

# CAPITAL REGION TRANSPORTATION PLANNING AGENCY 2050 REGIONAL MOBILITY PLAN

Capital Region  
Transportation  
Planning Agency

OCTOBER 2025







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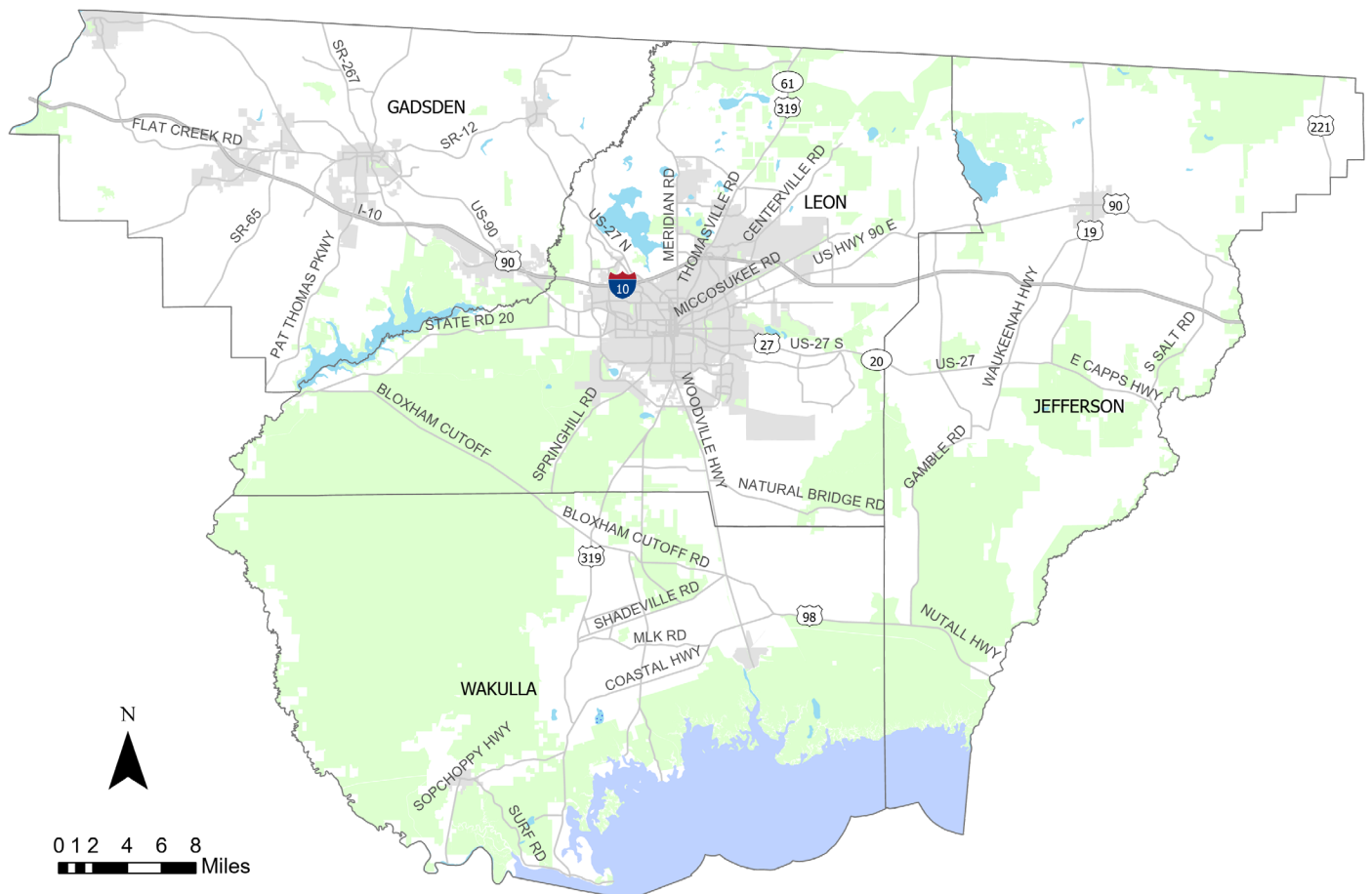
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# Capital Region Transportation Planning Agency (CRTPA)

