



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, FEBRUARY 4, 2025
(11:30 AM - 1:30 PM)

FLORIDA ROOM (2ND FLOOR)
CITY HALL
300 S. ADAMS STREET
TALLAHASSEE, FL 32301

AGENDA

Citizens wishing to provide input at the CMAC meeting may:

- (1) Provide comments **in person** at the meeting. Speakers are requested to limit their comments to three (3) minutes; or
- (2) Submit **written comments** prior to the meeting at <http://crtpa.org/contact-us/> by providing comments in the “Email Us” portion of the page before 5:00 p.m. on Monday, February 3 to allow time for comments to be provided to committee members in advance of the meeting. Comments submitted after this time (up to the time of the meeting) will be accepted and included in the official record of the meeting.

1. AGENDA MODIFICATIONS

2. PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA

This portion of the agenda is provided to allow for public input on general CRTPA issues that are not included on the meeting’s agenda. Those interested in addressing the Committee are requested to limit their comments to three (3) minutes.

3. CONSENT AGENDA

- A. Minutes of the September 3, 2024 CMAC Meeting
- B. CMAC 2025 Calendar
- C. Transportation Improvement Program (TIP) Amendments

4. CONSENT ITEMS PULLED FOR DISCUSSION

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-8630. The telephone number of the Florida Relay TDD Service is # 711.

5. **PRESENTATION/DISCUSSION/ACTION**

The public is welcome to comment on any discussion item after a motion has been made and seconded. Each member of the public is provided three (3) minutes to address the Committee.

A. Election of Year 2025 Chair and Vice Chair

Annually, the CMAC elects a new Chair and Vice Chair to serve for the subsequent year. Current leaders may be re-elected, and the current Chair and Vice Chair are Mr. Chad Hanson and Mr. Marcus Thompkins, respectively.

RECOMMENDED ACTION: Elect a Chair and Vice Chair to serve in 2025.

B. CRTPA Safety Targets

This item seeks adoption of the 2025 CRTPA Safety Performance Targets for safety performance measures that the CRTPA is required to annually address.

RECOMMENDED ACTION: Recommend the CRTPA adopt the draft 2025 CRTPA Safety Targets and a long-term safety goal of zero fatalities and serious injuries for the CRTPA region to be achieved by the year 2040.

C. Regional Mobility Plan Update

A discussion related to the goals and objectives associated with development of the CRTPA's RMP update will be provided.

RECOMMENDED ACTION: Information Only

6. **INFORMATION**

A. Future Meeting Dates

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

8. **ADJOURNMENT**



February 4, 2025

COMMITTEE AGENDA ITEM 3A

MINUTES

TYPE OF ITEM: Consent

The minutes from the September 3, 2024, CMAC meeting is provided as ***Attachment 1***.

RECOMMENDED ACTION

Option 1: Approve the minutes of the September 3, 2024, CMAC meeting.

ATTACHMENT

Attachment 1: September 3, 2024, CMAC Minutes



CITIZENS MULTIMODAL ADVISORY COMMITTEE (CMAC)

MEETING OF TUESDAY, SEPTEMBER 3, 2024
(11:30 a.m. – 1:30 p.m.)

TALLAHASSEE CITY HALL
TALLAHASSEE ROOM, 2ND Floor
300 S. ADAMS STREET
TALLAHASSEE, FL 32301

Meeting Minutes

Members Present: Marcus Thompkins, Vice-Chair; Mary Kay Falconer; John Dunn; Julie Christesen; Christie Hale; Amie Longstreet; Hans van Tol.

Staff Present: Greg Slay, CRTPA; Jack Kostrzewa, CRTPA; Greg Burke, CRTPA; Suzanne Lex, CRTPA; Yulonda Mitchell, CRTPA

The meeting was called to order at 11:30 a.m. with a quorum present.

1. **AGENDA MODIFICATIONS**

There were no agenda modifications.

2. **PUBLIC COMMENT ON ITEMS NOT APPEARING ON THE AGENDA**

There were no public comments.

3. **CONSENT AGENDA**

A. Minutes of the June 4, 2024 CMAC Meeting

B. Fiscal Year (FY) 2024 - FY 2028 Transportation Improvement Program Amendment

Committee Action: Ms. Falconer made a motion to accept the consent agenda. Ms. Christensen seconded the motion. The motion was unanimously passed.

4. **CONSENT ITEMS PULLED FOR DISCUSSION**

There were no items pulled for discussion.

5. PRESENTATION/DISCUSSION/ACTION

A. North Monroe Street Safety Implementation Plan

The North Monroe Street Safety Implementation Plan identifying potential safety improvements along the N. Monroe corridor was discussed. This project was initiated in late 2023 and included development of a federal grant application.

RECOMMENDED ACTION: Recommend the CRTPA Board approve the North Monroe Street Safety Implementation Plan.

Mr. Burke noted that the North Monroe Street project included submission of an SS4A grant in the spring of 2024. He stated that the project was related to the CRTPA's 2023 adoption of a SS4A Safety Action Plan for the region. As part of the SS4A plan, a high injury network (HIN) was identified for the region with the North Monroe Street corridor being included as part of the HIN. Mr. Burke next introduced the consultant, Brian Powers, RS&H.

Mr. Brian Powers, RS&H, provided information on the North Monroe Street Safety Implementation Plan. Mr. Powers outlined the project purpose, stating the purpose was to improve safety along the corridor of Monroe Street (Tharpe to Capital Circle, NW) and identify strategies to improve safety. Mr. Powers noted that the project included a safety analysis, consisting of reviewing seven years of crash data and a walking safety audit.

Mr. Powers next discussed that the project included a camera count analysis for key corridor intersections that occurred over 48 hours. Mr. Powers noted the clustering of crashes at intersections and that rear end crashes were common near the I-10/Monroe Street exit. Mr. Powers discussed the pedestrian and cyclist movement patterns that were observed and noted that many pedestrians were observed crossing at medians as well as other crossings at points other than the intersection. Mr. Powers stated that the project included development of a \$21 million grant application that was submitted in May for the proposed improvements. He noted that, if successful, the grant funding for the outlined improvements would consist of federal funds and a local match from the Blueprint Intergovernmental Agency (IA) and would include coordinated efforts with Blueprint IA, FDOT and CRTPA.

Mr. Powers outlined the proposed improvements that were identified for the corridor. Improvements identified include replacing slip lanes with a near perpendicular right turns, increasing pedestrian signage, pedestrian fencing, directional median openings, increasing lighting, pedestrian medians, and modifying turn lanes along the corridor. He discussed proposed changes to full median openings through use of directional median openings to reduce conflicts and increase corridor safety.

