woodville Highway (Leon County)

This scenario focuses on funding the number 1 CRTPA priority Project and then focuses on funding Crawfordville Road from LL Wallace Road to Wakulla Springs Road. This approach completes the top priority project and then moves towards completing the next project that has been completed through the design phase.

### Scenario 2 – Completing Woodville Highway (Paul Russell Road to Capital Circle, SE)

Project	Phase	Tier 2	Tier 3	Tier 4	Total
		31-35	36-40	41-50	
Woodville Highway					
Paul Russell Road to Gaile Avenue	ROW	\$ 8.9			\$ 8.9
	CST	\$ 26.1			\$ 26.1
Gaile Avenue to Belair Street	ROW	\$ 4.5			\$ 4.5
	CST		\$ 34.9		\$ 34.9
Belair Street to Capital Circle, SE	ROW		\$ 4.6		\$ 4.6
	CST			\$ 36.7	\$ 36.7
Crawfordville Road					
East Ivan Road to Wakulla Arran Road					
Orange Avenue					
Cypress Lake Street to T-Pain Lane					
T-Pain Lane to Monroe Street					
Crawfordville Road					
Wakulla Springs Road to LL Wallace Road	CST			\$ 47.9	\$ 47.9
LL Wallace Road to Wildflower Road					
Wildflower Road to Wakulla County Line					
Pensacola Street					
Capital Circle, SW to Appleyard Drive					
Total		\$ 39.5	\$ 39.6	\$ 84.6	\$ 163.7

Note: all funding is shown in Year of Expenditure in millions.

Additionally, this scenario provides funding for pedestrian/bike, systems management and safety, or “Boxed Funds”, as shown below.

### Scenario 2 – Boxed Funds

Programs	Tier 2	Tier 3	Tier 4	Total
	31-35	36-40	41-50	
Pedestrian/Bike	\$ 10.3	\$ 10.3	\$ 20.3	\$ 40.9
Systems Management	\$ 14.1	\$ 14.8	\$ 25.7	\$ 54.6
Safety	\$ 7.2	\$ 7.2	\$ 13.7	\$ 28.1
<b>Total</b>	<b>\$ 31.6</b>	<b>\$ 32.3</b>	<b>\$ 59.7</b>	<b>\$ 123.6</b>

In total, the estimated cost of Scenario 2 is \$287.3M.



### Scenario 3 – Completion of Crawfordville Road

Scenario 3 is focused on completing Crawfordville Road followed by funding ROW for Woodville Highway along with partial funding of Orange Avenue (T-Pain Lane to Monroe Street). This approach completes the project that is further along than other projects and funds some ROW for other projects.

### Scenario 3 – Completing Crawfordville Road (Wakulla Springs Road to Wakulla County Line)

Project	Phase	Tier 2	Tier 3	Tier 4	Total
		31-35	36-40	41-50	
Woodville Highway					
Paul Russell Road to Gaile Avenue	ROW			\$13.4	\$13.4
Gaile Avenue to Belair Street	ROW	\$4.5			\$4.5
Belair Street to Capital Circle, SE					
Crawfordville Road					
East Ivan Road to Wakulla Arran Road					
Orange Avenue					
Cypress Lake Street to T-Pain Lane					
T-Pain Lane to Monroe Street	ROW			\$19.4	\$19.4
Crawfordville Road					
Wakulla Springs Road to LL Wallace Road	CST	\$31.9			\$31.9
LL Wallace Road to Wildflower Road	CST		\$33.1		\$33.1
Wildflower Road to Wakulla County Line	CST			\$53.7	\$53.7
Pensacola Street					
Capital Circle, SW to Appleyard Drive					
Total		\$36.4	\$33.1	\$86.6	\$156.0

Note: all funding is shown in Year of Expenditure in millions.

Additionally, this scenario provides funding for pedestrian/bike, systems management and safety, or “Boxed Funds”, as shown below.

