

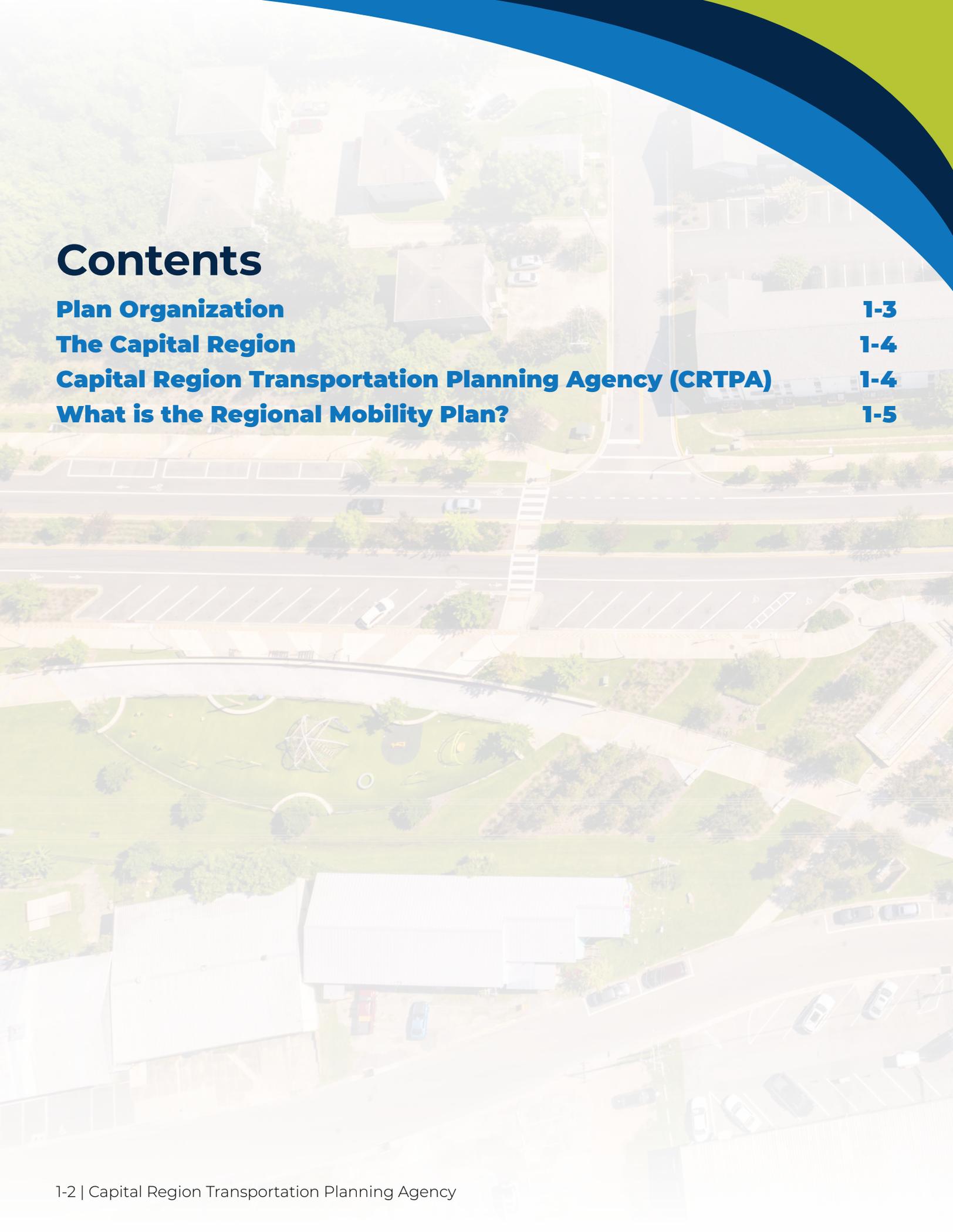
CAPITAL REGION TRANSPORTATION PLANNING AGENCY 2050 REGIONAL MOBILITY PLAN



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CHAPTER 1 INTRODUCTION



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Plan Organization

The Year 2050 Regional Mobility Plan (RMP) represents a comprehensive vision of the future of transportation in the Capital Region, guided by public and stakeholder input, system performance analysis, and financial analysis. The RMP is summarized in the following 8 chapters.