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

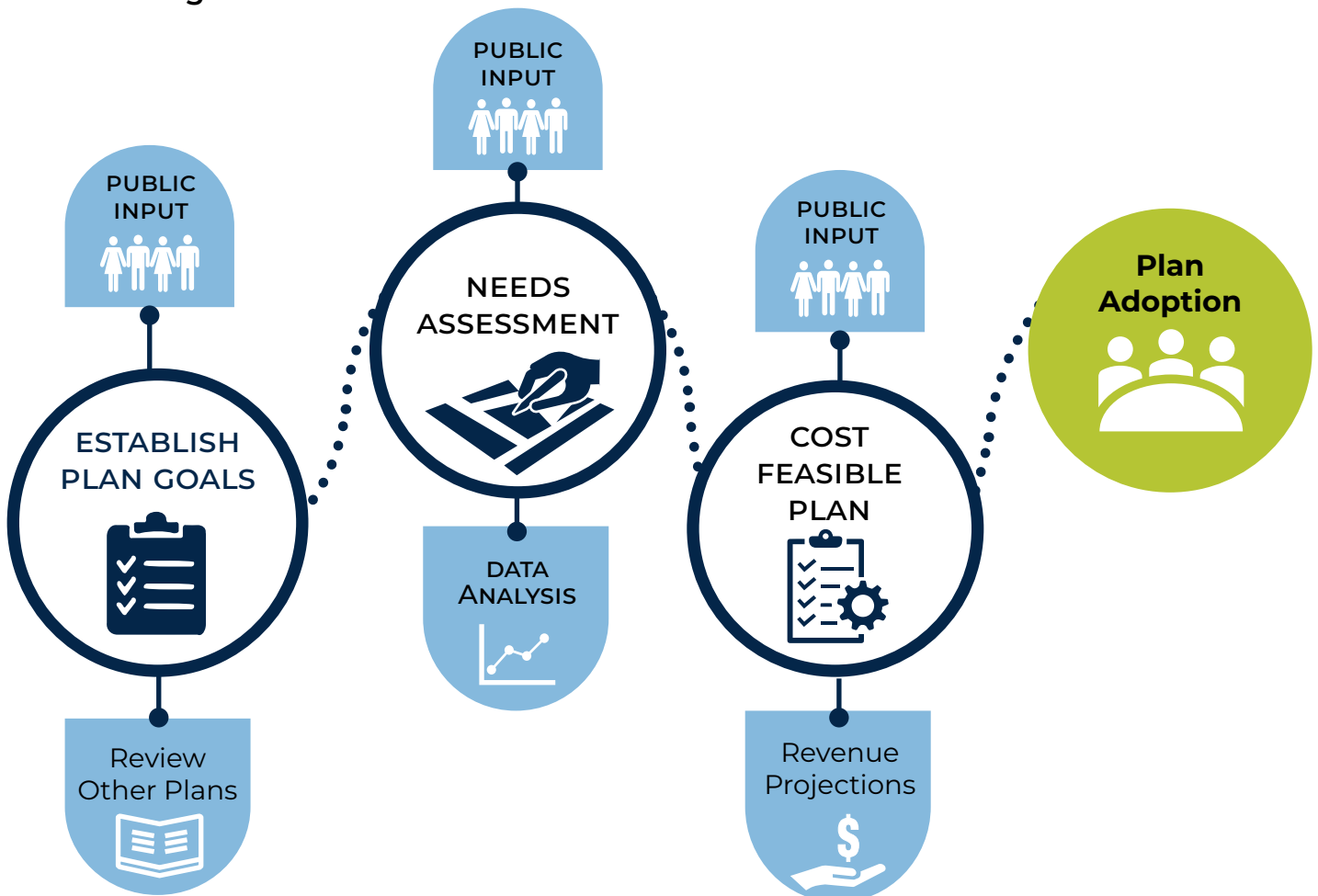
The process of developing the RMP includes an extensive public and stakeholder engagement process; technical data analysis; and financial analysis to determine the desired and needed improvements and which ones are cost affordable, given projected federal funding. The RMP team has conducted this process 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.



