



300 S. ADAMS STREET  
TALLAHASSEE, FL 32301  
[www.crtpa.org](http://www.crtpa.org)

**TECHNICAL ADVISORY COMMITTEE**

9:00 AM – 11:00 AM  
Florida Room, 2<sup>nd</sup> Floor

TALLAHASSEE CITY HALL  
300 S. Adams Street  
Tallahassee, Fl. 32301

**January 3, 2018**

**1. AGENDA MODIFICATIONS**

**2. CONSENT**

**A. TAC Minutes**

The minutes of the November 7, 2017, TAC meeting have been prepared for committee review and approval.

**Recommended Action: *Recommend approval of the November 7, 2017 TAC Meeting Minutes.***

**3. PRESENTATIONS/DISCUSSION/ACTION**

**A. Fiscal Year (FY) 2018 – FY 2022 Transportation Improvement Program (TIP) Amendment**

The CRTPA FY 2018 – FY 2022 TIP is proposed to be amended to reflect the following:

- US 319 (Woodville Highway/SR 363 to Ramp to Westbound Interstate 10) (Project #4395772): Add construction funding in FY 2018 to add new roadway lighting at all existing signalized intersections (Leon County).

**Recommended Action: For TAC recommendation of approval.**

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***If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-6800. The telephone number of the Florida Relay TDD Service is #711.***

**B. Transportation Alternatives (TA) Subcommittee Volunteers**

The CRTPA TA Subcommittee is an ad-hoc subcommittee comprised of 6 members (3 from the Citizens Multimodal Advisory Committee (CMAC) and 3 from the Technical Advisory Committee (TAC)) tasked with the review and recommended ranking of the CRTPA's TA applications. CRTPA staff is seeking three volunteers from the TAC to serve on the TA Subcommittee at this time.

**Recommended Action: For TAC action.**

**C. CRTPA Safety Targets and Performance Measures**

CRTPA staff has drafted proposed safety targets and performance measures to adopt for the CRTPA area as required by the Federal Highway Administration (FHWA). The final adoption of the safety targets and performance measures is scheduled for the February 20, 2018 Meeting of the CRTPA Board.

**Recommended Action: For TAC information and comment.**

**D. Draft CRTPA Public Involvement Plan Update**

CRTPA staff has updated the Public Involvement Process Plan for CRTPA review and adoption. Committee members are asked to review the document and bring any comments to the February meeting of the TAC for consideration. The document will be presented to the CRTPA Board for final adoption at its February 20, 2018 Board Meeting.

**Recommended Action: For committee review.**

**4. OPEN FORUM FOR PUBLIC COMMENT**

*Citizens are invited to address the committee.*

**5. INFORMATION**

- Wakulla Environmental Institute Trail Connection Update

**6. ITEMS FROM COMMITTEE MEMBERS OR STAFF**

# Meeting Minutes



300 S. ADAMS STREET  
TALLAHASSEE, FL 32301  
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## **TECHNICAL ADVISORY COMMITTEE**

9:00 AM - 11:00 AM,  
2<sup>nd</sup> Floor – Commission Chambers

TALLAHASSEE CITY HALL  
300 S. Adams Street  
Tallahassee, Fl. 32301

**November 7, 2017**

**TAC Attendance:** Allen Secreast, Ryan Guffey, Melissa Corbett, Chris Muehlemann, Charles Hargraves, Jeff Horton, Steve Shafer, Artie White

**Other:** Greg Slay, Jack Kostrzewa, Lynn Barr, Yulonda Mitchell, Suzanne Lex, Matt King, Susan Joel,

### 1. **AGENDA MODIFICATIONS** -- NONE

### 2. **CONSENT**

#### A. **TAC Minutes**

The minutes of the June 6, 2017, and October 3, 2017 TAC meetings were provided for committee review and approval.

**Action: Mr. Ryan Guffey provided a motion to approve the minutes which was seconded by Mr. Chris Muehlemann. The motion passed unanimously with a quorum present.**

### 3. **PRESENTATIONS/DISCUSSION/ACTION**

#### A. **Fiscal Year (FY) 2018 – FY 2022 Transportation Improvement Program (TIP) Amendment**

The CRTPA FY 2018 – FY 2022 TIP was proposed to be amended to reflect the following:

- CR 65 Smith Creek Road (s of Fire Department to SR 20 Blountstown Highway) (Project #4420601): Add funding in FY 2018 to add bike lanes (Leon County).

**Action: Mr. Ryan Guffey provided a motion to approve the TIP Amendment which was seconded by Mr. Artie White. The motion passed unanimously with a quorum present.**

**B. 2018 CRTPA Meeting Calendar**

The 2018 meeting calendar for the TAC was provided for adoption.

**Action: Mr. Steve Shafer provided a motion to approve the 2018 Meeting Calendar which was seconded by Mr. Jeff Horton. The motion passed unanimously with a quorum present.**

**C. Election of CRTPA Chair and Vice-Chair**

TAC members discussed the election of a new Chair and Vice-Chair to serve for the upcoming calendar year. Ms. Melissa Corbett was re-elected for a second year as Chairperson, with Mr. Ryan Guffey being re-elected for a second year as vice-Chairperson.

