

November 4, 2025



COMMITTEE AGENDA ITEM 5A

YEAR 2050 REGIONAL MOBILITY PLAN – PLAN APPROVAL

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

The Project Team will be presenting the Year 2050 Regional Mobility Plan.

RECOMMENDED ACTION

Option 1: Recommend Approval of the Year 2050 Regional Mobility Plan.

BACKGROUND

RMP Requirements

Per the CRTPA Public Involvement Plan (adopted in June 2024), the Year 2050 Regional Mobility Plan (RMP) – Cost Feasible Plan was required to have a seven (7) day comment period prior to adoption. That requirement was met, well in advance, with the public meetings that were initiated on October 16. The other requirement for the RMP is to have a Public Hearing prior to the adoption of the document. To meet this requirement a Public Hearing will be held at 1:30 PM on November 17, 2025, prior to the CRTPA Board meeting. The Project Team will make a presentation, followed by public comments and then RMP Adoption by the Board. After Board adoption, the Public Hearing will close and the CRTPA Board meeting will open.

The Draft Year 2050 Regional Mobility Plan (RMP) Cost Feasible Plan (CFP) was presented to the CRTPA Board at the September 16, 2025 Board meeting. At that meeting the Board approved the Draft CFP which staff took to the public, via virtual meetings for comments. These meetings were held on October 16 (6 PM) and October 22 (6 PM) with the transcripts from these meetings shown in ***Attachment 1***.

Changes to the Draft Cost Feasible Plan (CFP) Since September

There is one change to the CFP and that is the inclusion of a Construction Phase for Crawfordville Road from LL Wallace Road to Wakulla Springs Road in 2028 for \$16M. This information was provided prior to the October public meetings and included in the materials that were presented to the public on October 16 and 22. The CFP with the new inclusion is shown as ***Attachment 2***.

Cost Feasible Plan (CFP) Project Sheets

To be provided before meeting.

Draft Year 2050 Regional Mobility Plan Executive Summary

Lastly, the Project Team has developed an Executive Summary that provides an overview of the RMP process and projects in the CFP. The Executive Summary is shown as **Attachment 4**.

NEXT STEPS

Following adoption of the RMP staff will send the document to the required review agencies and address and questions that are submitted.

OPTIONS

Option 1: Recommend Approval of the Year 2050 Regional Mobility Plan
(Recommended)

ATTACHMENTS

Attachment 1: Transcripts from the October 16 and October 22, 2025, Virtual RMP public meetings

Attachment 2: Year 2050 RMP Cost Feasible Plan

Attachment 3: Year 2050 RMP Cost Feasible Plan Project Sheets

Attachment 4: Year 2050 RMP Executive Summary

CRTPA Year 2050 Regional Mobility Plan Public Engagement Transcripts

Virtual Public Engagement Summary

There were two opportunities for the public to provide input on the Year 2050 Regional Mobility Plan (RMP). The meetings were advertised on Facebook, the CRTPA and Year 2050 RMP websites, emailed to CRTPA and Committee members.....

OCTOBER 16, 2025, VIRTUAL MEETING

Question 1: Will there be improvements to Capital Circle, Northwest from Fred George Road to Gearhart Road when the Buc-ee's gas station is constructed?

Answer: Currently, there is a Project Development and Environment study, or PD&E study being performed by the Florida Department of Transportation on the Capital Circle, Northwest corridor between Interstate 10 and North Monroe Street. The improvements to the corridor based on the results of the PD&E study.

Question 2: Where can I find information regarding the airport project road that goes through Levy Street.

Answer: Under the Blueprint projects you can find information regarding the Airport Gateway project.

Changes to Conceptboard for October 20: A link was added to the Conceptboard to the Blueprint Airport Gateway project.

Question 3: Is Orange Avenue going to be a two-lane or four-lane project?

Answer: The section from Monroe Street to Wahnish Way will have some smaller improvements since it is already a four-lane section. The section from Wahnish Way to Cypress Lake Street will be a four-lane section, and the section from Cypress Lake Street to Capital Circle, Southwest will consist of multimodal improvements, or a modified two-lane section.

OCTOBER 22, 2025, VIRTUAL MEETING

Question 1: How did you incorporate Blueprint funds and projects into the plan?

Answer: Projects were included in coordination with Blueprint Intergovernmental Agency staff.

Question 2: Are Blueprint trails projects also paved?

CRTPA Year 2050 Regional Mobility Plan - Public Engagement Transcripts

Answer: Blueprint does construct both trails along roadways and trails associated with the Greenways Master Plan. Therefore, for specific projects please contact Blueprint staff at (850) 219 1060.

Question 3: Will there be opportunities for non-profit orgs to work with local land managers to collaborate on any of the proposed plans?

Answer: From the perspective of coordinating with FDOT, there are public meetings for all phases of FDOT projects so input can be provided during that process. However, the CRTPA does not review or provide input as to how private land managers develop their projects and/or access trails and sidewalks.

Question 4: How long are capacity expansion projects expected to mitigate congestion?

Answer: Typically, widening projects are expected to provide the necessary capacity for at least 20 years. However, factors such as growth and location of the improvement can play a key role with any improvement. There are several six-lane roads in the region that will probably never be able to be expanded including Capital Circle, Tennessee Street, and segments of Monroe Street.

Question 5: What about SIS funding for I-10?

Answer: Strategic Intermodal System or SIS projects are programmed and funded via a separate plan that is managed by FDOT Central Office. There are some improvements on Interstate 10 in the capital region that have portions of funding between 2035 and 2050.

Question 6: What is the traffic count difference between the Leon and Wakulla portions of 319?

Answer: In Wakulla County, the counts vary from a high of 21,000 between Shadeville Road and Mike Stewart Road to a low of 15,300 from State Road 267 to the Leon County Line. For Leon County the highest number of daily travelers is 26,000 between Capital Circle, Southwest and Rivers Road to a low of 13,000 from Rivers Road to Wakulla Springs Road.

Question 7: Considering that the AADT are more than or at least comparable in 319, why is the Wakulla segment pushed behind Leon for improvement?

Answer: There are several considerations for funding projects in the RMP, of which, traffic volume is only one part. For the Cost Feasible Plan, there was funding for two segments of Crawfordville Road, including the LL Wallace Road to Wakulla Springs Road segment (\$1.4M) and the East Ivan Road to Wakulla Arran segment (\$64.8M). In mid-September, CRTPA was informed that the LL Wallace Road to Wakulla Springs Road segment was funded for right of way purchase to which staff informed the CRTPA Board at the September 16, 2025, meeting. At the Tentative Work Program Public Meeting held on October 16, 2025, CRTPA staff was informed that the LL

CRTPA Year 2050 Regional Mobility Plan - Public Engagement Transcripts

Wallace Road to Wakulla Springs Road segment was funded for construction in 2028 at a cost of \$16M.

With the two segments of Crawfordville Road having right of way funded, they are top candidates for funding the construction phase. The segment of Crawfordville from East Ivan to Wakulla Arran still requires right of way which is why this is proposed to be funded in the RMP.

Question 8: What local examples do we have of roadway expansion improving congestion/travel time for longer than a few years? Versus lane diets or encouraging other types of travel etc.

Answer: All road widenings have improved congestion levels and travel time compared to not having those roads being widened. Congestion and travel times would be worse than they are today without those improvements.

Lane diets will not improve travel times or congestion but are put into place where there are high levels of activities to slow down traffic such as the Gaines Street corridor and typically require parallel corridor improvements to assist with lost capacity such as FAMU to provide additional capacity for the Gaines Street improvements.

Question 9: Are SUN trail projects paved trails or natural surface trails?

Answer: SUN Trail projects are paved shared-use paths.

Question 10: Do plans include bike/ped trail connectivity to keep non-motorized vehicles away from motorized vehicle traffic?

Answer: Project such as Capital Circle, Southwest, Orange Avenue, and Woodville Highway will have trails and sidewalks. Projects like Crawfordville Road do not have separated bike and pedestrian features.

Question 11: Why are we constructing things that we can't afford?

Answer: The projects can be completed, just not all in the same time period due to the estimated revenues not being able to cover all phases of the projects at once. That is why the Project Team is suggesting that the right of way phases be funded now and the construction phase later.