1. Introduction

Introduces the planning process.

2. State of the Region

Summarizes the current condition of the region, including existing and projected future demographics and the existing transportation system.

3. Goals and Objectives

Describes the plan's consistency with local, state, and federal plans, and summarizes the RMP goals established to guide the plan.

4. Public Involvement Summary

Describes the public outreach process and the input received from the public and stakeholders at three key plan update milestones.

5. Needs Assessment and Prioritization

Provides a summary of the technical performance-based analysis used to assess needed improvements to the region's transportation infrastructure and prioritize improvements based on metrics associated with the RMP goals and objectives.

6. Financial Revenue Estimates

Provides a detailed report of estimated future transportation revenues and how they were developed.

7. Cost Feasible Plan

Summarizes the projected future financial resources expected to be available to fund infrastructure improvements and provides a cost and revenue balanced table of affordable improvements.

8. Conclusion

Summarizes the plan amendment and plan implementation process.

Appendix

Includes resources used and developed in the planning process, including the RMP Public Involvement Plan; Transportation Disadvantaged analysis; System Performance Report; examples of Transportation System Management & Operations opportunities; Environmental Mitigation Strategies; a map series for all maps in the plan; the 2023 FDOT Revenue Forecast Handbook; and the State/Federal Requirements Checklist.

The Capital Region

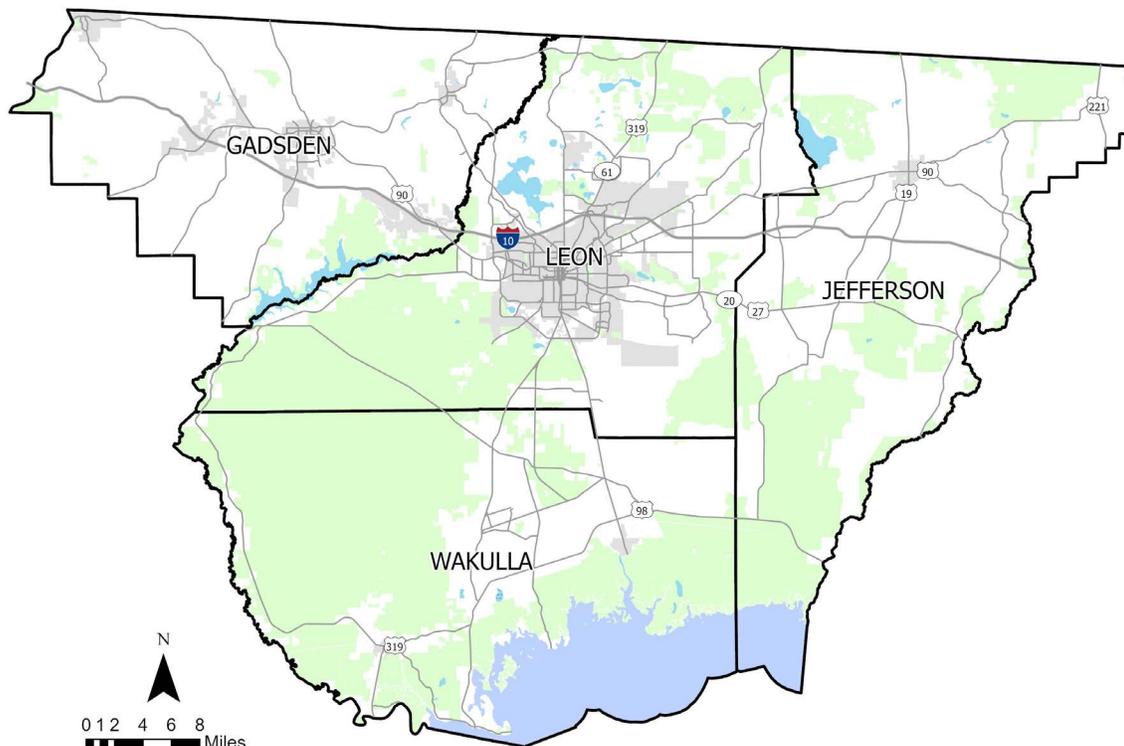
The Capital Region is a dynamic area situated in the Florida panhandle with an enormous range of assets and contexts. The four counties encompassing the region include Gadsden to the west, Wakulla to the south, Jefferson to the east, and Leon in the center (see **Figure 1-1**). The region is home to Florida's State Capitol; three major state universities and colleges; Florida's largest national forest and more than 700 square miles of conservation lands; and over 400,000 residents. Planning for the Capital Region thus requires a careful balancing act to preserve its natural resources and bucolic character while simultaneously addressing the transportation challenges inherent in such a region. Transportation is vital to the continued economic success of this region.