Ms. Falconer asked about the count timeframe in March. Mr. Powers explained the timeframe was in March over a 48-hour period. He stated the team wanted to get counts while the student college population was in town and the temperatures were milder in March. Mr. Falconer asked about the Lakeshore Drive intersection. Mr. Powers explained the Lakeshore intersection was similar to the

Sharer Road intersection which has a higher pedestrian presence due to the transit stops in that area. Mr. Dunn asked the width of the sidewalks along the corridor. Mr. Powers explained cost estimates were for a 6-foot sidewalk for the sidewalk gaps along the corridor. Mr. Dunn noted the corridor with improvements could be used as a north/south bike route. Mr. van Tol asked the speed limit. Mr. Powers explained the corridor's posted speed limit was 45 mph for most of the corridor but drops down to 35 mph at Sharer Road heading south. Mr. Thompkins asked if there was consideration for comfortability (shade) and permeable materials to lower the nutrient load to Lake Jackson. Mr. Powers explained the plan would be centered around the traveling public but noted around lake protection area, there will be concessions that will have to be made to address the environmental impacts to the lake. He further explained there was not consideration for shade; however, through conversations with StarMetro, there are considerations when upgrading transit stops. Mr. Thompkins asked if there would be protected bike lanes. Mr. Powers noted buffers would be addressed in the design phase of the project. He further explained the cost estimates included a buffer (minimum 5 ft) and noted in many cases a full buffer would require additional pavement. Mr. Thompkins discussed the need to have all traffic stop to allow the pedestrians to cross. Mr. Powers noted in those instances where a pedestrian could have a conflict with a vehicle making a right turn, there were options such as blank out signs to not allow a right turn on red to help prevent those types of crashes. Additionally, he noted that signal could be modified to allow for pedestrians to begin crossing prior to traffic moving. Ms. Christensen asked about the proposed pedestrian fencing in the median. Mr. Powers explained the proposed fencing in the medians was to channel pedestrians to cross safely. Mr. Thompkins asked if plants can be used instead of fencing in the medians to provide a physical barrier. Mr. Powers noted there could be plants, but a plant could cause a person to try to run through the plantings and get caught and fall into the roadway; he also noted that plantings can obscure vision. Mr. van Tol asked about the speed limits. Mr. Powers stated purely changing the signage would not drastically modify the safety conditions because the built conditions are vehicle centric. Mr. Slay noted there were conversations with FDOT District 3 related to this issue and noted there would need to have lower limits along with the proposed physical changes to the roadway. Mr. Slay also noted there were changes to legislation in the state related to reducing lanes on roadways in the last session.

Committee Action: Ms. Falconer made a motion to recommend approve the North Monroe Street Safety Implementation plan. Ms. Christensen seconded the motion. The motion was unanimously passed.

B. CRTPA Year 2050 Long Range Transportation Plan (LRTP) Kickoff

The initiation of the development of the CRTPA's long range transportation plan was discussed.

RECOMMENDED ACTION: For Information

Mr. Kostrzewa introduced the CRTPA Year 2050 Long Range Transportation Plan (LRTP) Kickoff and the LRTP Consultant and noted the LRTP would be adopted in November 2025. He noted this project was started a month ago and the first phase includes a massive data collection effort. Mr. Kostrzewa stated that there will be a lot of opportunities for public engagement throughout the project.

Mr. Franco Saraceno with Kittelson & Associates provided an overview of the process for the update of the LRTP and introduced the project management team.

Mr. Saraceno provided information on the project approach for the LRTP. He noted the goal of the plan include maximizing the public engagement with tools that include community workshops, community events and online surveys. He noted there were a dozen planned public involvement throughout the next few months to reach as many people as possible. Next, Mr. Saraceno discussed the needs assessment and noted this would be a performance-based planning process. Mr. Saraceno discussed the Cost Feasible Plan noting this was a federal requirement to have a cost /revenue balanced plan of improvements. He noted that the projected available funding was less than in the previous plan and the effort will be to optimize funding. He discussed the project schedule and discussed the guiding principles, cost feasible plan development, and plan adoption. Finally, Mr. Saraceno noted the requirement was to adopt the final plan by November 2025 and updates will be provided throughout the process to the committees and the board.

Mr. Dunn asked for additional information on the next steps, guiding principles. Mr. Saraceno stated there are federal guidelines for goals. He noted examples included improving safety, mobility, economic development, livability and other concepts that will represent the guiding principles/goals. He noted all the goals will be evaluated and given a weighted value. Ms. Longstreet asked what applications will be used to evaluate the environmental considerations. Mr. Saraceno explained there will not be an ETDM Process before providing information to the public, but there will an incorporation of the Florida GIS layers to determine the environmental sensitive areas.

Committee Action: This item was informational only; therefore, no action was taken

6. INFORMATION

A. Future Meeting Dates

7. ITEMS FROM COMMITTEE MEMBERS OR STAFF

Ms. Falconer asked if the trail (St. Marks to Lighthouse Road) was completed and will there be a ribbon cutting ceremony. Mr. Kostrzewa stated the trail was complete, but the final coat may not have been put down on the trail. He stated the current issue was the construction of the boardwalks on the west end related to addressing environmental issues in the area.

8. ADJOURNMENT

The meeting was adjourned at 1:12 PM.



February 4, 2025

COMMITTEE AGENDA ITEM 3B
2025 COMMITTEE MEETING CALENDAR

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

This item seeks approval of the 2025 CRTPA Committee meeting calendar, which has been developed in concert with the proposed CRTPA 2025 calendar. The CRTPA 2025 calendar is scheduled to be approved at the February 18, 2025, Board Meeting.

RECOMMENDED ACTION

Option 1: Approve the 2025 Committee Meeting Calendar.

2025 CRTPA Board Dates	2025 Committee Dates	TAC Time*	CMAC Time*
Jan 21 (Tuesday)	N/A	N/A	N/A
Feb 18 (Tuesday)	February 4	9 AM – 11 AM	11:30 AM-1:30 PM
Mar 17 (Monday)	March 4	9 AM – 11 AM	11:30 AM-1:30 PM
Apr 15 (Tuesday)	April 1	9 AM – 11 AM	11:30 AM-1:30 PM
May 19 (Monday)	May 6	9 AM – 11 AM	11:30 AM-1:30 PM
Jun 16 (Monday)	June 3	9 AM – 11 AM	11:30 AM-1:30 PM
Sept 16 (Tuesday)	September 2	9 AM – 11 AM	11:30 AM-1:30 PM
Oct 21 (Tuesday)	October 7	9 AM – 11 AM	11:30 AM-1:30 PM
Nov 17 (Monday)	November 4	9 AM – 11 AM	11:30 AM-1:30 PM
Dec 16 (Tuesday)	December 2	9 AM – 11 AM	11:30 AM-1:30 PM

***Meeting Locations:**

Technical Advisory Committee (TAC) – Tallahassee Commission Chambers

Citizens Multimodal Advisory Committee (CMAC) - Tallahassee Room, Tallahassee City Hall



February 4, 2025

COMMITTEE AGENDA ITEM 3C
**FISCAL YEAR 2025 - FISCAL YEAR 2029
TRANSPORTATION IMPROVEMENT PROGRAM
AMENDMENTS**

TYPE OF ITEM: ROLL CALL

STATEMENT OF ISSUE

The purpose of this item is to approve, by consent, amendments to the CRTPA Fiscal Year (FY) 2025 – FY 2029 Transportation Improvement Program adding the following projects and associated funding. The time sensitive TIP amendments were approved by Resolution 2024-12-4B (**Attachment 1**) at the December 2, 2024 Executive Committee Meeting:

- SR369 (US319) from S of East Ivan Road to SR267 (Bloxham Cutoff Road) (Project No. 220495-7): Provides \$726,873 in funding in FY 25 to add lanes and reconstruct roadway [Construction Phase] (Wakulla County) (**Attachment 2**)
- SR263 Capital Circle from CR2203 Springhill Rd to SR371 Orange Avenue (Project No. 415782-9): Provides \$5,231,199 in funding in FY 25 to add lanes and reconstruct roadway [Construction Phase]. (Leon County) (**Attachment 3**)
- SR 10 (US 90) West Tennessee Street from CR 1581 Aeon Church Road to SR 20 (Blountstown Street) (Project No. 454522-1): Provides \$100,000 in funding in FY 25 to add roadway lighting. (Leon County) (**Attachment 4**)
- StarMetro FY 2023 Section 5339(b) Buses and Bus Facilities Discretionary Grant (Project No. 456181-1): Provides StarMetro with \$20,370,792 in FY 2023 FTA money and \$3,911,546 in matching local monies from the City of Tallahassee (COT). The project funds the purchase of battery-electric buses, supports charging infrastructure and the development of a workforce training program for its mechanics and operators to maintain the fleet. The project will help reduce emissions and improve service and reliability for riders in and around Tallahassee. (Leon County) (**Attachment 5**)
- StarMetro Section 5339(c) Low or No Emission Discretionary Grant (Project No. 456181-2): Provides \$ 10,702,365 in FY 2024 FTA funding, \$646,687 in State funds (toll credits) and \$1,200,000 (COT) local funds to StarMetro to buy new battery-electric buses to replace older vehicles and install charging equipment. The project will reduce emissions, improve service and reliability, and help the city achieve its goal for 100% battery electric bus transportation by 2035. (Leon County) (**Attachment 6**)

HISTORY AND ANALYSIS

Adopted annually, the CRTPA's TIP reflects those projects in the region that have received state and federal funding in the Florida Department of Transportation (FDOT) Work Program. After adoption, changes to a project can require an amendment to the CRTPA's TIP. In order for the projects to be amended into the State Transportation Improvement Program and subsequently authorized by the Federal Highway Administration (FHWA) or the Federal Transit Administration, the projects must be reflected in the CRTPA's current FY 2025- FY 2029 TIP.

FDOT requested the CRTPA amend the FY 2025 - FY 2029 TIP to add the highway improvement projects and funding in FY 2025. The first two capacity projects rolled forward from the previous TIP as the funding was not authorized in the prior year. The Tennessee Street lighting improvement is a new project. In order for the funding to be authorized it needs to be added the CRTPA's and State's Transportation Improvement Program.

In FY 2023 StarMetro was awarded a Bus and Bus Facilities 5339(b) competitive grant which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. The FTA 5339 grant also requires a portion of the award be spent on training and workforce development. Originally the FY 2023 FTA project was amended into the CRTPA FY 2024 – FY 2028 as two separate projects, however, were not subsequently amended into the State TIP. Therefore, the project was amended into the current FY 2025 – FY 2029 TIP as one single project consistent with the project as programmed by the Florida Department of Transportation.

In addition, Star Metro was awarded a FY 2024 Low or No Emission 5339(c) competitive grant to buy new battery-electric buses to replace older vehicles and install charging equipment. The project will reduce emissions, improve service and reliability, and help the city achieve its goal for 100% battery electric bus transportation by 2035.

Timely approval allowed FDOT to initiate the projects. The Executive Committee is authorized to approve time-sensitive items pursuant to Section IV. CRTPA Bylaws, Subsection D.4.c., Duties of the Executive Committee. The CRTPA By-laws Section IV.D. are provided as **Attachment 7**. Following the Executive Committee approval, the FY 2025 - 2029 TIP was updated to reflect the amendments and transmitted, along with Resolution 2024-01-4A, to the FDOT.

RECOMMENDED ACTION

Option 1: Recommend the Committee approve the amendments to the FY 2025 – FY 2029 Transportation Improvement Program as authorized by Resolution No. 2024-12-4B:

- SR369 (US319) from S of East Ivan Road to SR267 (Bloxham Cutoff Road) (Project No. 220495-7): Provide \$726,873 in funding in FY 25 to add lanes and reconstruct roadway [Construction Phase] (Wakulla County)
- SR263 Capital Circle from CR2203 Springhill Rd to SR371 Orange Avenue (Project No. 415782-9): Provide \$5,231,199 in funding in FY 25 to add lanes and reconstruct roadway [Construction Phase]. (Leon County)
- SR 10 (US 90) West Tennessee Street from CR 1581 Aenon Church Road to /SR 20 (Blountstown Street) (Project No. 454522-1): Provide \$100,000 in funding in FY 25 to add roadway lighting. (Leon County)
- StarMetro FY 2023 Section 5339(b) Buses and Bus Facilities Discretionary Grant Discretionary Grant (Project No. 456181-1): Provides StarMetro with \$20,370,792 in FY 2023 FTA money and \$3,911,546 in matching local monies from the City of Tallahassee (COT). The project funds the purchase of battery-electric buses, supports charging infrastructure and the development of a workforce training program for its mechanics and operators to maintain the fleet. The project will help reduce emissions and improve service and reliability for riders in and around Tallahassee. (Leon County)
- StarMetro Section 5339(c) Low or No Emission Discretionary Grant (Project No. 456181-2): Provides \$10,702,365 in FY 2024 FTA funding, \$646,687 in State funds (toll credits) and \$1,200,000 [COT] local funds to StarMetro to buy new battery-electric buses to replace older vehicles and install charging equipment. The project will reduce emissions, improve service and reliability, and help the city achieve its goal for 100% battery electric bus transportation by 2035. (Leon County)

ATTACHMENTS

Attachment 1: CRTPA Executive Committee Resolution No. 2024-12-4B

Attachment 2: Amended CRTPA FYs 2025-2029 TIP Project Page, Project No. 220495-7

Attachment 3: Amended CRTPA FYs 2025-2029 TIP Project Page, Project No. 415782-9

Attachment 4: Amended CRTPA FYs 2025-2029 TIP Project Page, Project No. 454522-1

Attachment 5: Amended CRTPA FYs 2025-2029 TIP Project Page, Project No. 456181-1

Attachment 6: Amended CRTPA FYs 2025-2029 TIP Project Page, Project No. 456181-2

Attachment 7: CRTPA Bylaws (Adopted September 2023) Section IV.D

CRTPA RESOLUTION 2024-12-4B

**A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) EXECUTIVE COMMITTEE ENDORSING
THE AMENDMENTS TO THE FY 2025 – FY 2029 TRANSPORTATION IMPROVEMENT PROGRAM**

Whereas, the Capital Region Transportation Planning Agency (CRTPA) is the organization designated by the Governor of Florida on August 17, 2004 together with the State of Florida, for carrying out provisions of 23 U.S.C. 134 (h) and (i)(2), (3) and (4); CFR 450.324, 326, 328, 330, and 332; and FS 339.175 (5) and (7); and

Whereas, the Transportation Improvement Program (TIP) shall be endorsed annually by the CRTPA and submitted to the Governor of the State of Florida, to the Federal Transit Administration, and to the Federal Highway Administration, through the State of Florida;

Whereas, the TIP is periodically amended to maintain consistency with the Florida Department of Transportation Work Program and;

Whereas, The Executive Committee is authorized to approve time-sensitive documents pursuant to Section IV. CRTPA Bylaws, Subsection D.4.c., Duties of the Executive Committee;

Whereas, authorization for federal funding of projects within an urbanized area cannot be obtained unless the projects are included in the CRTPA's TIP, and required for the authorization of the federal funding for Projects in Federal FY 2025.