Question 12: How about transitions between trails, sidewalks, etc. There are areas where curbs aren't designed for continuous bike or pedestrian traffic or there are trails to nowhere that leave bikes and pedestrians walking along a roadside.

Answer: There are a number of ways that the CRTPA is attempting to address these issues. Where we have identified safety issues the CRTPA must first determine the proper treatment

CRTPA Year 2050 Regional Mobility Plan - Public Engagement Transcripts

and funds various studies to determine the appropriate solution. Like other transportation projects, these can take time to complete. For example, on North Monroe Street there is a need for a sidewalk on the western side of the road. The CRTPA has funded this project, over several years, to construct the sidewalk. A second method is via the Safe Streets and Roads for All program or “SS4A”. Using the “Safety Action Plan” the CRTPA has identified areas where there are clusters of serious or fatal injury crashes and is working on providing solutions and attempting to get funding for these efforts. Currently, the CRTPA has applied for improvements to North Monroe Street and are working on efforts on Tennessee Street and “High Injury Network” or “HIN” network which is identifying solutions on the top ten road segments in Leon County.

PUBLIC COMMENTS

Tharpe Street Comments

Yes, please! This stretch of Tharpe is almost impossible for pedestrians, there are few intersections or crosswalks and many bus stops are unable to be upgraded to be ADA accessible due to steep ditches. Sidewalks would be a fantastic improvement here to make it easier for locals to utilize transit.

Pensacola Street Comments

I live in this neighborhood and use Pensacola St regularly. Instead of increasing this to four lanes, I would like to see that extra space used for actual pedestrian and bicycle infrastructure for the many college students, high school students, and laborers who traverse this dangerous bridge on foot, bike, or scooter. Many do not have any other option, as the only alternatives for crossing the tracks are Roberts to Eisenhower or Blountstown to Tennessee, both of which are quite out of the way from the main corridor of schools and businesses that most travelers want to access.

Even at peak commuting hours, Pensacola St is never congested to the point where I felt it needed additional lanes. As a regular driver in the area, I would be happy for Pensacola St to remain a lower speed street that's attractive to pedestrians and bicyclists.

I've often considered using micromobility on a more regular basis, but the one time I traversed Pensacola on a bike was absolutely terrifying. I have purposely driven slowly on that bridge to avoid scaring pedestrians and bicyclists that are just trying to get where they're going safely.

CRTPA Year 2050 Regional Mobility Plan - Public Engagement Transcripts

A protected or separated multi-purpose ped/bike path for that stretch of road would see a lot of use and be much appreciated.

CRTPA Year 2050 Cost Feasible Plan Projects

Tier 1 Projects (2026 – 2030) – Adopted June 2025

Project	From	To	Funding Needed
Capital Circle, SW	Springhill Road	Crawfordville Road	None (Construction starts in 2026)
Crawfordville Road	LL Wallace Road	Wakulla Springs Road	None (Construction starts in 2028)
Crawfordville Road	Wakulla County Line	LL Wallace Road	Construction
Orange Avenue	Lake Cypress Street	South Monroe Street	Right of Way and Construction
Pensacola Street	Capital Circle, SW	Appleyard Drive	Right of Way and Construction
Capital Circle, NW	Interstate 10	North Monroe Street	Design, Right of way, and Construction

Cost Feasible Plan (Tiers 2, 3, and 4)

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
Pensacola Street					
Capital Circle, SW to Appleyard Drive	ROW			\$ 11.6	\$ 11.6
Total		\$ 38.0	\$ 44.5	\$ 76.4	\$ 158.9

Interstate 10 Projects – Strategic Intermodal System (SIS)

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

Cost Feasible Plan Project Sheets

The following project sheets include a summary of each project in the cost feasible plan, including information about the project itself, funding sources, and time-bands in which phases are funded in the plan. The project sheets also include a list of the infrastructure treatments included in each project.

Crawfordville Road (US 319)

LL Wallace Road to Wakulla Springs Road



Project Description

Crawfordville Road will be widened from two to four lanes from LL Wallace Road to Wakulla Springs Road. This segment is one portion of the complete project from the Wakulla County Line to Wakulla Springs Road.

Project Details

Length

- 1.9 miles

Completed Phases

- Project Development & Environment
- Design

Cost Feasible Phases / Cost

- Right of Way / \$1.4m
- Construction / \$16.0m

#4 Rank on CRTPA Priority Project List



**Planned
Facilities**



5-Foot Paved Shoulder



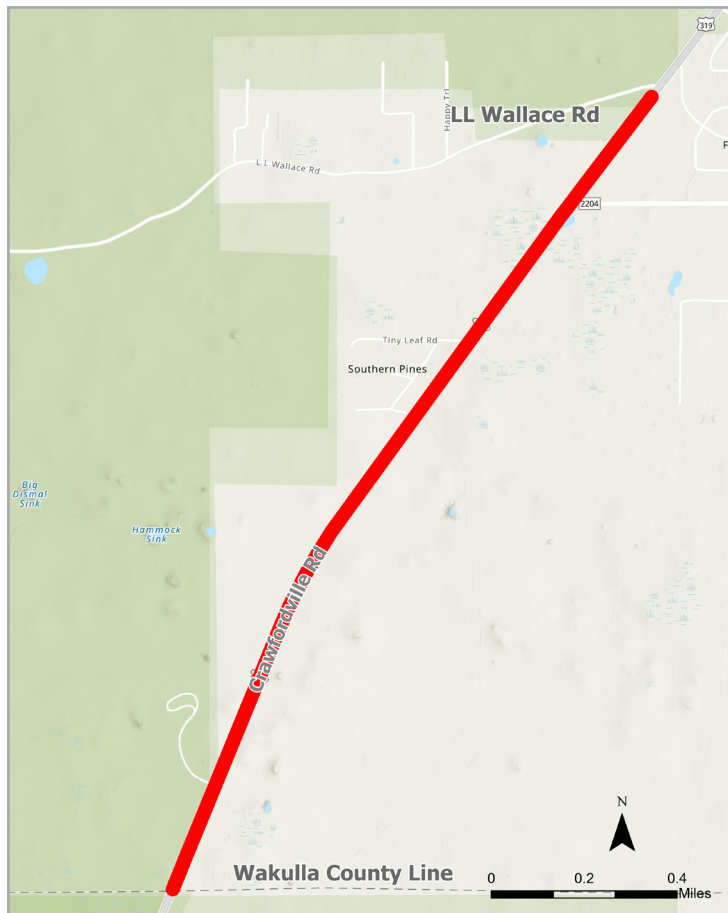
Additional Travel Lanes

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030			\$1.4	\$16.0
2031-2035				
2036-2040				
2041-2050				

All \$ figures are expressed in millions, year of expenditure dollars.

Crawfordville Road (US 319)

Wakulla County Line to LL Wallace Road



Project Description

Crawfordville Road will be widened from two to four lanes from the Wakulla County Line to LL Wallace Road. This segment is one portion of the complete project from the Wakulla County Line to Wakulla Springs Road.

Project Details

Length

- 2.0 miles

Completed Phases

- Project Development & Environment
- Design

Cost Feasible Phases / Cost

- Right of Way / \$7.3m

#4 Rank on CRTPA Priority Project List



Planned Facilities



5-Foot Paved Shoulder



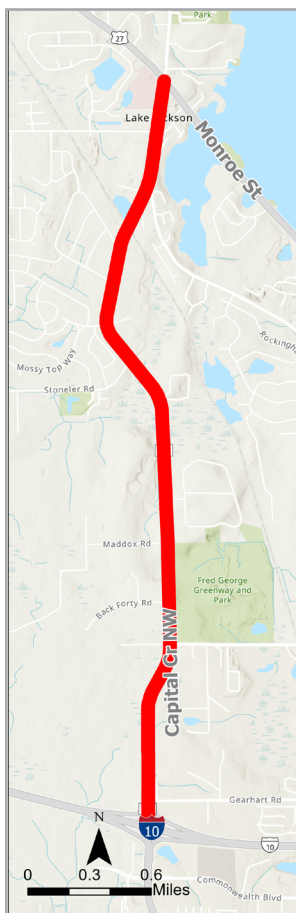
Additional Travel Lanes

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030			\$7.3	
2031-2035				
2036-2040				
2041-2050				

All \$ figures are expressed in millions, year of expenditure dollars.