Capital Region Transportation Planning Agency (CRTPA)

The CRTPA is the agency responsible for the coordination of transportation planning in the Capital Region, functioning as the region's Metropolitan Planning Organization (MPO). MPO's are federally required agencies in metropolitan areas with populations greater than 50,000 people. The primary role of a MPO is to coordinate local, state, and federal agencies to address current and future transportation infrastructure challenges.

The CRTPA is led by a board of elected officials that includes members from Gadsden, Jefferson, Leon, and Wakulla counties, a Leon County School Board member, the City of Tallahassee, and one member representing Gadsden County municipalities. The CRTPA Board is responsible for the annual adoption of the five-year Transportation Improvement Program (TIP), the biennial Unified Planning Work Program (UPWP), and the updated RMP at least once every five (5) years. These decisions are also supported by two (2) committees that advise the Board from both technical and public perspectives: the Technical Advisory Committee (TAC) and the Citizens Multimodal Advisory Committee (CMAC).

Figure 1-1. The Capital Region



What is the Regional Mobility Plan?

The CRTPA has undertaken a comprehensive effort to develop a Regional Mobility Plan (RMP) that addresses the current and future transportation needs of the four-county region. The plan meets a federal requirement outlined in the Infrastructure Investment and Jobs Act (IIJA). Signed into law in November 2022, the IIJA authorized approximately \$550 billion of federal funding between fiscal years 2022 through 2026 for new and expanded infrastructure, which is the largest long-term investment in our infrastructure and economy in our Nation's history. The IIJA continues the Metropolitan Planning Program (MPP) from previous federal authorizations, establishing a cooperative and comprehensive framework for making transportation investment decisions. The statute also establishes the National Transportation Goals that must be considered in the RMP, which include:

Figure 1-2. National Transportation Goals

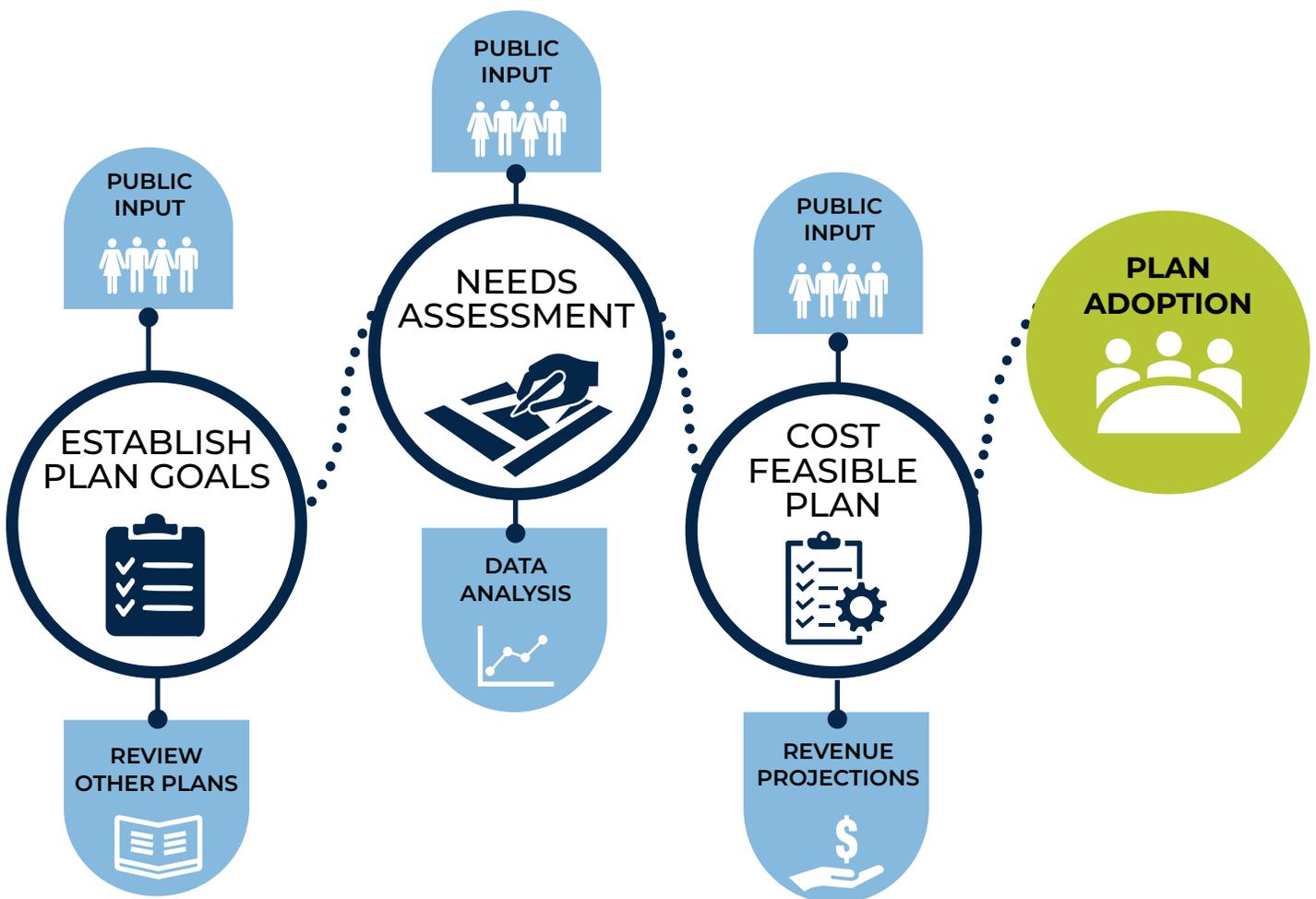
- 1 Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- 2 Infrastructure condition** - To maintain the highway infrastructure asset system in a state of good repair.
- 3 Congestion reduction** - To achieve a significant reduction in congestion on the National Highway System.
- 4 System reliability** - To improve the efficiency of the surface transportation system.
- 5 Freight movement and economic vitality** - To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- 6 Environmental sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7 Reduced project delivery delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work.

The RMP update process consists of a technical analysis that quantitatively assesses the performance of the system and addresses deficiencies. At the same time, the process must be driven by a collaborative public and stakeholder involvement process to ensure the plan considers the needs and desires of the region’s population and other stakeholders.

The RMP is a 25-year plan with a horizon year of 2050 and the CRTPA is required by federal law to update the plan at least once every five years. Periodic plan updates are crucial to maintaining the plan’s relevance as it pertains to the evolving needs, technological advancements, and character of the region. Federal law also requires a technical process that involves forecasting the demand on the transportation system and the financial resources that are expected to be available to fund needed infrastructure improvements. The starting point in the planning process is the establishment of the plan goals and the culmination is a cost feasible plan that includes a cost and revenue balanced list of improvements that demonstrates the cost feasibility of the plan.

Figure 1-3 depicts the RMP planning process.

Figure 1-3. The Long Range Planning Process



The remainder of the Year 2050 RMP report provides information as to how the CRTPA addressed the long range planning process, **Chapter 1** through **Chapter 8**, to ultimately achieve the approval of the Cost Feasible Plan.