NOW, THEREFORE LET IT BE RESOLVED BY THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (CRTPA) THAT:

The CRTPA amends the FY 2025 – FY 2029 Transportation Improvement Programs to reflect:

- SR369 (US319) from S of East Ivan Road to SR267 (Bloxxham Cutoff Road) (Project No. 220495-7): Provide \$726,873 in funding in FY 25 to add lanes and reconstruct roadway [Construction Phase] (Wakulla County)
- SR263 Capital Circle from CR2203 Springhill Rd to SR371 Orange Avenue (Project No. 415782-9): Provide \$5,231,199 in funding in FY 25 to add lanes and reconstruct roadway [Construction Phase]. (Leon County)
- SR 10 (US 90) West Tennessee Street from CR 1581 Aeon Church Road to SR 20 (Blountstown Street) (Project No. 454522-1): Provide \$100,000 in funding in FY 25 to add roadway lighting. (Leon County)
- StarMetro FY 2023 Section 5339(b) Buses and Bus Facilities Discretionary Grant (Project No. 456181-1): Provides StarMetro with \$20,370,792 in FY 2023 FTA money and \$3,911,546 in matching local monies from the City of Tallahassee (COT) to fund the purchase of battery-electric buses, to support charging infrastructure and the development of a workforce training program for its mechanics and operators to maintain the fleet. The project will help reduce emissions and improve service and reliability for riders in and around Tallahassee. (Leon County)
- StarMetro Section 5339(c) Low or No Emission Discretionary Grant (Project No. to be assigned): Provides \$10,702,365 in FY 2024 FTA funding, \$646,687 in State funds (toll credits) and \$1,200,000 (COT) local funds to StarMetro to buy new battery-electric buses to replace older vehicles and install charging equipment. The project will reduce emissions, improve service and reliability, and help the city achieve its goal for 100% battery electric bus transportation by 2035. (Leon County)

Passed and duly adopted by the Capital Region Transportation Planning Agency on this 2nd day of December 2024.

Capital Region Transportation Planning Agency

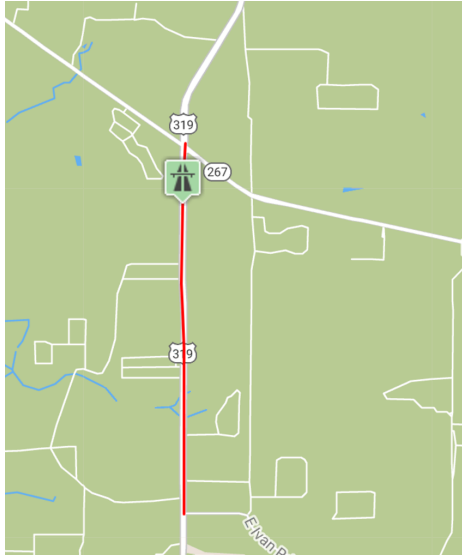
By: 
Quincee Messersmith, Chair

Attest



Greg Slay, Executive Director

**CRAWFORDVILLE RD (SR 369/US 319) FROM EAST IVAN RD TO N OF BLOXHAM CUTOFF ROAD (SR 267)
2204957 Non-SIS**



Project Description: ADDLANES AND RECONSTRUCT - FUTURE CAPACITY
Lead Agency: MANAGED BY FDOT **From:** EAST IVAN ROAD
County: WAKULLA **To:** N OF SR 267 BLOXAHAM
Length: 3.87 CUTOFF ROAD
Phase Group: CONSTRUCTION

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	ACNP	723,600	0	0	0	0	723,600
CST	NHPP	3,273	0	0	0	0	3,273
		726,873					726,873

This project was amended into the TIP at the December 2, 2024 Executive Committee meeting.

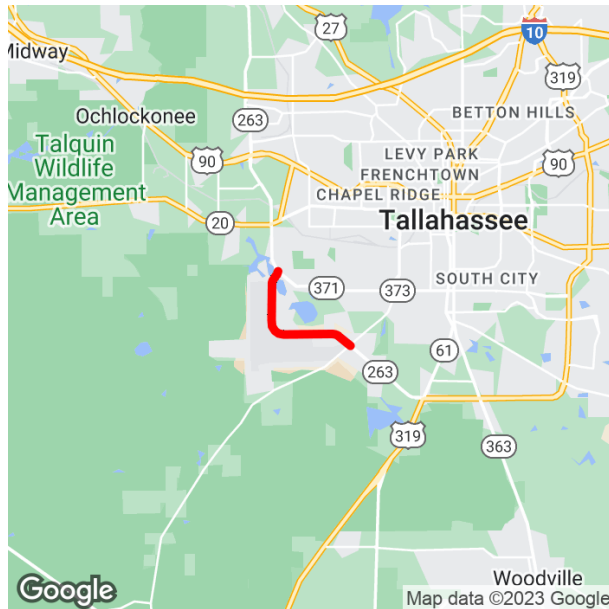
Prior Year Cost: 133,781,781

Future Year Cost: 0

Total Project Cost: 134,508,654

LRTP: 2045 RMP Cost Feasible Roadway Plan - Page 5-4

**SR 263 CAPITAL CIRCLE FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVE
4157829 SIS**



Project Description: ADD LANES & RECONSTRUCT
Lead Agency: MANAGED BY FDOT **From:** CR 2203 SPRINGHILL RD
County: LEON **To:** SR 371 ORANGE AVE
Length: 4.47
Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

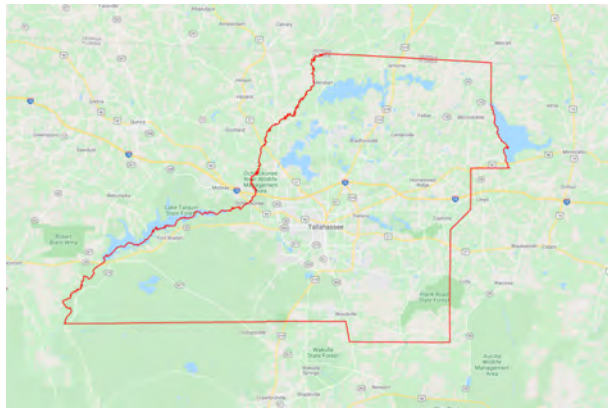
Phase	Fund Code	2025	2026	2027	2028	2029	Total
CST	LF	5,193,456	0	0	0	0	1,300,000
CST	ACNP	37,743	0	0	0	0	37,743
		5,231,199					5,231,199

Prior Year Cost: 81,034,894
Future Year Cost: 0
Total Project Cost: 86,228,350
LRTP: 2045 RMP Page 5-4- CFP Table 5-2

This project was amended into the TIP at the December 2, 2024 Executive Committee meeting.