Capital Circle, NW (SR 263)

I-10 to Monroe Street (US 27)



Project Description

Capital Circle, NW from I-10 to Monroe Street, currently a 2-lane divided roadway, will be studied to determine the appropriate improvements, which could include a combination of roadway widening and operational and multimodal improvements.

Project Details

Length

- 3.8 miles

Completed Phases

- N/A

Cost Feasible Phases / Cost

- Project Development & Environment Study / \$2.9m

#7 Rank on CRTPA Priority Project List



Planned Facilities



Additional Travel Lanes

(Other elements of the project will be determined in the ongoing planning study.)

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030	\$2.9			
2031-2035				
2036-2040				
2041-2050				

All \$ figures are expressed in millions, year of expenditure dollars.

Capital Circle, SW (SR 263)

Springhill Road to Crawfordville Road (US 319)



Project Description

Capital Circle, SW from Springhill Road to Crawfordville Road is part of a larger project to widen Capital Circle from two to six lanes from Orange Avenue to Crawfordville Road. This project will improve access to Tallahassee International Airport.



Planned Facilities

- ✓ Sidewalk
- ✓ Shared-Use Path
- ✓ Additional Travel Lanes

Project Details

Length

- 2.2 miles

Completed Phases

- Project Development & Environment
- Design

Cost Feasible Phases / Cost

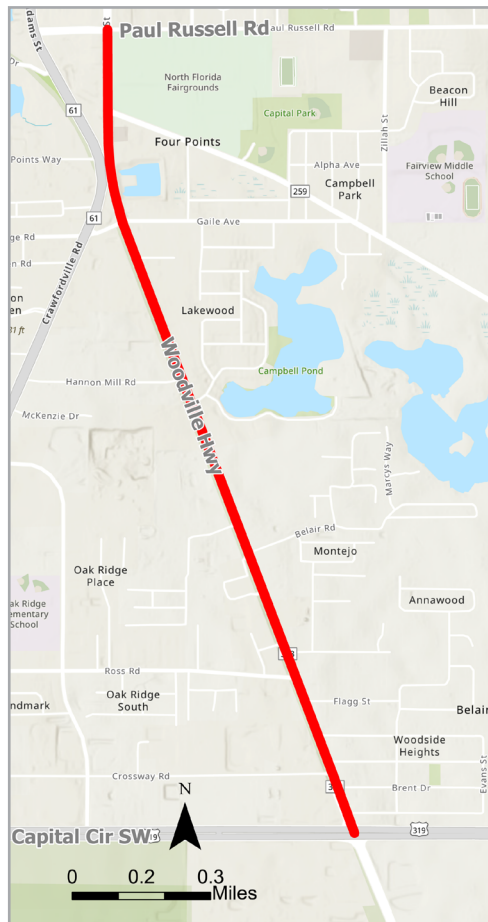
- Right of Way / \$9.0m
- Construction / \$85.0m

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030			\$9.0	\$85.0
2031-2035				
2036-2040				
2041-2050				

All \$ figures are expressed in millions, year of expenditure dollars.

Woodville Highway (SR 363)

Paul Russell Road to Capital Circle, SE (US 319)



Project Description

Woodville Highway will be widened from two to four lanes from Paul Russell Road to Capital Circle, SE. Woodville Highway is one of the primary north/south routes connecting Tallahassee to Wakulla County for commuters and visitors.

Project Details

Length

- 2.1 miles

Completed Phases

- Project Development & Environment
- Design

Cost Feasible Phases / Cost

- Right of Way / \$17.2m

Funding Sources

- Surface Transportation Block Grant (SU)
- Other Roads

#1 Rank on CRTPA Priority Project List



Planned Facilities

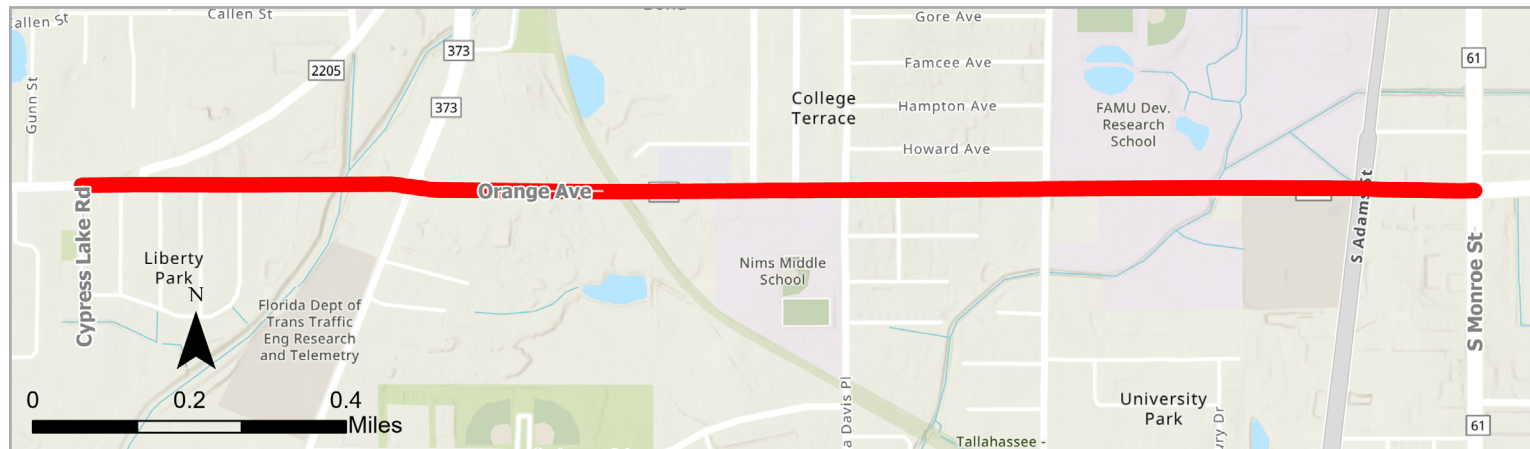
- ✓ Sidewalk
- ✓ Shared-Use Path
- ✓ Bus Stops
- ✓ Additional Travel Lanes

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035			\$17.2	
2036-2040				
2041-2050				

All \$ figures are expressed in millions, year of expenditure dollars.

Orange Avenue (SR 371)

Cypress Lake Street to Monroe Street (SR 61)



#3 Rank on CRTPA Priority Project List

Project Description

A portion of Orange Avenue will be widened from two to four lanes, between Lake Bradford Road and Wanish Way. The segment east of Wanish Way will be reconfigured with medians and other operational improvements.



Planned Facilities

- ✓ Sidewalk
- ✓ Shared-Use Path
- ✓ Additional Travel Lanes
- ✓ Bus Stops

Project Details

Length

- 1.7 miles

Completed Phases

- Project Development & Environment

Cost Feasible Phases / Cost

- Right of Way / \$0.8m
- Construction / \$65.1m

Funding Sources

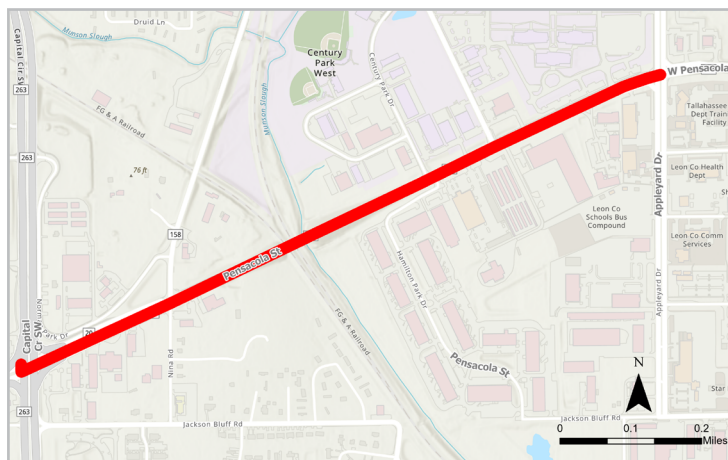
- Surface Transportation Block Grant (SU)
- State Highway System (non-SIS)
- Other Roads

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030		\$0.8		
2031-2035				
2036-2040			\$65.1	
2041-2050				

All \$ figures are expressed in millions, year of expenditure dollars.