**Action: Ms. Melissa Corbett was re-elected for a second year as Chairperson, with Mr. Ryan Guffey being re-elected for a second year as Vice-Chairperson. The motion passed unanimously with a quorum present.**

**D. Thomasville Road Safety Discussion**

Mr. Matt King, FDOT, District 3, introduced the safety study along Thomasville Road for presentation by Ms. Susan Joel, Cardno. Several TAC members had questions about the study including a question about the apparent lack of turning movements coming from the shopping center (Whole Foods area), which Ms. Joel responded that she would check and send the information to Charles. Other discussions centered around the proposed solutions forcing U-turns at Betton Road and the need to further explore other options and signal timing along the corridor.

**Action: No formal action was taken.**

**E. CRTPA Urban Attributable (SU) Funds**

Mr. Jack Kostrzewa, CRTPA Staff, provided a brief overview of the allocation of SU dollars for various project assignments in the CRTPA area.

**Action: For TAC information.**

**4. OPEN FORUM FOR PUBLIC COMMENT**

*No citizens were present to speak.*

**5. INFORMATION**

**6. ITEMS FROM COMMITTEE MEMBERS OR STAFF**

- MR. Steve Shafer informed the committee of a sidewalk request for Old Bainbridge Road to provide a safe walkway over the I-10 Overpass between two residential areas and bus service areas.
- Ms. Suzanne Lex, FDOT, updated the committee on the status of the Complete Streets Handbook and the classification of roadways, which she stated would come back to the committees and CRTPA.

**The meeting was adjourned at 10:15 AM.**



January 16, 2018

COMMITTEE AGENDA ITEM 3 A

**FISCAL YEAR 2018 – FISCAL YEAR 2022  
TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

TYPE OF ITEM: Action

**STATEMENT OF ISSUE**

The purpose of this item is to amend the CRTPA Fiscal Year (FY) 2018 – FY 2022 Transportation Improvement Program (TIP) to reflect the following:

- SR 263 (US 319) (from SR 363 Woodville Highway to Interstate 10 westbound ramp) (Project #4395772): Add funding in FY 18 for construction of lighting retrofits at signalized intersections (Leon County).

**RECOMMENDED ACTION**

Option 1: Recommend the CRTPA adopt a resolution amending the FY 2018 – FY 2022 Transportation Improvement Program to reflect:

- **ADD PROJECT:** SR 263 (US 319) (from SR 363 Woodville Highway to Interstate 10 westbound ramp) (Project #4395772): Add construction funding in FY 18 for construction of lighting retrofits at signalized intersections (Leon County)

**HISTORY AND ANALYSIS**

The CRTPA's Transportation Improvement Program is adopted annually and identifies those projects in the region that have received state and federal funding. Subsequent to adoption, the TIP is occasionally formally amended to reflect project changes such as the addition or deletion of a project and changes to existing projects related to funding or project scope.

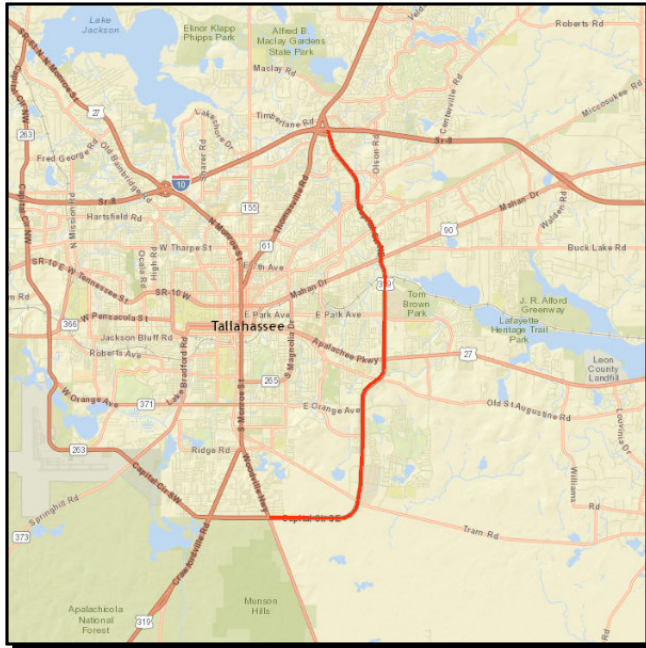
The CRTPA was recently contacted by the Florida Department of Transportation to amend the current TIP to reflect the addition of construction funding for a lighting safety project. Specifically, the project involves the addition of lighting retrofits at signalized intersections along the projects corridor (SR 263 (US 319) Capital Circle: Woodville Highway to Interstate 10). The project is approximately 11.8 miles in length.

Subsequent to Board approval, the FY 2018 – FY 2022 TIP will be updated to reflect the project's addition.