SR 10 TENNESSEE ST FROM AENON CHURCH ROAD (CR 1581) TO BLOUNTSTOWN ST (SR 20)

454522-1 NON-SIS



Project Description: LIGHTING IMPROVEMENTS
Lead Agency: MANAGED BY CITY OF TALLAHASSEE
County: LEON
Length: 1.816 MI
Phase Group: Construction (Utilities)

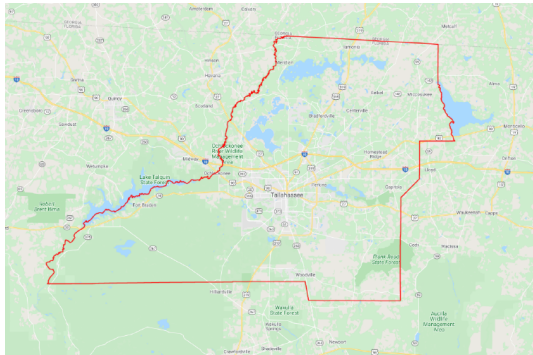
From: AENON CHURCH ROAD (CR 1581)
To: BLOUNTSTOWN ST (SR 20)

Phase	Fund Code	2025	2026	2027	2028	2029	Total
RRU	ACSS	100,000	0	0	0	0	100,000
		100,000					100,000

This project was amended into the TIP at the December 2, 2024 Executive Committee Meeting.

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 100,000
LRTP: 2045 RMP Page 5-8 - Table 5-4

**STAR METRO 5339(B)BUS AND BUS FACILITIES DISCRETIONARY GRANT
4561811 Non-SIS**



Project Description: 5339(b) BUS AND BUS FACILITIES DISCRETIONARY GRANT

County: LEON

Length:

Phase Group: CAPITAL & OPERATIONS

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	FTA	20,370,792	0	0	0	0	20,370,792
CAP	LF	3,911,546	0	0	0	0	3,911,546
		24,282,338					24,282,338

Prior Year Cost: 0

Future Year Cost: 12,549,052

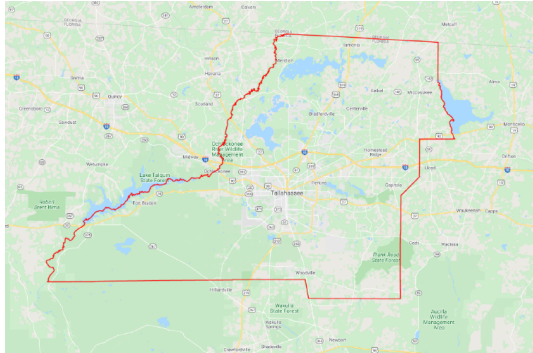
Total Project Cost: 36,831,390 LRTP:

2045 RMP Page 5-11- Table 5-10

This project was amended at the December 2, 2024 Executive Committee Meeting to add the project and associated project costs.

FY 2023 FTA money and matching local monies from the City of Tallahassee (COT) to fund the purchase of battery-electric buses, to support charging infrastructure and the development of a workforce training program for its mechanics and operators to maintain the fleet. The project will help reduce emissions and improve service and reliability for riders in and around Tallahassee.

STAR METRO 5339(C) LOW OR NO EMISSION DISCRETIONARY GRANT 4561812



Project Description: 5339(c) LOW OR NO EMISSIONS GRANT
County: LEON
Length:
Phase Group: CAPITAL

Phase	Fund Code	2025	2026	2027	2028	2029	Total
CAP	FTA	10,702,365	0	0	0	0	10,702,365
CAP	LF	1,200,000	0	0	0	0	1,200,000
		12,549,052					12,549,052

Prior Year Cost: 24,282,338
Future Year Cost:
Total Project Cost: 36,831,390 LRTP:
2045 RMP Page 5-10 - Table 5-11

This project was amended at the December 2, 2024 Executive Committee Meeting to add the project and associated project costs.

Provides \$10,702,365 in FY 2024 FTA funding, \$646,687 in State funds (toll credits) and \$1,200,000 (COT) local funds to StarMetro to buy new battery-electric buses to replace older vehicles and install charging equipment. The project will reduce emissions, improve service and reliability, and help the city achieve its goal for 100% battery electric bus transportation by 2035.

IV. CRTPA Bylaws

§D. Administration

The administration of the CRTPA shall be as set forth in Sections 6.01 through 6.05 of the Interlocal Agreement. The Chairperson shall serve as the principle administrative officer of the Board. The Executive Director shall serve as the principal administrator of the CRTPA's operations and staff and shall have responsibility for advising the Board regarding official CRTPA business and administration.

1. The Executive Director shall serve at the pleasure of the Board and shall report directly to the CRTPA Board for all matters regarding the administration and operation of the CRTPA and any additional personnel as deemed necessary. CRTPA staff will report directly to the Executive Director and serve at the pleasure of the director. The Executive Director shall have authority to:
 - a. Approve expenditures for the normal operations of staff not to exceed \$5,000;
 - b. Approve routine staff travel;
 - c. Hire, fire, assign duties to, and evaluate CRTPA staff, subject to review and concurrence of the Chairperson; and
 - d. Sign invoices, grant applications, and routine communications with local, state and federal agencies, except in those instances when the signature of the chair is required.
2. The Executive Director, or designee, is responsible for the CRTPA meeting minutes and all notices and agendas for future meetings. The Executive Director shall also perform such other and additional duties as are necessary to carry out the objectives and functions of the CRTPA and the directives from the CRTPA membership.
3. The CRTPA General Counsel shall be under a legal services contract, the term of which is not to exceed thirty-six (36) months and shall serve at the pleasure of the Board and shall perform such duties assigned by the Board, the Chairperson or the Executive Director.
4. Executive Committee
 - a. The CRTPA shall establish an Executive Committee comprised of the Chair, Vice-Chair and immediate Past-Chair. The Executive Committee shall meet as directed by the Chair for any items not requiring board



COMMITTEE AGENDA ITEM 5 B
**CRTPA ANNUAL SAFETY TARGETS
 ADOPTION**

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

Required annually by the Federal Highway Administration (FHWA), this item seeks adoption by resolution of the CRTPA’s 2025 Safety Performance Targets for the following five (5) safety performance measures for public roads in the CRTPA region:

Number of Fatalities	Rate of Fatalities per 100 million vehicle miles traveled (VMT)
Number of Serious Injuries	Rate of Serious Injuries per 100 million vehicle miles traveled (VMT)
Number of Non-Motorized Fatalities and Serious Injuries	

Additionally, the item maintains a recommendation of continuing the CRTPA’s adoption of a long-term safety goal of zero fatalities and serious injuries for the CRTPA region, consistent with the Florida Department of Transportation (FDOT) Target Zero initiative, to eliminate all road traffic fatalities and serious injuries by the year 2040.

RECOMMENDED ACTION

- Option 1: Recommend the CRTPA adopt by resolution the 2025 CRTPA Safety Targets and a long-term safety goal of zero fatalities and serious injuries for the CRTPA region to be achieved by the year 2040, as shown on **Attachment 1**.

BACKGROUND

As a Metropolitan Planning Organization (MPO), the CRTPA is required by the federal government to annually adopt safety targets for the following five (5) safety performance measures 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.

In the development of the annual adoption of safety targets, the CRTPA (like other MPOs within the State of Florida) has the option to:

- (1) support the measures developed by the FDOT (Note: FDOT has adopted a target of “Zero” for each of the five (5) safety performance measures supportive of the agency’s “Target Zero” goal of achieving zero fatalities and serious injuries statewide); or,
- (2) develop and adopt the agency’s own safety targets.

CRTPA SAFETY TARGETS HISTORY

Although achieving zero traffic deaths is a long-term safety goal of the CRTPA region, the FHWA has encouraged MPOs to set realistic goals in the development of safety targets. As a result, the CRTPA has chosen to develop and adopt the agency’s own safety targets since it first adopted safety targets in 2018.