Pensacola Street (SR 366)

Capital Circle, SW (SR 263) to Appleyard Drive



Project Description

Pensacola Street will be widened from two to four lanes between Capital Circle, SW and Appleyard Drive, providing a better connection for commuters and students from points west to Tallahassee State College.

Project Details

Length

- 1.0 miles

Completed Phases

- Project Development & Environment

Cost Feasible Phases / Cost

- Design / \$3.4m
- Right of Way / \$11.6m

Funding Sources

- Surface Transportation Block Grant (SU)

#6 Rank on CRTPA Priority Project List



Planned Facilities



Additional Travel Lanes

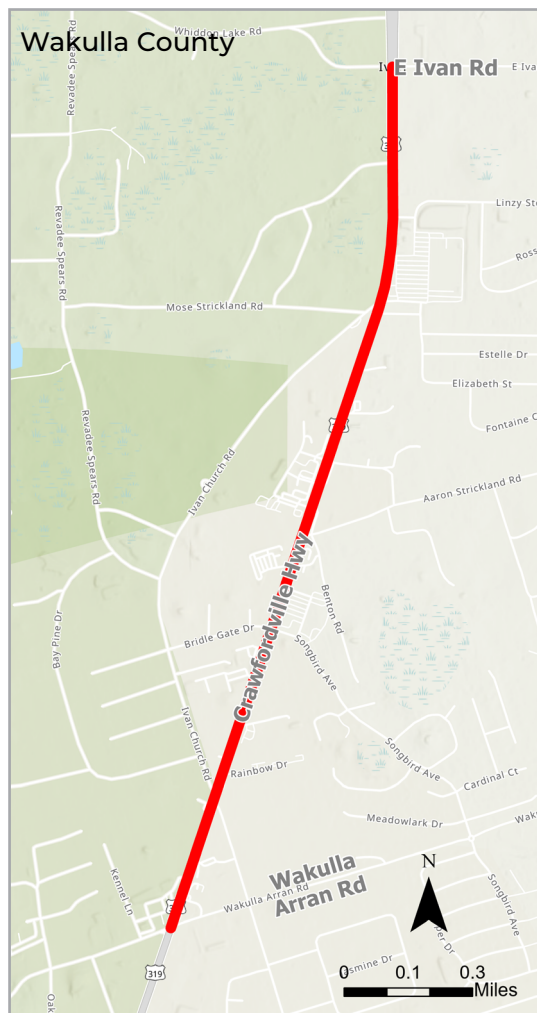
(Other elements of the project will be determined in the ongoing planning study.)

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030		\$3.4		
2031-2035				
2036-2040				
2041-2050			\$11.6	

All \$ figures are expressed in millions, year of expenditure dollars.

Crawfordville Road

Wakulla Arran Road to East Ivan



Project Description

Crawfordville Road will be widened from two to four lanes from Wakulla Arran Road to East Ivan Road. This segment is one portion of the complete project from the Lost Creek Bridge to East Ivan Road.

Project Details

Length

- 2.1 miles

Completed Phases

- Project Development & Environment
- Design

Cost Feasible Phases / Cost

- Right of Way / \$64.8m

Funding Sources

- Surface Transportation Block Grant (SU)
- State Highway System (non-SIS)
- Other Roads

#2 Rank on CRTPA Priority Project List



**Planned
Facilities**



Additional Travel Lanes

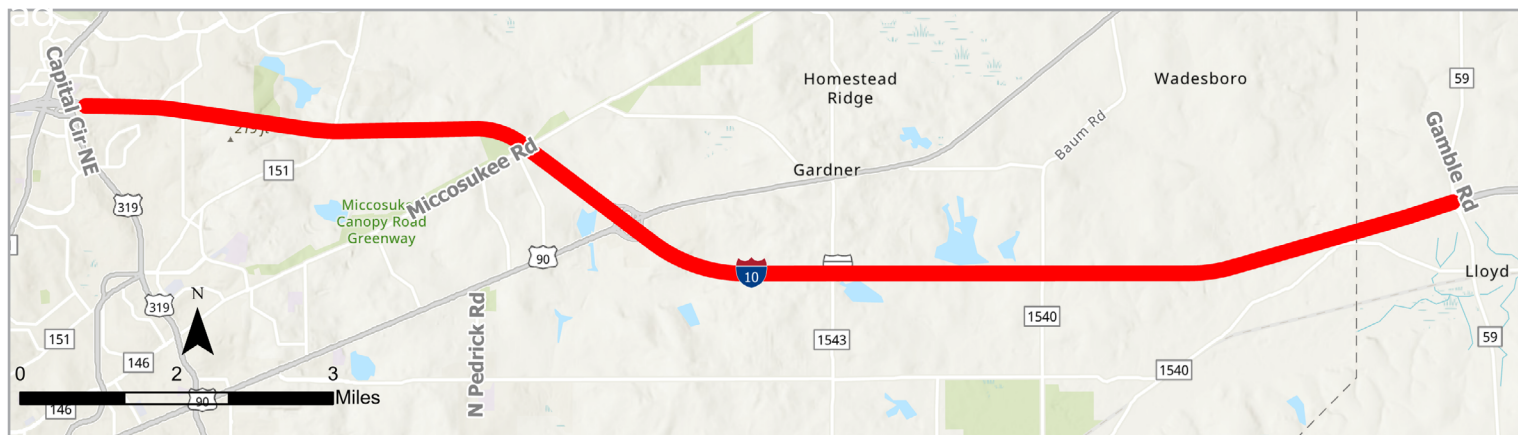
(Other elements of the project will be determined in the ongoing planning study.)

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2040				
2041-2050			\$64.8	

All \$ figures are expressed in millions, year of expenditure dollars.

Interstate 10

Capital Circle, NE (US 319) to Gamble Road(SR 59)



Project Description

Interstate 10 will be widened, adding 2 lanes to the existing roadway. The project is segmented into three portions. The first is between Capital Circle, NE and Centerville Road. The second is between Centerville Road and Chaires Road and the third segment is between Chaires Road and Gamble Road. Design of the first two segments is completed and ROW slated for the period between 2036 and 2040. The first segment is slated for construction in by 2050. The third segment is slated for design and ROW in the plan.

Project Details

Length

- 13.8 miles

Completed Phases

- Project Development & Environment

Cost Feasible Phases / Cost

- Design / \$0.6m
- Right of Way / \$2.8m
- Construction / \$130.9m*

Funding Sources

- Strategic Intermodal System Funding



Planned Facilities



Additional Travel Lanes

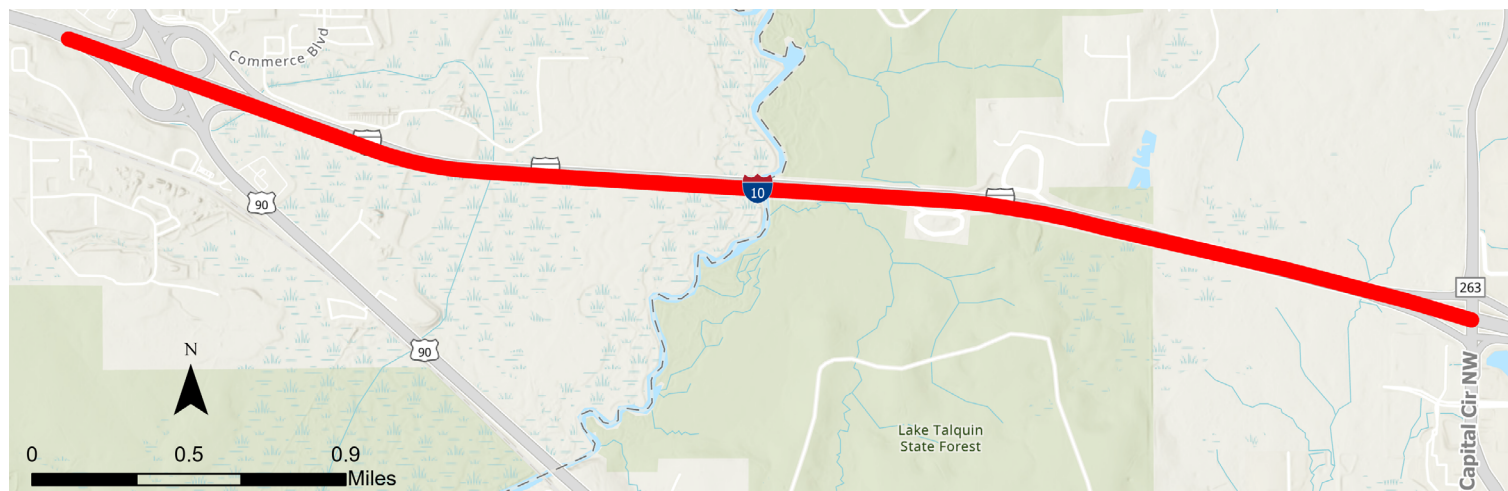
Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2040		\$0.6	\$2.8	
2041-2050				\$130.9*

All \$ figures are expressed in millions, year of expenditure dollars.