**ATTACHMENT**

Attachment 1: TIP project page

**SR 263 (US 319) from SR 363 Woodville Highway to Ramp to I-10 WB**



**Project #:** 4395772  
**Work Summary:** LIGHTING **SIS?:** No  
**Lead Agency:** Managed by FDOT **Length:** 11.758  
**County:** Leon County **LRTP #:** 2040 RMP Maintenance (5.7)

Phase	Fund Source	2017/18	2018/19	2019/20	2020/21	2021/22	Total
CST	RED	746,267	0	0	0	0	746,267
<b>Total</b>		<b>746,267</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>746,267</b>

**Prior Cost < 2017/18:** 0  
**Future Cost > 2021/22:** 0  
**Total Project Cost:** 746,267

**Project Description:** This project was approved for amendment into the TIP at the January 16 CRTPA meeting and provides funding for the construction of new roadway lighting at all existing signalized intersection.



January 3, 2018

COMMITTEE AGENDA ITEM 3 B

**CRTPA TRANSPORTATION ALTERNATIVES PROGRAM  
SUBCOMMITTEE**

TYPE OF ITEM: Action

**STATEMENT OF ISSUE**

This item seeks three (3) members from each of the CRTPA's two committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) to serve on the agency's Transportation Alternatives Program (TAP) Subcommittee. The TAP Subcommittee is scheduled to meet twice in the upcoming months to review and rank TA applications that are being solicited throughout the CRTPA region.

**RECOMMENDED ACTION**

Option 1: Approve committee three members to serve on the CRTPA Transportation Alternatives Program Subcommittee.

**HISTORY AND ANALYSIS**

The CRTPA Transportation Alternatives Program guides the solicitation and prioritization of approximately \$310,000 of federal TA funding explicitly dedicated annually to the CRTPA region. Consistent with Board direction, the CRTPA actively solicits new projects every two (2) years, with the most recent solicitation currently underway.

Guiding the CRTPA TAP is the CRTPA TAP Subcommittee which reviews and ranks the eligible applications that have been received within the CRTPA region. Ultimately, the ranked projects are placed on the CRTPA's annual Transportation Alternatives Program Priority Project List for CRTPA Board consideration and ultimate adoption.

As noted above, the CRTPA TAP is currently underway with the following providing the program's 2017/2018 schedule with the scheduled meeting dates of the TAP Subcommittee in **yellow highlighting**:

- **December 1, 2017** – CRTPA TAP application solicitation begins
- **December 19, 2017** – CRTPA TAP Informational Meeting
- **February 16, 2018** – TAP applications DUE to CRTPA



- **February 22 & 23, 2018** – TAP applicant interviews & recommended ranking by TA Subcommittee
- **March 19, 2018** - CRTPA Board adopts Draft FY 2020 - FY 2024 TA Priority Project List

### Program Background

The CRTPA Transportation Alternatives Program (TAP) was established in 2013 subsequent to the creation of the Transportation Alternatives Program associated with the July 6, 2012 signing of P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) by President Obama.

Transportation Alternatives are federally funded programs and projects, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Fifty percent (50%) of the TA funding received by each state is to be distributed by population. For those Metropolitan Planning Organizations with a population greater than 200,000 (Transportation Management Areas, which includes the CRTPA), the agency coordinates the competitive grant process.

In addition to the approximately \$310,000 of TA funding explicitly dedicated annually to the CRTPA region, other TA funding is available for placement on TA projects within the CRTPA region. This funding, which does not include the annual dedicated amount to the CRTPA, is placed on projects at the discretion of the Florida Department of Transportation.

**AGENDA ITEM 3 C****CRTPA SAFETY TARGETS AND PERFORMANCE MEASURES****TYPE OF ITEM: Discussion****STATEMENT OF ISSUE**

The purpose of this item is to discuss Performance Targets for the Capital Region Transportation Planning Area (CRTPA) for the following five (5) safety performance measures adopted by the Federal Highway Administration (FHWA) in 2017 for all public roads:

1. Number of fatalities;
2. Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT);
3. Number of serious injuries;
4. Rate of serious injuries per 100 Million VMT; and
5. Number of non-motorized fatalities and non-motorized serious injuries.

The Florida Department of Transportation (FDOT) has adopted the target of, “Zero” for the FHWA safety performance measures, and the CRTPA, along with all the other Metropolitan Planning Organizations in the State of Florida, is now required to adopt its own targets and performance measures for the safety measures. MPO’s may agree to support the state target, or establish a specific number or rate for each.

**HISTORY AND ANALYSIS**

Nationally, state-specific, and locally, transportation plans exist to enhance safety for all users of the transportation system. A coordinated effort to connect all of the safety plans has long been in effect in the transportation realm, but over the last two years, a system of Performance Management has led to a greater push for comprehensive and coordinated transportation and safety planning. Performance Measures for Safety have been developed by the FHWA, for which targets are being established cooperatively between the FDOT and MPO’s within the State of Florida (as well as nationally). Through this coordinated effort, the goals of the Highway Safety Improvement Program (HSIP), Highway Safety Plan (HSP), Strategic Highway Safety Plan (SHSP), and region-specific safety and transportation plans can be shown to guide and support one another.