Since 2022, the methodology used by the CRTPA to develop safety targets has remained consistent and involves using the previous year’s adopted targets as a baseline with the addition of **reduction factor**. Specifically, a reduction factor of five percent (5%) has been used and applied annually to the CRTPA’s targets, consistent with CRTPA Board direction.

RECOMMENDATION

The CRTPA’s draft 2025 safety targets have been developed consistent with CRTPA Board direction to *annually apply a 5% reduction factor* to each of the agency’s safety targets.

Additionally, staff is recommending maintaining the CRTPA’s adoption of a long-term safety goal of zero fatalities and serious injuries for the CRTPA region, consistent with the FDOT’s long term goal of Target Zero, as the CRTPA works towards reducing serious injuries and fatalities on the region’s roadways with achievement of this goal by the year 2040.

2025 Proposed Safety Targets

The targets proposed for adoption for 2025 are as follows:

2025 PROPOSED Safety Performance Measures	
Number of fatalities (1)	47
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT) (2)	1.036
Number of serious injuries (3)	205
Rate of serious injuries per 100 Million VMT (4)	4.489
Number of non-motorized fatalities and non-motorized serious injuries (5)	34

Source: FDOT office of Transportation Data and Analytics

- (1) The average number of fatalities per year is the sum of the annual total fatalities for each year in the range divided by 5.
- (2) The average fatality rate is an average of the yearly rate figures for the years in the range, to three decimal places.
- (3) The average number of serious injuries per year is the sum of the annual total serious injuries for each year in the range divided by 5.
- (4) The average serious injury rate is an average of the yearly rate figures for the years in the range, to three decimal places. Each yearly rate is calculated by dividing the total number of serious injuries for the year by the total traffic volume for the year.
- (5) The average number of combined fatalities and serious injuries for bicyclists and pedestrians is per year is the sum of the annual total bicyclist and pedestrian fatalities and total bicyclist and pedestrian serious injuries for each year in the range divided by 5

Adopted Targets Analysis

Annual development of safety targets provides the CRTPA an opportunity to assess the region’s progress towards meeting its adopted safety targets using the official data* provided annually by the FDOT. **Attachment 2** summarizes the agency’s achievement of its adopted safety targets since the CRTPA began adopting such measures in 2018 including that for the most recently available data (year 2023).

Most recent FDOT data identify that for 2023, the CRTPA did not meet its adopted 2023 safety targets, as shown below.

SAFETY PERFORMANCE MEASURE	ADOPTED Target 2023	Reported 2023	Target Met?
Number of fatalities	52	62.2	No
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.148	1.394	No
Number of serious injuries	227	232	No
Rate of serious injuries per 100 Million VMT	4.975	5.195	No
Number of non-motorized fatalities and non-motorized serious injuries	38	43.8	No

* **Note:** The annual provision of FDOT data to the CRTPA contains a two (2) year lag (for example, as shown above, the most recent data provided is for year 2023).

The data provided annually by the FDOT is based off a 5-year rolling average for each of the measures. As a result, the most recent data provided to the CRTPA reflects averages from 2019 – 2023.

Latest Safety Data

Due to the 2-year lag in provision of FDOT data, the CRTPA also makes use of more recently obtained data from [Signal Four Analytics](#) & [Florida Highway Safety and Motor Vehicles \(FLHSMV\)](#) to obtain the most recent safety data.

Such data reflects that, for 2024*:

- **Total fatalities** (65) decreased from the previous year (67 in 2023).
- **Total serious injuries** (185) were also down in the CRTPA region compared to the previous year (210 in 2023).
- **Pedestrian fatalities** decreased in 2024 (13) versus year 2023 (16).
- **Pedestrian serious injuries** increased (26) compared to 2023 (23).
- **Bicyclist fatalities** decreased in 2024 (2) compared to 2023 (4).
- **Bicyclist serious injuries** increased (6) in 2024 compared to 2023 (4).

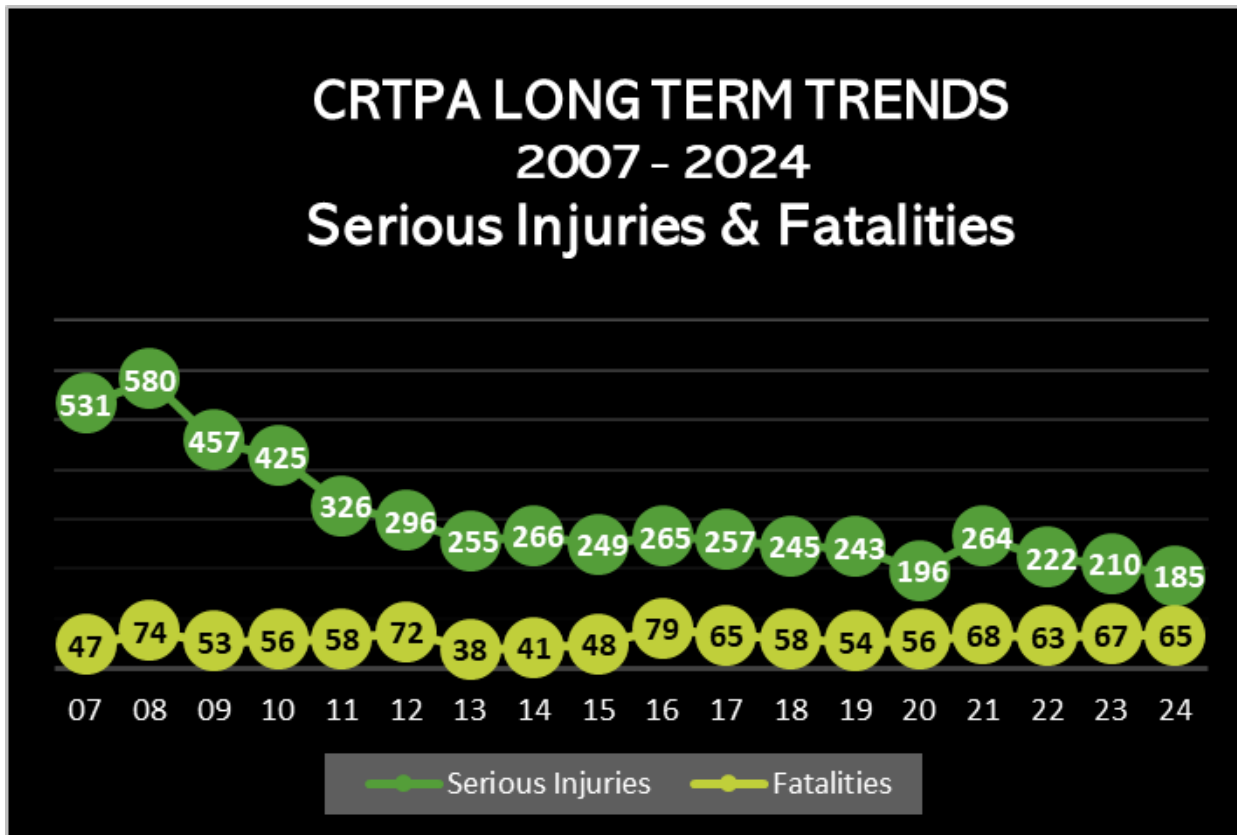
*Information obtained through Signal Four Analytics & FLHSMV. For 2024, serious injury data reflects (January 1 to November 26), the most recently available from Signal Four Analytics at the time of agenda development.