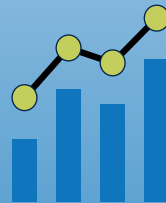
**6  
COMMUNITY  
EVENTS**



**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%

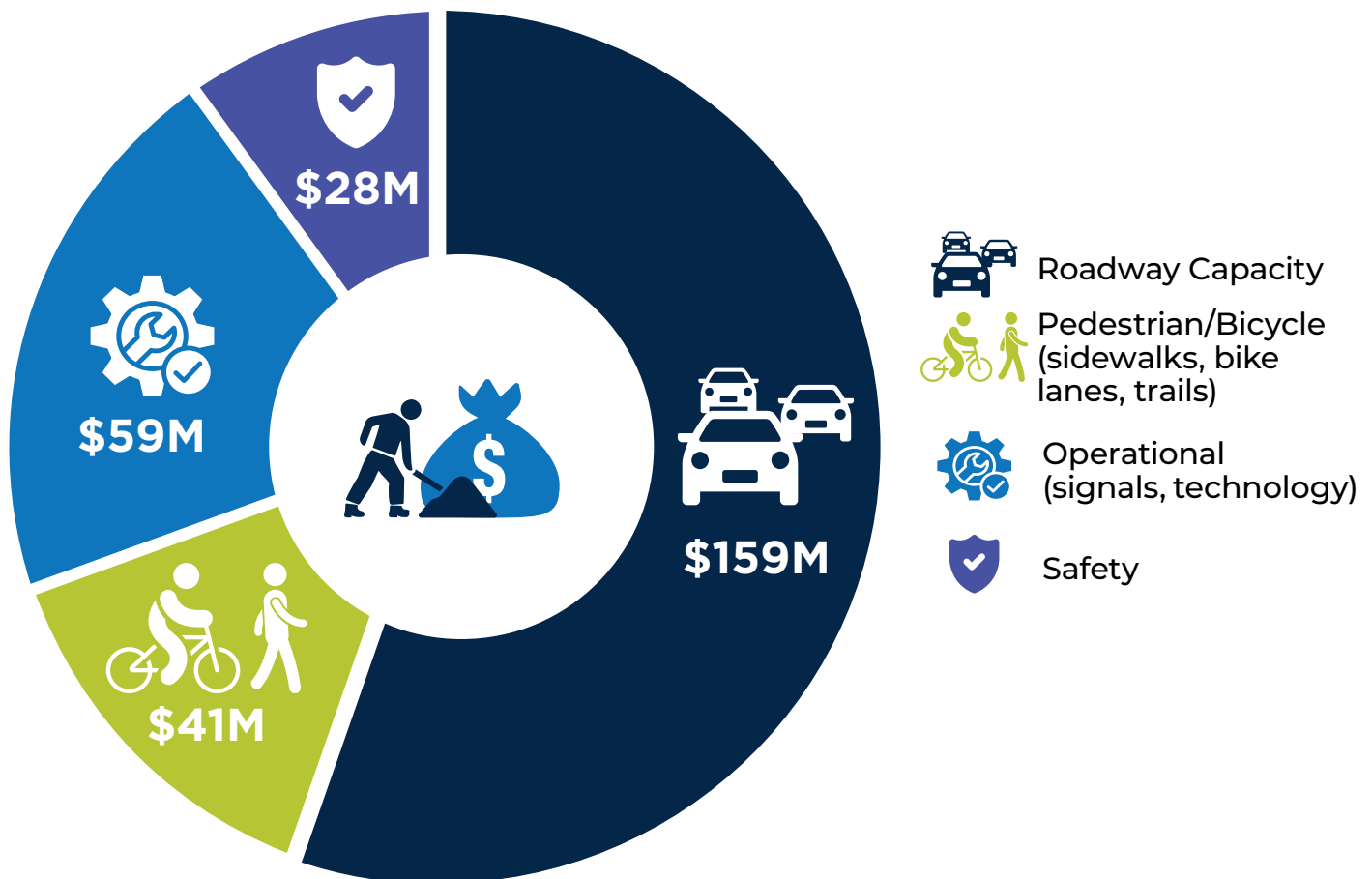