In August of 2017, the FDOT adopted a target of “Zero” for the five (5) safety performance measures adopted by the Federal Highway Administration (FHWA) for all public roads. The Performance Measures, along with a brief description of each is provided in the table on the following page.

<b>Performance Measure</b>	<b>Description</b>
Number of fatalities	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	The ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
Number of serious injuries	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
Rate of serious injuries per 100 Million VMT	The ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
Number of non-motorized fatalities and non-motorized serious injuries	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

<b>FDOT Adopted Measures</b>	<b>Target</b>	<b>Interim Performance Measure</b>
Number of fatalities	0	3,052
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	1.65
Number of serious injuries	0	20,861
Rate of serious injuries per 100 Million VMT	0	11.06
Number of non-motorized fatalities and non-motorized serious injuries	0	3,447

Upon adoption by the Florida Department of Transportation (FDOT) of a target of “Zero” and the Interim Performance Measures, the CRTPA, along with all the other Metropolitan Planning Organizations in the State of Florida, were given 180 days to adopt their targets for the safety measures. The CRTPA must adopt its Performance Measures and Targets by February 27, 2018.

MPO’s were granted the option of either adopting/supporting the State target, or establishing a specific number or rate for each performance measure. MPOs that choose to establish a rate for a target are required to report not only the estimate used for VMT to establish the target rate, but also the methodology used to arrive at the overall VMT estimate.

**RECOMMENDATION**

Utilizing data provided to the CRTPA from FDOT and the FHWA (provided in **Attachments 1** and **2**), staff has established an average result for each performance measure from the years 2011 through 2016. The averages were utilized as the 2018 target and performance measure for each Safety Measure. These resulting draft targets are provided on **Attachment 3** and are as follows:

<b>Draft Safety Performance Measures</b>	<b>Target and Performance Measure</b>
Number of fatalities	54
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.26
Number of serious injuries	272
Rate of serious injuries per 100 Million VMT	6.1
Number of non-motorized fatalities and non-motorized serious injuries	43

**NEXT STEPS**

The final proposed safety targets and performance measures for the CRTPA will be provided to the CRTPA Board and committees at their February 2018 Meetings for final adoption.

**ATTACHMENTS**

- Attachment 1: Data Sheet for Florida MPOs, including 2009-2016
- Attachment 2: Extracted Data Sheet for the CRTPA, including 2011-2016
- Attachment 3: DRAFT CRTPA Safety Targets
- Attachment 4: Florida Highway Safety Improvement Program Sec 34: Safety Performance Targets