*Construction funded for portion from Capital Circle, NE to Centerville Road.

Interstate 10

US 90 (Midway) to Capital Circle, NW (US 319)



Project Description

Interstate 10 will be widened, adding 2 lanes to the existing roadway. The project is segmented at the Gadsden/Leon County Line, with both east and west segments slated for design in the same period.



Planned Facilities

✓ Additional Travel Lanes

Project Details

Length

- 1.8 miles

Completed Phases

- Project Development & Environment

Cost Feasible Phases / Cost

- Design / \$3.9m

Funding Sources

- Strategic Intermodal System Funding

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2040		\$3.9		
2041-2050				

All \$ figures are expressed in millions, year of expenditure dollars.

CAPITAL REGION TRANSPORTATION PLANNING AGENCY 2050 REGIONAL MOBILITY PLAN

Capital Region
Transportation
Planning Agency

OCTOBER 2025





TABLE OF CONTENTS

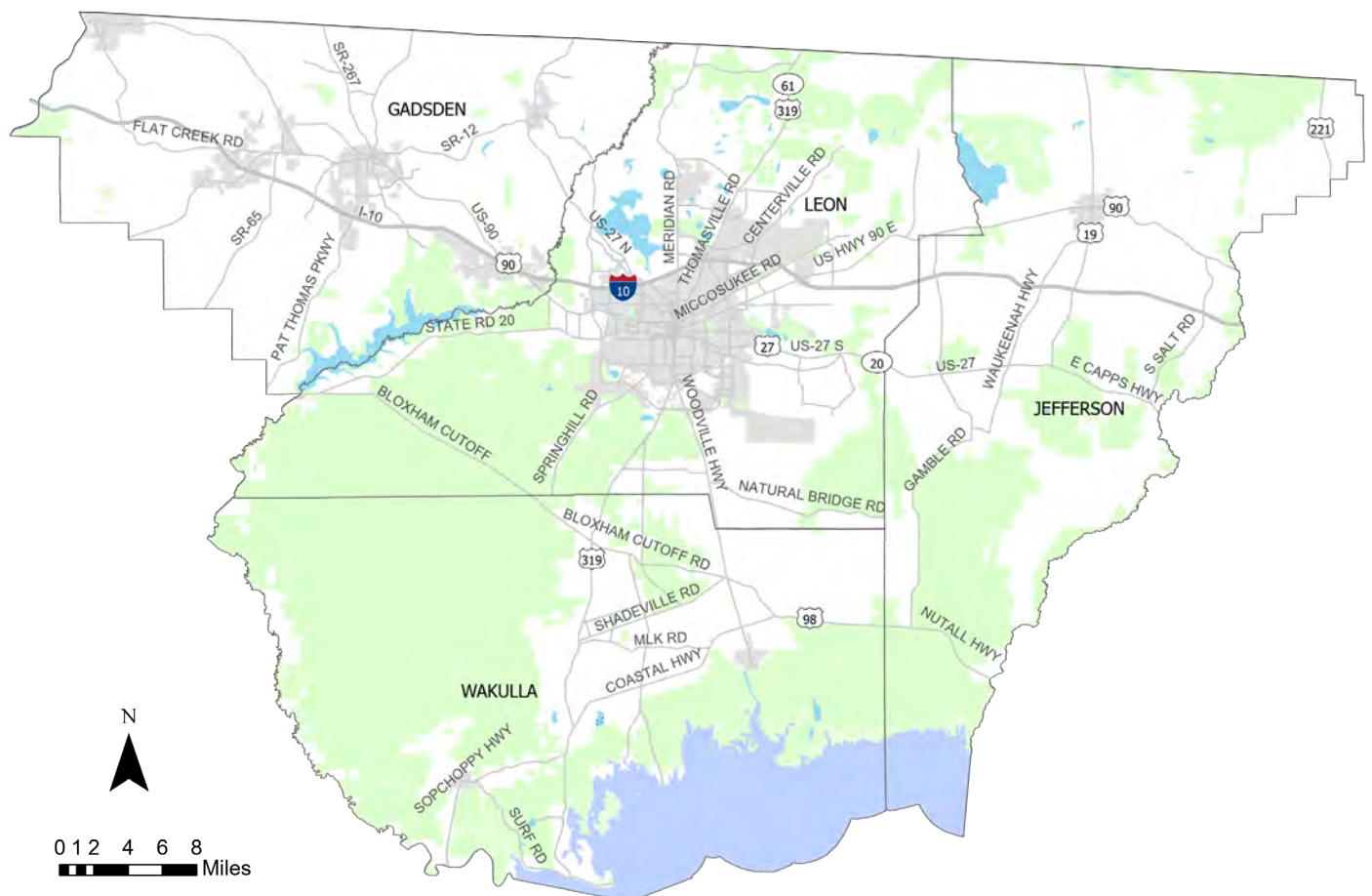
Capital Region Transportation Planning Agency.....	3
CRTPA Mission	4
Regional Mobility Plan	4
Plan Goals	5
A Performance and Stakeholder Driven Process	6
Public Engagement Process.....	7
Transportation System Performance Measures	8
Cost Feasible Plan	9
Cost Feasible Plan - Arterial Roadway Projects.....	10
Cost Feasible Plan - Interstate Projects.....	11

Capital Region Transportation Planning Agency (CRTPA)

The CRTPA is the agency responsible for the coordination of transportation planning in the four-county region that includes Gadsden, Jefferson, Leon, and Wakulla counties, 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. One of the federal requirements of MPO's is the adoption of a Long Range Transportation Plan (LRTP) and the update of the LRTP at least once every five years, to account for changes in demand for transportation and the corresponding performance of the transportation system.

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 LRTP once every five (5) years. These decisions are also supported by two (2) committees that advise the Board from both technical and public interest perspectives: the Technical Advisory Committee (TAC) and the Citizens Multimodal Advisory Committee (CMAC).

The Capital Region



CRTPA Mission

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

Regional Mobility Plan

The Regional Mobility Plan (RMP) considers the existing condition and performance of the transportation infrastructure in the region; future traffic conditions through forecasts of demand on the system in the year 2050; incorporates input from a variety of stakeholders, including both public and private agencies and the public at large; and prioritizes cost affordable solutions to optimize the performance of the future transportation system.

There are numerous federal requirements the CRTPA must adhere to in the update of the RMP. Among them are four (4) fundamental core requirements that are described in this summary, including:

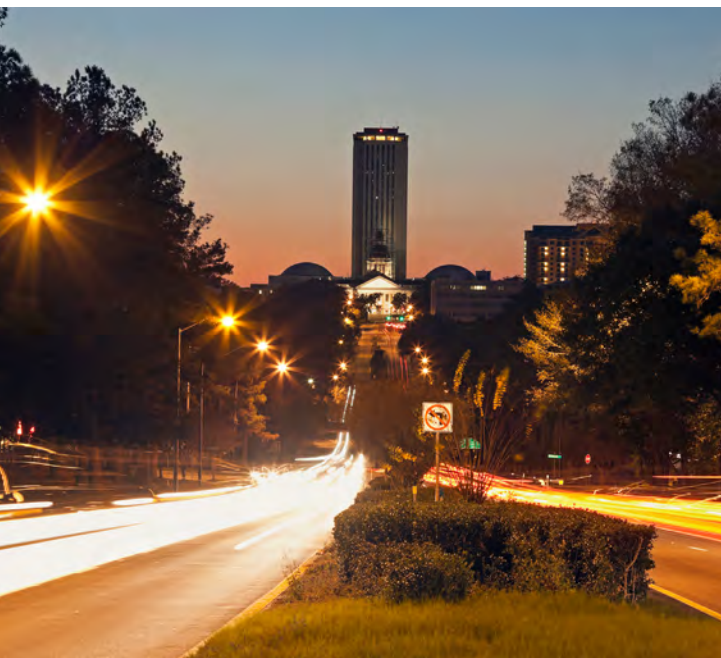
- Conduct extensive outreach to the public and reflect their input in the planning process and ultimate plan.
- Develop a financially constrained plan that demonstrates the feasibility of advancing planned improvements during the plan period.
- Utilize a performance-based planning process to assess the transportation infrastructure and prioritize improvements.
- Identify both short- and long-term investment strategies to address the transportation infrastructure needs in the region.