TARGET: 100%



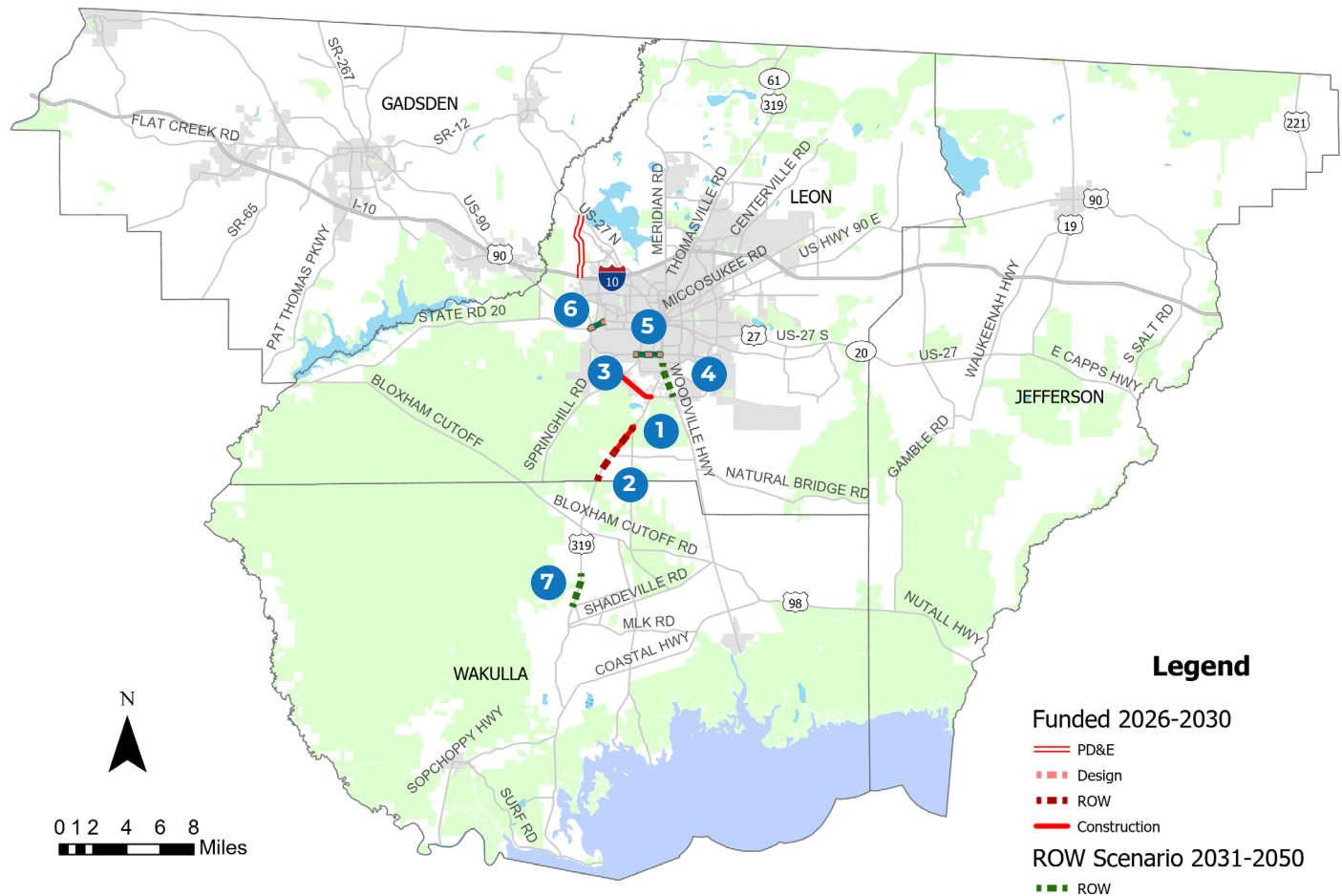
## Cost Feasible Plan

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).