### Scenario 3 – Boxed Funds

Programs	Tier 2	Tier 3	Tier 4	Total
	31-35	36-40	41-50	
Pedestrian/Bike	\$ 10.4	\$ 11.3	\$ 20.3	\$ 42.0
Systems Management	\$ 17.0	\$ 18.4	\$ 23.7	\$ 59.1
Safety	\$ 7.4	\$ 9.1	\$ 13.7	\$ 30.2
<b>Total</b>	<b>\$ 34.8</b>	<b>\$ 38.8</b>	<b>\$ 57.7</b>	<b>\$ 131.3</b>

In total, the estimated cost of Scenario 3 is \$287.3M.

### Scenario Comparison

For comparative purposes, the three (3) scenarios are shown below with the respective allocations to each project and phase.

Project	Phase	Scenario		
		1	2	3
Woodville Highway				
Paul Russell Road to Gaile Avenue	ROW	\$ 8.9	\$ 8.9	\$ 13.4
	CST		\$ 26.1	
Gaile Avenue to Belair Street	ROW	\$ 4.5	\$ 4.5	\$ 4.5
	CST		\$ 34.9	
Belair Street to Capital Circle, SE	ROW	\$ 3.8	\$ 4.6	
	CST		\$ 36.7	
Crawfordville Road				
East Ivan Road to Wakulla Arran Road	ROW	\$ 64.8		
Orange Avenue				
Cypress Lake Street to T-Pain Lane	ROW	\$ 38.2		
T-Pain Lane to Monroe Street	ROW	\$ 26.9		\$ 19.4
Crawfordville Road				
Wakulla Springs Road to LL Wallace Road	CST		\$ 47.9	\$ 31.9
LL Wallace Road to Wildflower Road	CST			\$ 33.1
Wildflower Road to Wakulla County Line	CST			\$ 53.7
Pensacola Street				
Capital Circle, SW to Appleyard Drive	ROW	\$ 11.6	\$ -	\$ -
Sub-Totals by Phase Type	ROW	\$ 158.9	\$ 18.1	\$ 37.4
	CST	\$ -	\$ 145.6	\$ 118.7
	Total	\$ 158.9	\$ 163.7	\$ 156.0

Note: All funding is shown in Year of Expenditure in millions.

Additionally, the scenario comparison includes funding for pedestrian/bike, systems management and safety, or “Boxed Funds” as shown below.

### All Scenarios – Boxed Funds

Programs	Scenarios		
	1	2	3
Pedestrian/Bike	\$ 41.0	\$ 40.9	\$ 42.0
Systems Management	\$ 59.0	\$ 54.6	\$ 59.1
Safety	\$ 28.3	\$ 28.1	\$ 30.2
<b>Total</b>	<b>\$ 128.3</b>	<b>\$ 123.6</b>	<b>\$ 131.3</b>

### Total Scenario Costs

Collectively, each scenario has the exact same cost (shown below).

#### Total Scenario Cost Comparison

Scenario	Funding Type		
	Roadway	Boxed Funds	Total
Scenario 1 - Funding Right of Way Phases	\$ 158.9	\$ 128.3	\$ 287.2
Scenario 2 - Completion of Woodville Highway	\$ 163.7	\$ 123.6	\$ 287.3
Scenario 3 - Completion of Crawfordville Road	\$ 156.0	\$ 131.3	\$ 287.3

Note: All funding is shown in Year of Expenditure in millions.

### RECOMMENDED ACTION

Option 1: Approve the Year 2050 RMP Draft Cost Feasible Plan Scenario 1 – Right of Way as the preferred funding alternative for Year 2050 RMP.  
(Recommended)

Option 2: CRTPA Board Discretion.

### NEXT STEPS

Upon scenario approval by the CRTPA Board, the Project Team will initiate public engagement for feedback on the scenario. The Final CFP will be presented to the CRTPA Board, with any associated comments, at the November Board meeting. The November CRTPA Board meeting will begin with a Public Hearing that will provide the final opportunity for public comments before Board adoption of the CFP. Upon approval of the CFP, the Project Team will finalize the development of the overall RMP document and present it to the CRTPA Board in February.