The RMP serves as the guide to where federal transportation revenues are invested in the region over the next 25 years. It includes a prioritized list of projects that reflect the regional and local needs that have been identified in consultation with State and local planning partners and jurisdictions.

This executive summary provides a synopsis of the most recent update of the LRTP, also known as the Year 2050 RMP.

Plan Goals

The RMP team identified nine (9) broad goals that were used to steer the technical analysis and development of the plan. Each of the goals is tied to numerous performance measures, enabling a technical analysis of where improvements are needed to address traffic congestion or safety. The measures also inform more detailed analysis of both constraints and the types of transportation improvements that are needed. Examples of constraints are the wetlands and other environmentally sensitive areas where roadway construction can have serious adverse impacts. The identification of specific needs, whether they be safety improvements, additional pedestrian/bicycle infrastructure to improve access to parks and schools, or additional lanes on existing roadways, were informed by this data-driven performance analysis.



Safety for
All Users



Well
**Connected
Network**



Access to
**Tourist
Attractions**



Multiple
**Travel
Options**



Access to
**Affordable
Housing** Areas



Ability to
Evacuate
Before an Event



Strong Local
Economy



Protection
of **Natural
Environment**



Maintenance of
Existing System

A Performance and Stakeholder Driven Process

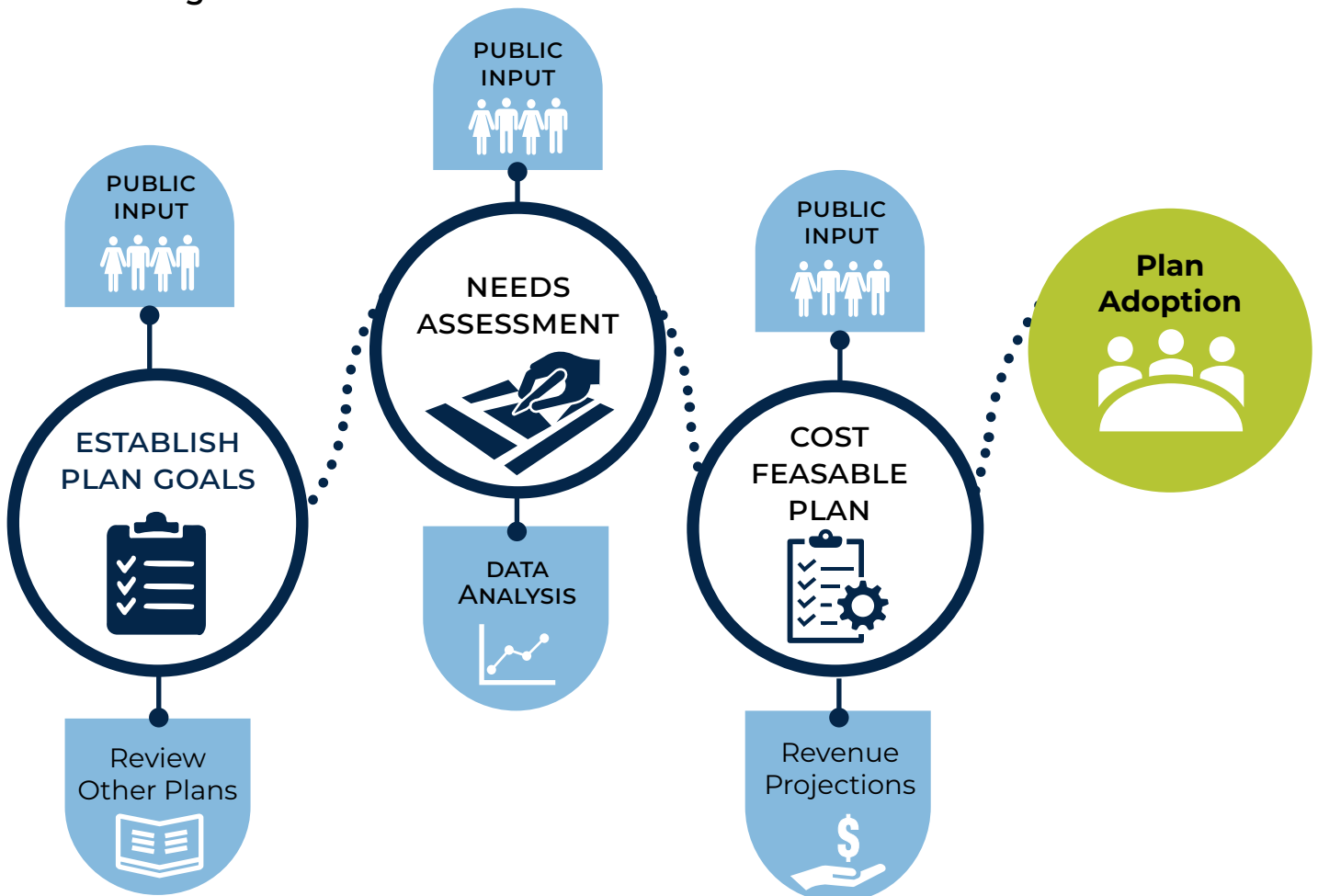
The process of developing the RMP includes an extensive public and stakeholder engagement process; technical data analysis; and financial analysis to determine the desired and needed improvements and which ones are cost affordable, given projected federal funding. The RMP team has conducted this process thoroughly over the last 14 months to ensure ample opportunities for residents and stakeholders to engage through a variety of media, including both in person and electronically.

The technical analysis to support the plan development includes the use of 18 performance measures that include projected traffic congestion; levels of heavy freight truck traffic; evacuation route traffic congestion; historical crash data; travel time reliability; land use; environmentally sensitive areas; presence of sidewalks and/or bicycle lanes; and others. This performance-based analysis provides the technical framework critical to making difficult prioritization decisions, since not all needed improvements can be financially feasible.

The CRTPA coordinates extensively with the public and the agencies who are responsible for constructing and maintaining transportation facilities at the city, county, and state agency level to ensure that the projects are advanced by those implementing agencies.

The RMP is the starting point for projects as they are pushed through the project development process, which includes additional study, design, right of way (ROW) purchase, and ultimately construction. It is of utmost importance that projects included in the plan are reflective of local needs and priorities and that they are both logistically and financially feasible.

The Planning Process



Public Engagement Process

The RMP team conducted an extensive outreach process that included six (6) in-person events across the region, a project website with information about how to engage; two (2) online surveys to obtain input about on the plan goals and prioritization process and the projects that were identified; two (2) virtual workshops; and an ongoing social media campaign promoting engagement with the project team. Through continuous coordination with the CRTPA Technical and Citizens Multimodal Advisory committees, the project team provided another level of review and opportunity for engagement. Maximizing the voices heard in the process is a both federally required and instrumental to the development of a plan that reflects the desires and needs of the communities that are impacted by transportation challenges across the region.