MPO/TPO	Average Annual Fatalities <sup>1</sup>								Average Annual Serious Injuries <sup>2</sup>								Average Annual Fatality Rates <sup>3</sup>								Average Annual Serious Injury Rates <sup>4</sup>								Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries <sup>5</sup>							
	2009-13		2010-14		2011-15		2012-16		2009-13		2010-14		2011-15		2012-16		2009-13		2010-14		2011-15		2012-16		2009-13		2010-14		2011-15		2012-16		2009-13		2010-14		2011-15		2012-16	
	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ
Space Coast TPO	Single County	63.8	66.2	3.8%	69.6	5.1%	74.8	7.5%	587.0	607.4	3.5%	601.4	-1.0%	630.8	4.9%	1.053	1.106	5.0%	1.966	77.8%	2.300	17.0%	9.666	10.437	8.0%	11.461	9.8%	13.442	17.3%	79.8	82.2	3.0%	86.6	5.4%	90.2	4.2%				
Charlotte County-Punta Gorda MPO	Single County	22.8	21.0	-7.9%	21.4	1.9%	22.6	5.6%	164.2	149.2	-9.1%	134.6	-9.8%	127.0	-5.6%	1.048	0.965	-7.9%	0.969	0.4%	0.998	3.0%	7.555	6.864	-9.1%	6.127	-10.7%	5.676	-7.4%	24.2	23.0	-5.0%	21.4	-7.0%	20.4	-4.7%				
Broward MPO	Single County	178.4	175.0	-1.9%	183.0	4.6%	199.6	9.1%	2,080.6	2,004.0	-3.7%	1,888.8	-5.7%	1,776.0	-6.0%	1.754	1.685	-3.9%	1.685	0.0%	1.799	6.8%	17.505	16.366	-6.5%	15.209	-7.1%	13.903	-8.6%	351.4	350.6	-0.2%	341.4	-2.6%	352.2	3.2%				
Okaloosa-Walton TPO	Multiple Counties, not countywide	See individual counties below								See individual counties below								See individual counties below								See individual counties below														
Gainesville MTPO	Single County, not countywide	See individual county below								See individual county below								See individual county below								See individual county below														
Hernando/Citrus MPO	Multiple Counties	50.6	47.0	-7.1%	49.2	4.7%	49.8	1.2%	448.4	428.8	-4.4%	445.0	3.8%	461.2	3.6%	3.479	3.250	-6.6%	3.364	3.5%	3.356	-0.2%	35.791	35.402	-1.1%	34.450	-2.7%	34.172	-0.8%	34.4	36.2	5.2%	41.0	13.3%	43.2	5.4%				
Hillsborough County MPO	Single County	157.6	161.0	2.2%	168.4	4.6%	183.8	9.1%	2,066.2	1,921.6	-7.0%	1,752.0	-8.8%	1,618.0	-7.6%	1.759	1.920	9.2%	1.966	2.4%	2.042	3.9%	23.744	22.378	-5.8%	22.937	2.5%	22.025	-4.0%	254.8	249.6	-2.0%	246.0	-1.4%	242.6	-1.4%				
Indian River County MPO	Single County, not countywide	See individual county below								See individual county below								See individual county below								See individual county below														
North Florida MPO	Multiple Counties	168.4	172.8	2.6%	183.4	6.1%	201.4	9.8%	1,261.0	1,299.2	3.0%	1,341.4	3.2%	1,371.0	2.2%	4.569	4.686	2.6%	4.884	4.2%	5.208	6.6%	29.657	29.534	-0.4%	29.771	0.8%	29.473	-1.0%	174.2	181.8	4.4%	191.8	5.5%	196.2	2.3%				
Polk TPO	Single County	90.4	94.2	4.2%	99.8	5.9%	108.6	8.8%	566.4	539.0	-4.8%	499.6	-7.3%	480.8	-3.8%	1.831	1.845	0.8%	1.864	1.0%	2.042	9.5%	14.261	12.863	-9.8%	11.766	-8.5%	11.032	-6.2%	63.0	65.2	3.5%	63.6	-2.5%	67.4	6.0%				
Lee County MPO	Single County	75.2	75.6	0.5%	81.0	7.1%	87.0	7.4%	456.6	458.0	0.3%	460.4	0.5%	499.0	8.4%	1.164	1.140	-2.1%	1.187	4.1%	1.229	3.5%	7.067	6.921	-2.1%	6.786	-2.0%	7.101	4.6%	76.8	80.0	4.2%	84.0	5.0%	91.0	8.3%				
Martin MPO	Single County	26.2	23.6	-9.9%	24.2	2.5%	25.4	5.0%	124.6	116.4	-6.6%	107.0	-8.1%	103.0	-3.7%	2.107	1.913	-9.2%	2.045	6.9%	1.868	-8.7%	9.851	9.430	-4.3%	9.063	-3.9%	8.409	-7.2%	17.6	17.4	-1.1%	16.2	-6.9%	14.0	-13.6%				
Miami-Dade Urbanized Area MPO	Single County	242.8	246.6	1.6%	265.0	7.5%	273.8	3.3%	1,959.0	1,992.0	1.7%	1,992.2	0.0%	1,894.4	-4.9%	2.523	2.501	-0.9%	2.636	5.4%	2.100	-20.3%	27.605	27.600	0.0%	27.475	-0.5%	14.338	-47.8%	411.8	425.8	3.4%	446.0	4.7%	436.0	-2.2%				
Collier County MPO	Single County	37.2	37.2	0.0%	38.8	4.3%	38.0	-2.1%	184.0	174.0	-5.4%	175.2	0.7%	177.2	1.1%	1.169	1.160	-0.8%	1.183	2.0%	1.125	-4.9%	5.790	5.445	-6.0%	5.388	-1.0%	5.252	-2.5%	37.2	38.6	3.8%	37.6	-2.6%	40.0	6.4%				
Ocala/Marion County TPO	Single County	61.8	60.6	-1.9%	60.0	-1.0%	61.6	2.7%	423.0	359.4	-15.0%	326.8	-9.1%	327.8	0.3%	1.537	1.507	-2.0%	1.475	-2.1%	1.478	0.2%	10.501	8.952	-14.8%	8.069	-9.9%	7.894	-2.2%	41.8	39.0	-6.7%	38.0	-2.6%	41.2	8.4%				
METROPLAN Orlando	Multiple Counties	208.8	210.6	0.9%	218.4	3.7%	226.0	3.5%	1,539.6	1,893.0	23.0%	2,318.6	22.5%	2,640.0	13.9%	4.891	5.273	7.8%	5.865	11.2%	5.794	-1.2%	35.912	37.651	4.8%	42.612	13.2%	45.579	7.0%	261.2	300.0	14.9%	341.8	13.9%	375.8	9.9%				
Bay County TPO	Single County	24.0	24.4	1.7%	27.2	11.5%	30.0	10.3%	257.4	250.4	-2.7%	255.2	1.9%	234.6	-8.1%	1.322	1.340	1.4%	1.476	10.1%	1.596	8.1%	14.172	13.761	-2.9%	13.897	1.0%	12.559	-9.6%	29.8	29.4	-1.3%	34.4	17.0%	37.6	9.3%				
Pasco County MPO	Single County	69.4	67.8	-2.3%	66.8	-1.5%	71.4	6.9%	855.4	871.0	1.8%	933.0	7.1%	1,032.6	10.7%	2.294	2.092	-8.8%	2.009	-4.0%	2.081	3.6%	28.393	28.601	0.7%	29.762	4.1%	30.475	2.4%	105.6	109.6	3.8%	109.0	-0.5%	115.6	6.1%				
Florida-Alabama TPO	Multiple Counties, not countywide	See individual counties below								See individual counties below								See individual counties below								See individual counties below														
Pinellas County MPO	Single County	99.0	101.4	2.4%	102.8	1.4%	105.8	2.9%	1,270.0	1,217.8	-4.1%	1,194.6	-1.9%	1,175.2	-1.6%	1.229	1.272	3.5%	1.296	1.9%	1.310	1.1%	15.746	15.258	-3.1%	15.068	-1.2%	14.594	-3.1%	212.4	213.8	0.7%	217.2	1.6%	221.0	1.7%				
Sarasota/Manatee MPO	Multiple Counties	81.0	81.6	0.7%	87.4	7.1%	99.8	14.2%	770.8	777.8	0.9%	907.0	16.6%	1,131.2	24.7%	2.044	1.998	-2.3%	2.003	0.3%	2.205	10.1%	20.305	19.727	-2.8%	21.936	11.2%	26.047	18.7%	127.8	134.2	5.0%	142.8	6.4%	160.0	12.0%				
St Lucie TPO	Single County	30.0	29.8	-0.7%	31.0	4.0%	33.6	8.4%	187.4	174.0	-7.2%	166.6	-4.3%	165.0	-1.0%	1.550	1.562	0.8%	1.711	9.5%	1.911	11.7%	10.434	8.958	-14.1%	8.341	-6.9%	8.109	-2.8%	26.6	28.4	6.8%	26.8	-5.6%	24.0	-10.4%				
Capital Region TPA	Multiple Counties	55.4	53.0	-4.3%	51.4	-3.0%	55.6	8.2%	351.8	313.6	-10.9%	278.6	-11.2%	266.0	-4.5%	5.502	4.967	-9.7%	4.787	-3.6%	5.339	11.5%	34.123	28.930	-15.2%	24.543	-15.2%	24.073	-1.9%	41.8	41.4	-1.0%	42.4	2.4%	44.0	3.8%				
River to Sea TPO	Multiple Counties, not countywide	See individual counties below								See individual counties below								See individual counties below								See individual counties below														
Palm Beach MPO	Single County	131.4	127.0	-3.3%	139.8	10.1%	153.4	9.7%	1,047.0	1,039.8	-0.7%	1,026.2	-1.3%	1,054.2	2.7%	1.418	1.387	-2.2%	1.418	2.2%	1.510	6.5%	14.962	13.859	-7.4%	12.947	-6.6%	12.481	-3.6%	190.0	193.4	1.8%	200.6	3.7%	203.2	1.3%				
Lake-Sumter MPO	Multiple Counties	62.0	61.2	-1.3%	64.4	5.2%	66.4	3.1%	369.4	348.8	-5.6%	340.4	-2.4%	364.6	7.1%	3.855	3.721	-3.5%	3.876	4.2%	3.596	-7.2%	25.983	24.050	-7.4%	22.963	-4.5%	21.867	-4.8%	37.2	39.6	6.5%	38.8	-2.0%	40.8	5.2%				
Heartland Regional TPO	Multiple Counties	81.0	77.2	-4.7%	77.8	0.8%	81.2	4.4%	595.4	556.4	-6.6%	540.0	-2.9%	582.6	7.9%	13.938	13.359	-4.2%	12.826	-4.0%	12.748	-0.6%	92.728	90.876	-2.0%	85.914	-5.5%	90.053	4.8%	52.0	55.4	6.5%	55.6	0.4%	53.8	-3.2%				