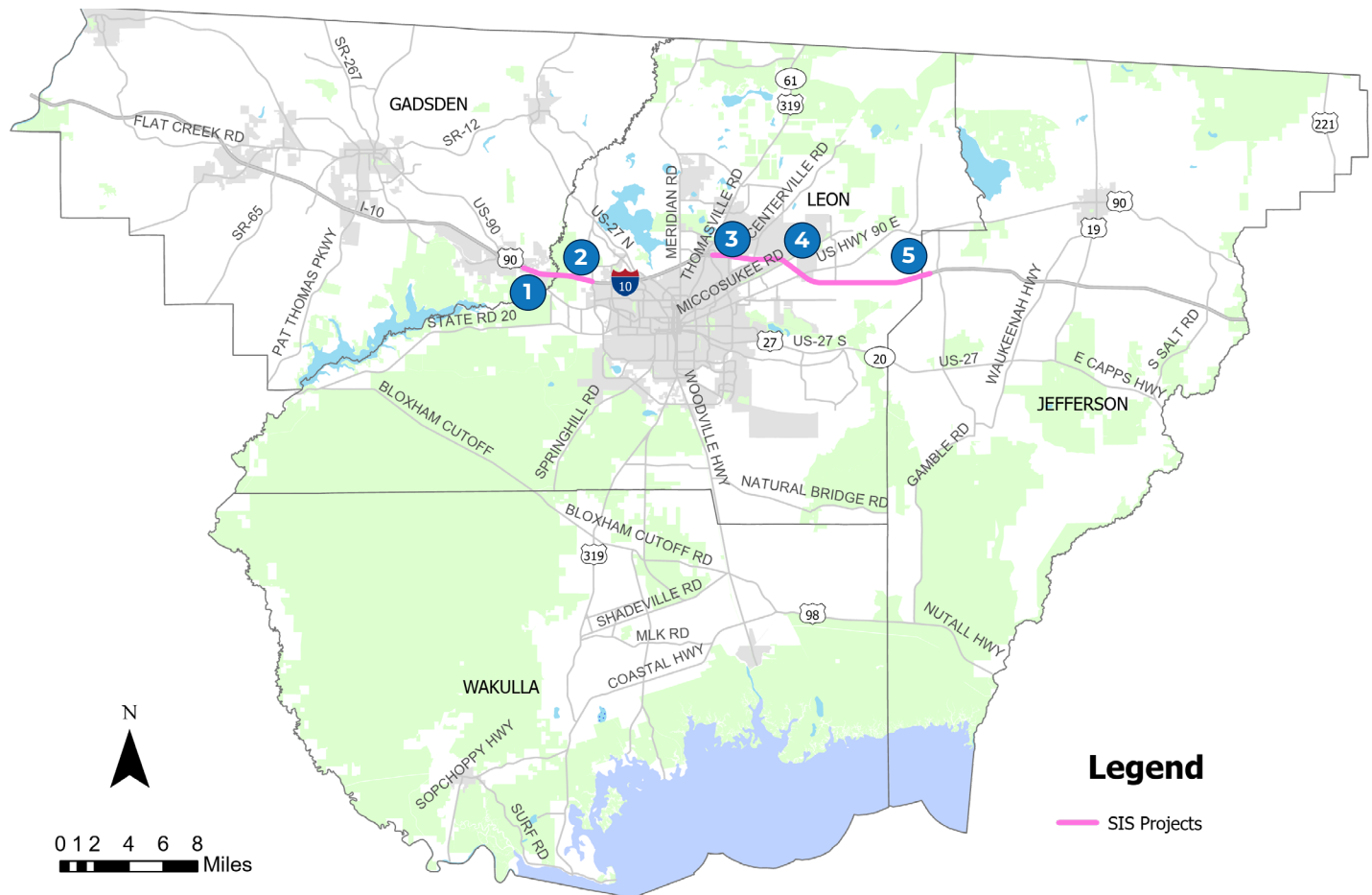


# Cost Feasible Plan – Arterial Roadway Projects



| 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<br>\$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<br>\$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<br>Right of Way    | \$0.8m<br>\$65.1m | 2026-2030<br>2031-2035 |
| 7  | Pensacola Street   | Capital Circle, SW  | Appleyard Drive      | Widen to 4 lanes | Design<br>Right of Way    | \$3.4m<br>\$11.6m | 2026-2030<br>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<br>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<br>Right of Way    | 2035-2040<br>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