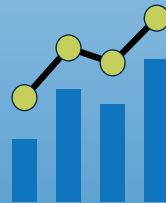
**6
COMMUNITY
EVENTS**



**4,700
WEBSITE
USERS**



**1,480
COMPLETED
SURVEYS**



**228,000
FACEBOOK
IMPRESSIONS**



**182 SOCIAL
MEDIA LIKES**

Transportation System Performance Measures

In addition to the measures used by the planning team to inform this process, the CRTPA is required by federal law to monitor overall system performance in terms of five broad categories. We are also required to set targets in each category and monitor progress toward those targets. The categories include:



SAFETY

Fatalities

2023-2024: +3.5%

TARGET: 5% DECREASE ↓

Serious Injury

2023-2024: -2.5%

TARGET: 5% DECREASE ↓



PAVEMENT AND BRIDGE CONDITION

Pavement (non-Interstate roadways) in good condition



TARGET MET

2024: 49%

TARGET: >40%

Bridges in good condition

2024: 21%

TARGET: >50%



CONGESTION MITIGATION

Miles traveled on interstate roadways in reliable traffic conditions



TARGET MET

2024: 100%

TARGET: >75%

Miles traveled on non-interstate roadways in reliable traffic conditions



TARGET MET

2024: 98%

TARGET: >60%



TRANSIT ASSET MANAGEMENT

35-foot diesel buses in good condition



TARGET MET

2024: 100%

TARGET: 100%

40-foot diesel buses in good condition

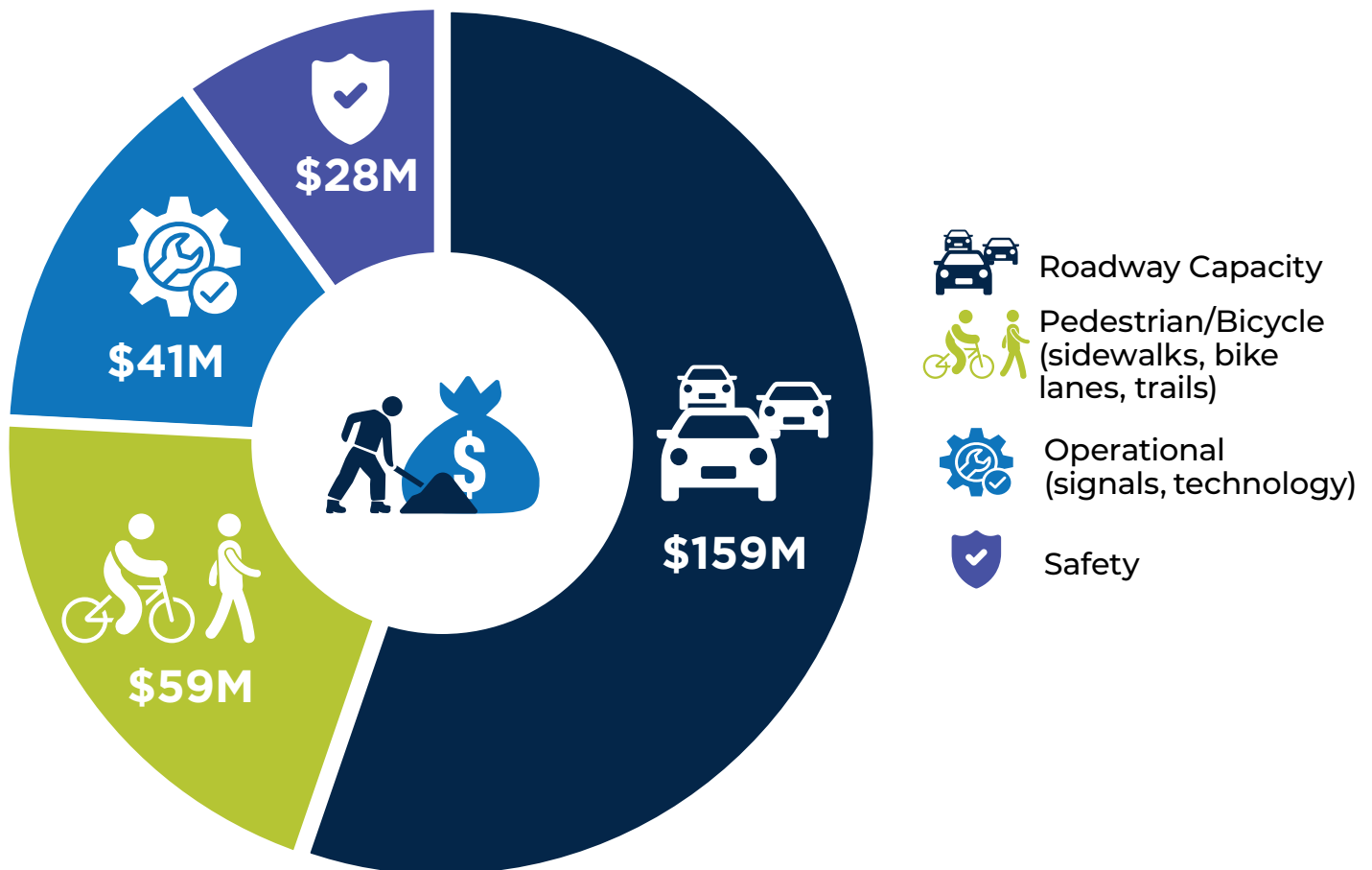
2024: 90%

TARGET: 100%

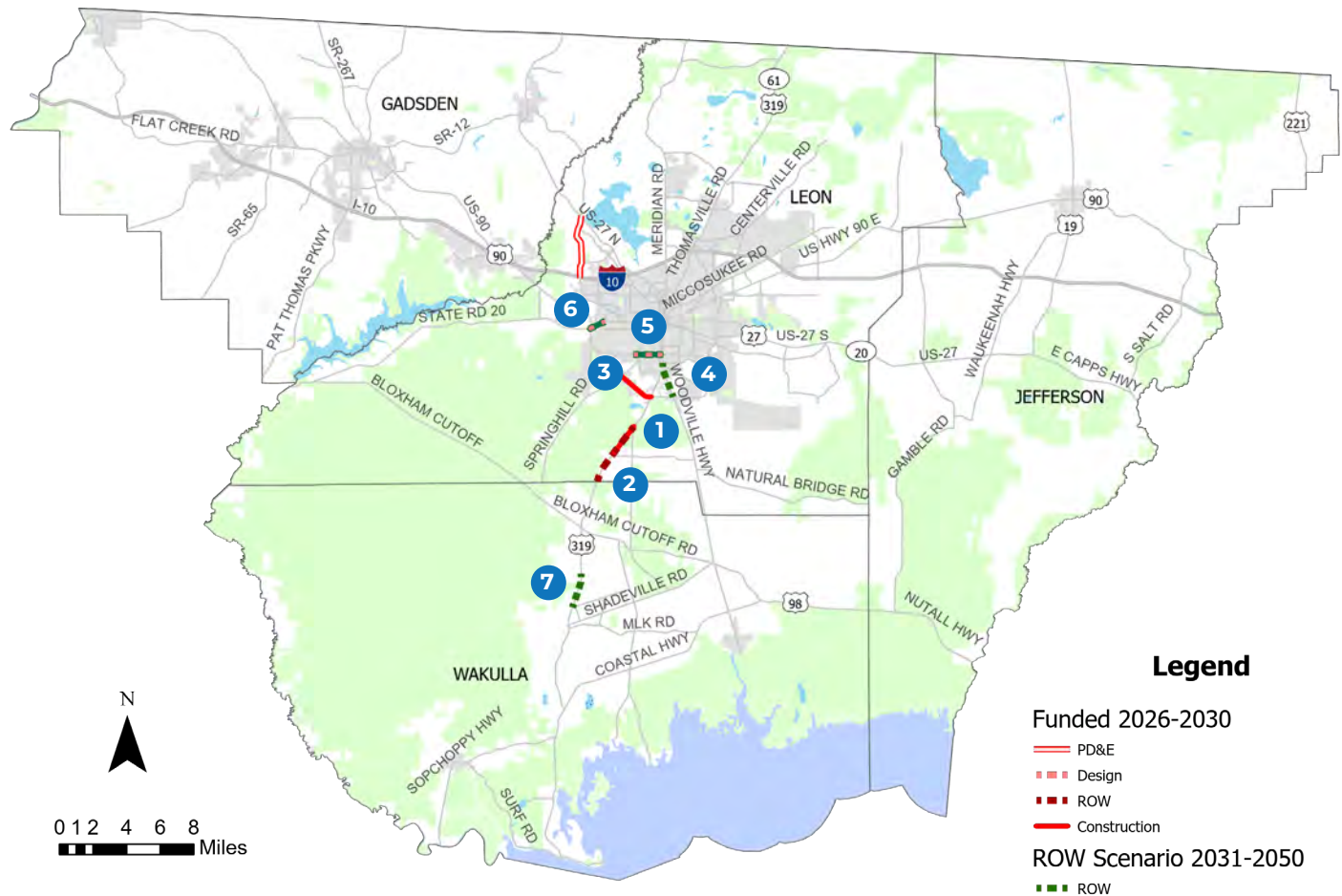
Cost Feasible Plan

The Cost Feasible Plan (CFP) is the culmination of the planning process, reflecting the top priorities selected for federal funding in the upcoming 25 years. In addition to the highest priority roadway capacity projects, reflecting the top priorities selected for state and federal funding, the CRTPA has set aside funding for the equally important non-roadway capacity improvements. The RMP includes set aside pedestrian and bicycle improvements; operational improvements that include technology and minor intersection improvements; and safety improvements. These categorical investments are an important part of the CFP and can have significant impacts on the safe and efficient operation and function of the region's transportation infrastructure.