FDOT County Number	County Name	MPO/TPO	Average Annual Fatalities <sup>1</sup>								Average Annual Serious Injuries <sup>2</sup>								Average Annual Fatality Rates <sup>3</sup>								Average Annual Serious Injury Rates <sup>4</sup>								Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries <sup>5</sup>							
			2009-13		2010-14		2011-15		2012-16		2009-13		2010-14		2011-15		2012-16		2009-13		2010-14		2011-15		2012-16		2009-13		2010-14		2011-15		2012-16		2009-13		2010-14		2011-15		2012-16	
			Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ	Average	%Δ				
26	Alachua	Gainesville MTPO	30.6	30.6	0.0%	32.8	7.2%	36.6	11.6%	302.8	275.8	-8.9%	265.6	-3.7%	264.0	-0.6%	1.080	1.073	-0.6%	1.137	6.0%	1.242	9.2%	10.669	9.677	-9.3%	9.217	-4.8%	8.959	-2.8%	37.6	38.2	1.6%	37.0	-3.1%	37.8	2.2%					
48	Escambia	Florida-Alabama TPO	40.8	41.6	2.0%	44.2	6.3%	44.4	0.5%	472.2	377.8	-20.0%	321.4	-14.9%	281.6	-12.4%	1.206	1.228	1.8%	1.298	5.7%	1.289	-0.7%	13.954	11.152	-20.1%	9.450	-15.3%	8.182	-13.4%	66.0	60.2	-8.8%	55.4	-8.0%	54.4	-1.8%					
58	Santa Rosa	Florida-Alabama TPO	23.8	22.2	-6.7%	21.8	-1.8%	20.0	-8.3%	262.2	233.0	-11.1%	218.0	-6.4%	189.6	-13.0%	1.189	1.105	-7.1%	1.081	-2.2%	0.978	-9.5%	13.105	11.602	-11.5%	10.821	-6.7%	9.245	-14.6%	16.4	15.2	-7.3%	15.0	-1.3%	15.8	5.3%					
57	Okaloosa	Okaloosa-Walton TPO	22.0	24.0	9.1%	27.0	12.5%	26.6	-1.5%	231.4	212.4	-8.2%	202.4	-4.7%	184.0	-9.1%	1.066	1.153	8.2%	1.284	11.4%	1.247	-2.9%	11.232	10.227	-8.9%	9.681	-5.3%	8.675	-10.4%	28.6	29.0	1.4%	30.8	6.2%	28.6	-7.1%					
60	Walton	Okaloosa-Walton TPO	19.4	18.2	-6.2%	14.2	-22.0%	14.2	0.0%	143.4	138.2	-3.6%	137.8	-0.3%	121.0	-12.2%	1.684	1.561	-7.3%	1.198	-23.3%	1.160	-3.2%	12.434	11.849	-4.7%	11.609	-2.0%	9.954	-14.3%	8.6	9.0	4.7%	9.4	4.4%	8.6	-8.5%					
73	Flagler	River to Sea TPO	18.4	20.0	8.7%	17.8	-11.0%	18.4	3.4%	176.2	160.0	-9.2%	137.8	-13.9%	119.4	-13.4%	1.720	1.798	4.5%	1.542	-14.2%	1.504	-2.5%	16.497	14.757	-10.5%	12.239	-17.1%	10.274	-16.1%	13.6	14.2	4.4%	15.8	11.3%	15.6	-1.3%					
79	Volusia	River to Sea TPO	94.4	93.0	-1.5%	89.2	-4.1%	96.4	8.1%	691.8	658.2	-4.9%</																														

