

June 16, 2025



AGENDA ITEM 7C

YEAR 2050 REGIONAL MOBILITY PLAN UPDATE

TYPE OF ITEM: Action

STATEMENT OF ISSUE

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

HISTORY AND ANALYSIS

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

Guiding Principles, Goals and Evaluation Criteria

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

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

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

Transportation Model

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

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

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

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

Constraints

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

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

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

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





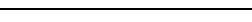
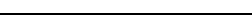

On **Map 1**, page 3, the roads with Physical and Fiscal constraints are indicated by the wider blue lines, while the policy constrained roads are indicated with the pink lines.

Needs Assessment

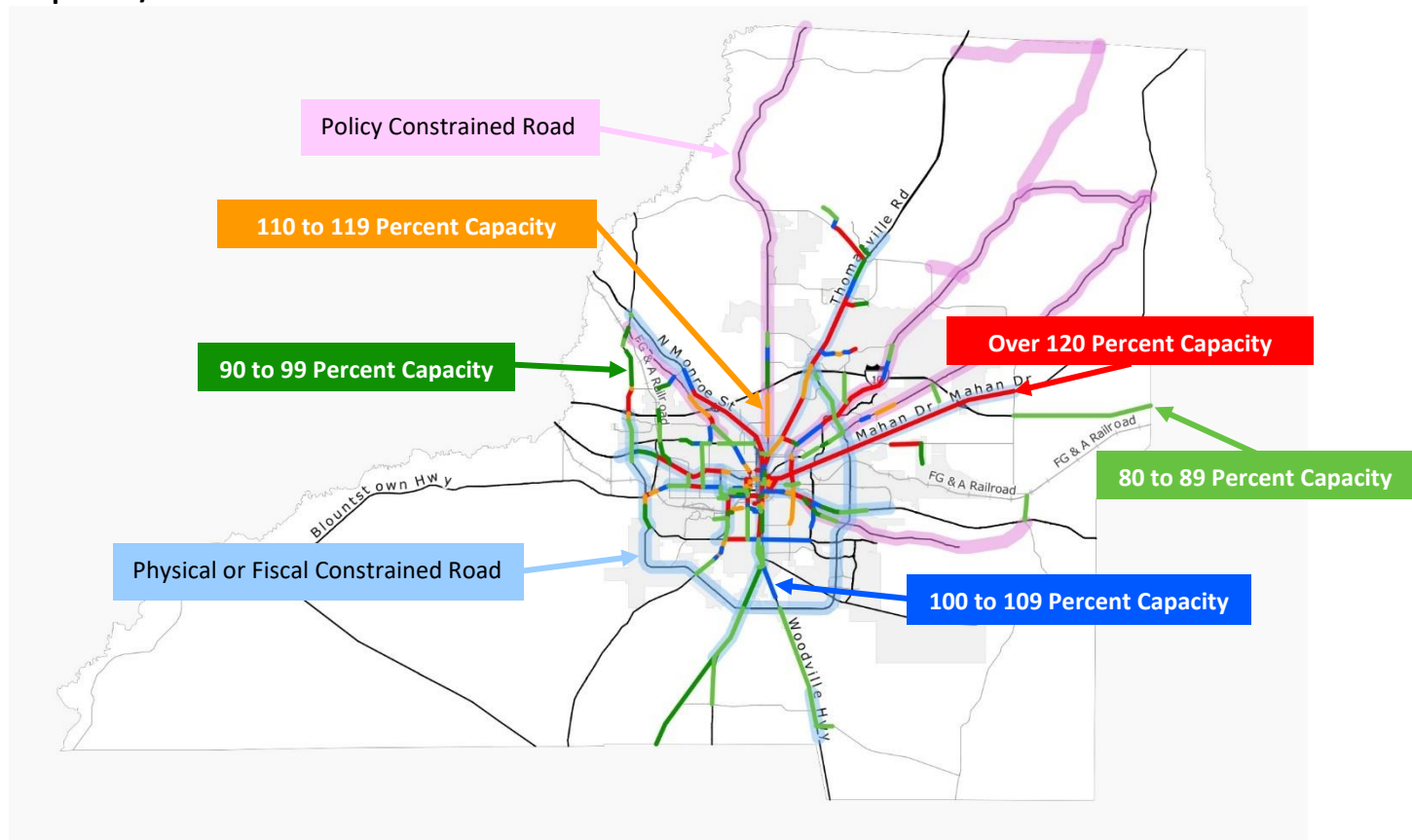
The output from the Year 2050 model indicates where potential capacity issues, or “needs” may occur in the year 2050. A “volume to capacity” ratio, or V/C ratio, is utilized to determine how well a road is being used compared to its maximum capacity. It's calculated by dividing the traffic volume by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

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

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

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

Map 1 – V/C Ratios and Constrained Facilities



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

[CRTPA Year 2050 Needs and Constraints](#)

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

Projects

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

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

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

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

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

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

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

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

Project Costs

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

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

Project costs are expressed in Present Day Cost.

Revenues

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

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

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

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

Applying Revenues to Projects

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

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