For the Roadway Capacity improvements included in the CFP, the costs are such that for most, only ROW acquisition is affordable. The strategic inclusion of the ROW phase for the Orange Avenue, Woodville Highway, Pensacola Street, and Crawfordville Road projects, without including the Construction phase for those projects is that Construction cannot commence until the ROW has been acquired. One of the primary goals of this plan is to secure the necessary ROW so that a future update of the plan can fund the Construction phase. The total cost of roadway widening phases in the CFP is \$159 million, in future year dollars. The balance of \$128 million is divided in three "buckets" to allocate to safety improvements (\$28 million), pedestrian and bicycle improvements (\$41 million), and operational/technology improvements (\$59 million).

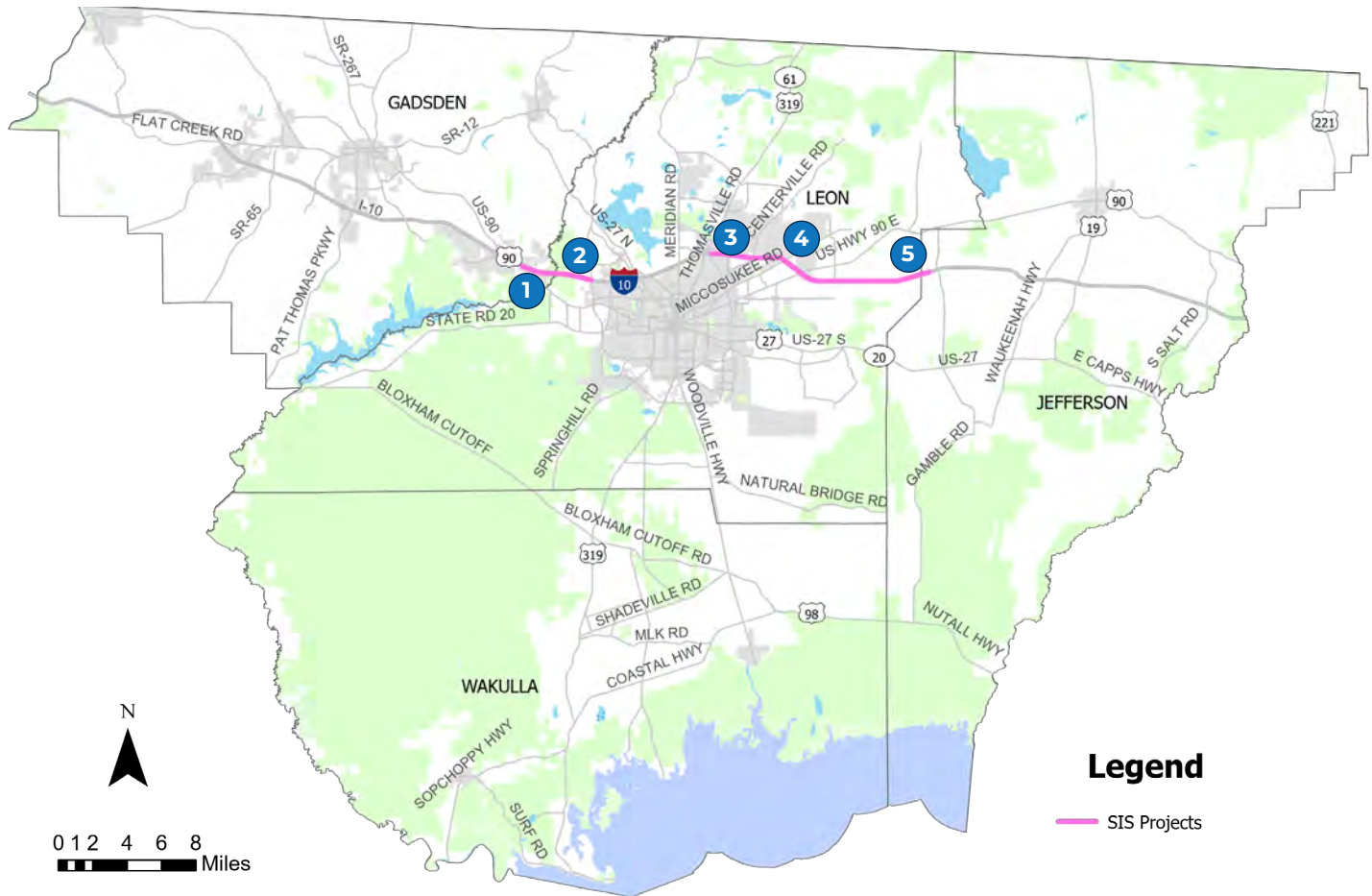


Cost Feasible Plan – Arterial Roadway Projects



ID	Roadway	From	To	Improvement	Phase	Cost	Timeband
1	Crawfordville Road	LL Wallace Road	Wakulla Springs Road	Widen to 4 lanes	Right of Way Construction	\$1.4m \$16.0m	2026-2030
2	Crawfordville Road	Wakulla County Line	LL Wallace Road	Widen to 4 lanes	Right of Way	\$7.3m	
3	Capital Circle, NW	I-10	Monroe Street	Widen to 4 lanes	Planning Study	\$2.9m	
4	Capital Circle, SW	Springhill Road	Crawfordville Road	Widen to 6 lanes	Right of Way Construction	\$9.0m \$85.0m	
5	Woodville Highway	Paul Russell Road	Capital Circle, SE	Widen to 4 lanes	Right of Way	\$17.2m	2031-2035
6	Orange Avenue	Cypress Lake Street	Monroe Street	Widen to 4 lanes	Design Right of Way	\$0.8m \$65.1m	2026-2030 2031-2035
7	Pensacola Street	Capital Circle, SW	Appleyard Drive	Widen to 4 lanes	Design Right of Way	\$3.4m \$11.6m	2026-2030 2041-2050
8	Crawfordville Road	E Ivan Road	Wakulla Arran Road	Widen to 4 lanes	Right of Way	\$64.8m	2041-2050

Cost Feasible Plan – Interstate Projects



ID	Roadway	From	To	Improvement	Phase	Timeband
1	Interstate 10	US 90 (Midway)	Leon County Line	Add 2 lanes	Design	2035-2040
2	Interstate 10	Gadsden County Line	Capital Circle, NW	Add 2 lanes	Design	2035-2040
3	Interstate 10	Capital Circle, NE	Centerville Road	Add 2 lanes	Right of Way Construction	2035-2040 2045-2050
4	Interstate 10	Centerville Road	Chaires Road	Add 2 lanes	Right of Way	2035-2040
5	Interstate 10	Chaires Road	Gamble Road	Add 2 lanes	Design Right of Way	2035-2040 2035-2040

The year 2050 Regional Mobility Plan was completion in cooperation with the CRTPA Board Members:

Dianne Williams- Cox - City of Tallahassee (CRTPA Chair)

Nick Maddox - Leon County (CRTPA Vice-Chair)

Jeremy Matlow - City of Tallahassee

Curtis Richardson - City of Tallahassee

Brenda Holt - Gadsden County

Evelyn Riley Goldwire - Gadsden County Municipiplities

Austin Hosford- Jefferson County

Rick Minor - Leon County

David O'Keefe - Leon County

Laurie Lawson Cox - Leon County School Board

Quincee Messersmith - Wakulla County