ATTACHMENT 2

County/MPO/TPO Name		Average Annual Fatalities		Avg Ftl & SI Percent change	Average Annual Serious Injuries		Avg Fatalities Percent change	Average Annual Fatality Rates		Avg Fatality Rate Percent change	Average Annual Serious Injury Rates		Avg Serious Injury Rate Percent change	Average Annual Ped/Bike Fatalities & Serious Injuries		Avg Bicycle & Pedestrian Fatalities & Serious Injuries Percent change
		2011-15	2012-16		2012-16	2011-15		2012-16	2012-16		2011-15	2012-16		2012-16	2011-15	
Gadsden	CRTPA	10.8	12.6	-7.1%	56.8	50.2	16.7%	1.371	1.550	13.1%	7.242	6.262	-13.5%	3.0	3.0	0.0%
Jefferson	CRTPA	5.2	5.0	0.0%	23.4	23.6	-3.8%	1.271	1.197	-5.8%	5.722	5.683	-0.7%	2.2	2.2	0.0%
Leon	CRTPA	31.6	32.2	-4.9%	178.8	167.8	1.9%	1.186	1.191	0.4%	6.708	6.218	-7.3%	35.2	37.0	5.1%
Wakulla	CRTPA	3.8	5.8	29.1%	19.6	24.4	52.6%	0.959	1.401	46.1%	4.871	5.910	21.3%	2.0	1.8	-10.0%
Total	CRTPA	51.4	55.6	-2.5%	278.6	266.0	8.2%	4.787	5.339	11.5%	24.543	24.073	-1.9%	42.4	44.0	3.8%

**Average: 53.5                      Average: 272.3                      Average: 5.1                      Average: 24.3                      Average: 43.2**  
**\*Corrected: 1.266                      \*Corrected: 6.077**

\* CRTPA believes rates for fatalities and serious injury developed by FDOT should have been averaged, not totaled, as presented. Working to verify this with FDOT.

## CRTPA Safety Targets

### **Number of Fatalities: 54**

Based on data provided by the Florida Department of Transportation (FDOT), the average for total fatalities within the CRTPA region on public roads between 2011 and 2016 was 54. The CRTPA is recommending an interim performance measure of 54 for the year 2018, which would indicate no worsening of the condition on average.

### **Number of Serious Injuries: 272**

Based on data provided by the Florida Department of Transportation (FDOT), the average for the number of serious injuries within the CRTPA region on public roads between 2011 and 2016 was 272. The CRTPA is recommending an interim performance measure of 272 for the year 2018.

### **Fatality Rate: 1.26**

Based on data provided by the Florida Department of Transportation (FDOT), the average fatality rate per 100 million VMT within the CRTPA region on public roads between 2011 and 2016 was 1.26. The CRTPA is recommending an interim performance measure of 1.26 for the year 2018, which would indicate no worsening of the condition on average.

### **Serious Injury Rate: 6.1**

Based on data provided by the Florida Department of Transportation (FDOT), the average rate for total serious injuries within the CRTPA region on public roads between 2011 and 2016 was 6.1. The CRTPA is recommending an interim performance measure of 6.1 for the year 2018.

### **Total Number of Non-Motorized Fatalities and Serious Injuries: 43**

Based on data provided by the Florida Department of Transportation (FDOT), the average for the total number of non-motorized fatalities and serious injuries within the CRTPA region on public roads between 2011 and 2016 was 43. The CRTPA is recommending an interim performance measure of 43 for the year 2018.

## 2017 Florida Highway Safety Improvement Program

**34. Safety Performance Targets****Calendar Year 2018 Targets \*****Number of Fatalities** 0**Describe the basis for established target, including how it supports SHSP goals.**

Based on statistical forecasting, the five year rolling average for total fatalities on Florida's roads is forecast to be between 2,716 and 3,052 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida's target for fatalities is zero in 2018. While the data forecast indicates Florida's five year rolling average for fatalities could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for fatalities is zero in 2018, Florida has forecast an interim performance measure of 3,052 in order to satisfy the federal requirement.

**Number of Serious Injuries** 0**Describe the basis for established target, including how it supports SHSP goals.**

Based on statistical forecasting, the five year rolling average for total serious injuries on Florida's roads is forecast to be between 18,831 and 20,861 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida's target for serious injuries is zero in 2018. The data forecast indicates Florida's five year rolling average for serious injuries could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the number of serious injuries on Florida's roads. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for serious injuries is zero in 2018, Florida has forecast an interim performance measure of 20,861 in order to satisfy the federal requirement.

**Fatality Rate** 0**Describe the basis for established target, including how it supports SHSP goals.**

Based on statistical forecasting, the five year rolling average for fatality rate per 100 million VMT on Florida's roads is forecast to be between 1.06 and 1.65 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida's target for fatality rate per



## 2017 Florida Highway Safety Improvement Program

100 million VMT is zero in 2018. While the data forecast indicates Florida's five year rolling average for fatality rate per 100 million VMT could continue to trend upward in 2017 and 2018, the FDOT State Safety Office expects the projects chosen for funding will mitigate the data forecast and ultimately reduce the number of traffic fatalities. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for fatality rate per 100 million VMT is zero in 2018, Florida has forecast an interim performance measure of 1.65 in order to satisfy the federal requirement.

**Serious Injury Rate** 0

### **Describe the basis for established target, including how it supports SHSP goals.**

Based on statistical forecasting, the five year rolling average for serious injury rate per 100 million VMT on Florida's roads is forecast to be between 7.57 and 11.06 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida's target for serious injury rate per 100 million VMT is zero in 2018. The data forecast indicates Florida's five year rolling average for serious injury rate per 100 million VMT could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in the serious injury rate per 100 million VMT. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for serious injury rate per 100 million VMT is zero in 2018, Florida has forecast an interim performance measure of 11.06 in order to satisfy the federal requirement.

**Total Number of Non-Motorized Fatalities and Serious Injuries** 0

### **Describe the basis for established target, including how it supports SHSP goals.**

Based on statistical forecasting, the five year rolling average for non-motorized fatalities and serious injuries on Florida's roads is forecast to be between 3,066 and 3,447 in 2018. This forecast was made by combining FARS data with current state data from 2009 to 2016 to predict probable outcomes for 2017 and 2018. Florida's target for non-motorized fatalities and serious injuries is zero in 2018. The data forecast indicates Florida's five year rolling average for non-motorized fatalities and serious injuries could continue to trend downward in 2017 and 2018. The FDOT State Safety Office expects the projects chosen for funding will enhance this downward trend in non-motorized fatalities and serious injuries. An interim performance measure is required by our federal funding agencies in order to receive federal funding. We firmly believe that every life counts and although our target for non-motorized fatalities and serious injuries is zero in 2018, Florida has forecast an interim performance measure of 3,447 in order to satisfy the federal requirement.

**Enter additional comments here to clarify your response for this question or add supporting information.**

Florida shares the national traffic safety vision, “Toward Zero Deaths,” and formally adopted our own version of the national vision, “Driving Down Fatalities,” in 2012. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero deaths is our safety performance target. This target is consistent throughout our Strategic Highway Safety Plan, Highway Safety Improvement Program and Highway Safety Plan.

Florida’s data forecasts have been established using an ARIMA Hybrid Regression Model (0, 1,1)(2,0,0)(12) with VMT. Nine independent variables were tested to assess correlations; only Vehicle Miles of Travel (VMT) and gas consumption have relatively high correlations with fatalities and serious injuries and of these two variables only VMT was useful in predicting future fatalities and serious injuries. The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecasted based on a five year rolling average and the remaining performance measures will be forecasted annually. The forecasts for 2017 and 2018 are based on monthly data from 2005 through 2016 using statistical forecasting methodologies.

[Source: FDOT Highway Safety Plan]