CRTPA Long-Term Safety Trends

Utilizing the annual data provided by the FDOT as well as more recent data from Signal Four Analytics and FLHSMV provides a view of the CRTPA region’s safety trends.

For Serious Injuries & Fatalities and Bicycle & Pedestrian Serious Injuries & Fatalities, the following charts identify long-term trends in the CRTPA region:

Serious Injuries & Fatalities

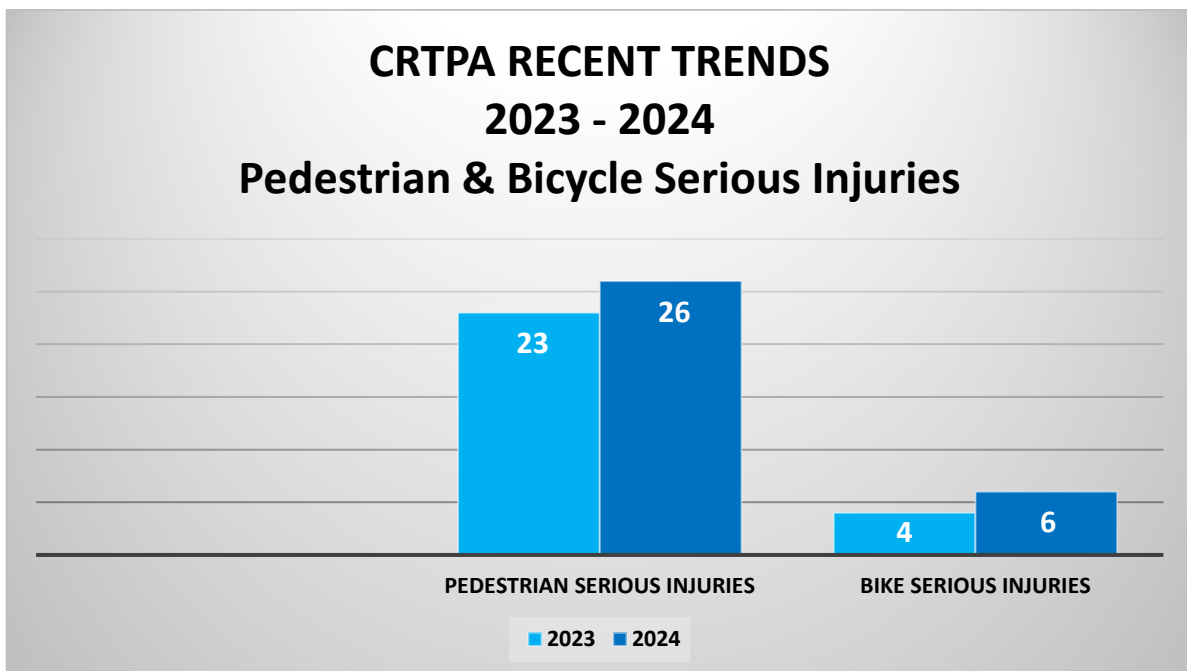
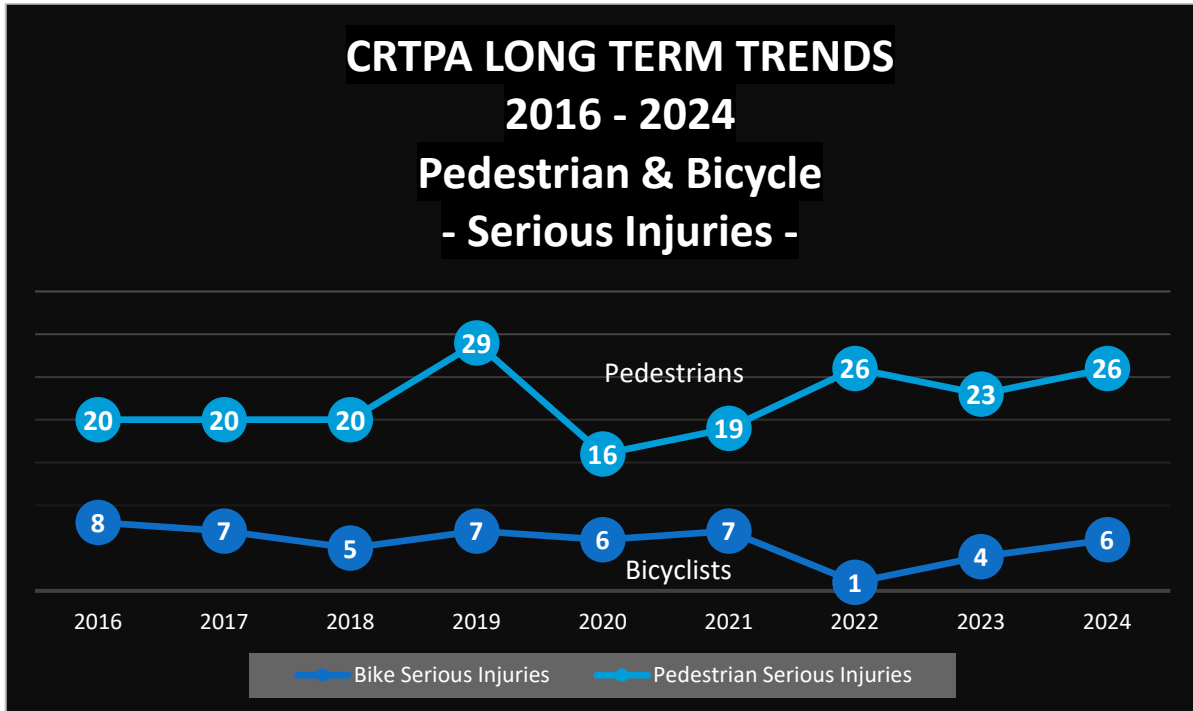


As is seen in the above chart, **serious injuries** in the CRTPA region have been generally declining from a high of 580 in 2008 to a low of 180* in 2024. **Fatalities** in the region have remained more consistent over time and most recently decreased in 2024 (65) from the previous year (67 in year 2023).

*Note: Serious Injury data for 2024 not finalized and represents January 1 to November 26.

The following analysis identifies the long-term trends for some of the CRTPA region’s most vulnerable users of the transportation network: pedestrians and bicyclists:

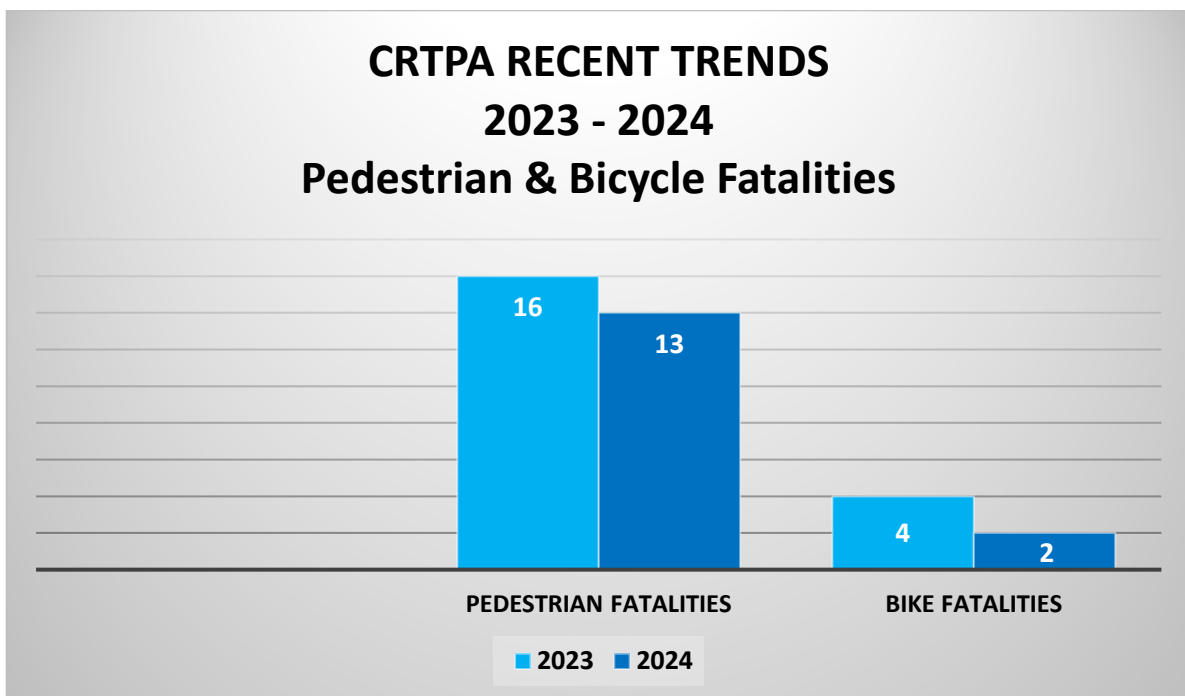
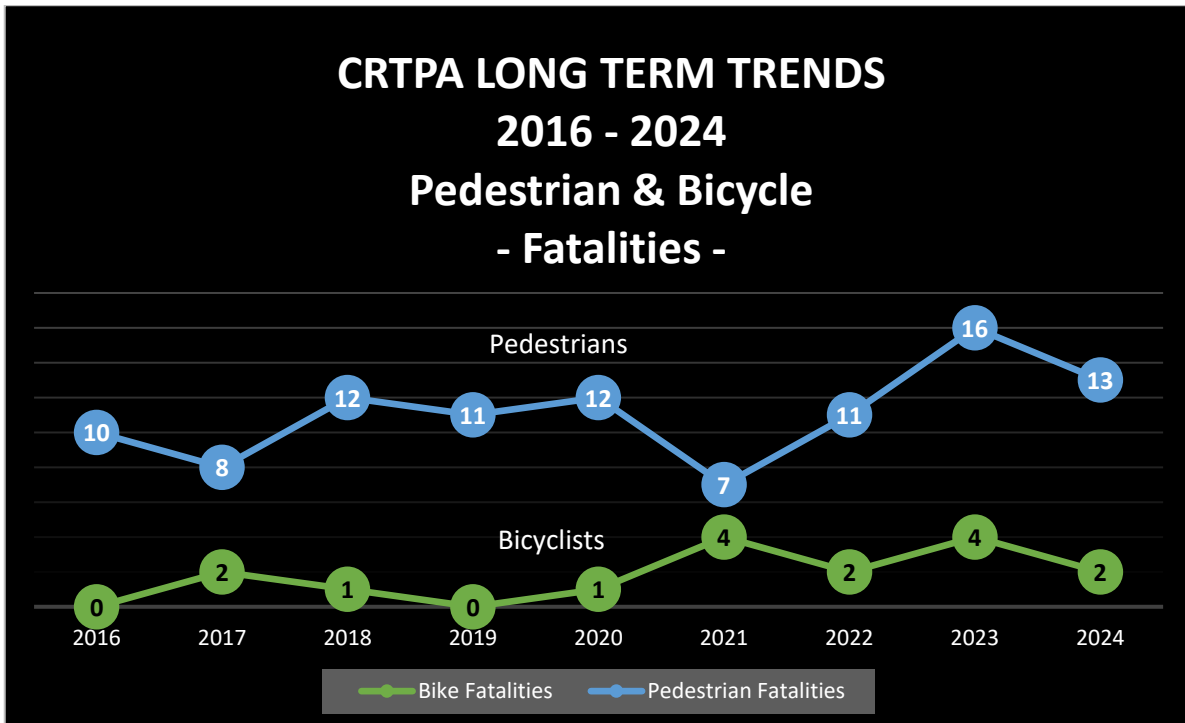
Pedestrian & Bicycle Serious Injuries



The above chart reflects an increase in **pedestrian serious injuries** for 2024 (26)* compared to 2023 (23). **Bicycle serious injuries** also increased to 6 in 2024 from 4 the previous year (2023).

***Note:** Signal Four Analytics data used to identify recent (2023 & 2024) bicycle & pedestrian serious injuries. Signal Four data for 2024 not yet finalized and represents January 1 to November 26.

Pedestrian & Bicycle Fatalities



As identified in the above chart, **bicycle fatalities** in 2024 (2) decreased from the previous year 2023 (4). **Pedestrian fatalities** (13**) in 2024 also decreased from the previous year 2023 (16)***.

NOTES:

***Note:** Signal Four Analytics & Florida Highway Safety and Motor Vehicles (FLHSMV) data used to identify recent (2023 & 2024) bicycle & pedestrian fatalities. Most recent 2024 Signal Four data is not yet finalized and represents January 1 to November 26.

****Note:** FLHSMV data identifies 14 pedestrian fatalities in 2024; however, 1 fatality is misidentified as a pedestrian.

*****Note:** Reported 2023 pedestrian fatalities (16) were revised downwards from a previous reported number of 18.

ENHANCING SAFETY THROUGHOUT THE CRTPA REGION

Annual adoption of the CRTPA’s safety targets provides an opportunity to both assess how the CRTPA region is performing as well as highlight efforts underway in the CRTPA region to enhance safety. As seen below, enhancing safety is integrated throughout the CRTPA planning process and includes development of plans and programs, identification and implementation of projects, and safety program coordination with the CRTPA’s partner agencies. The following contains highlighted examples of such efforts:

Key Sidewalk & Safety Projects

- **Waverly Road** (Meridian Road to Thomasville Road (1.23 miles)) (City of Tallahassee) Construction funded (\$3.5 million – Transportation Alternatives (TA funds) in FY 2026. (Leon County)
- **Dr MLK, Jr Memorial Blvd** (Rehwinkel Road to Mallard Pond Circle (1.1 miles)) Construction funded (\$1 million – TA funds) in FY 2026 (Wakulla County)
- **N. Monroe Street** (Lakeshore Drive to John Knox Road (.896 miles)) (FDOT/CRTPA) This project is funded (\$5.6 million) with construction to begin in mid-2025 (Leon County)
- **Paul Russell Road** (Monday Road to Apalachee Parkway (1.2 miles)) Construction funded (\$2.9 million – TA funds*); scheduled to begin in early 2026 (*Transportation Alternatives) (Leon County)
- **Old St. Augustine Road** (Lafayette Street to Paul Russell Road (.95 miles)) Construction (\$1.4 million) to begin in early 2026 (Leon County)
- **Callen Street** (Walcott Street to Pottsdamer Street) (Sabal Palm Elementary) Design & Construction funded (\$677,000) in FY 26 & FY 28 (Safe Routes to School) (Leon County)
- **Sabal Palm Elementary Vicinity Sidewalks** (City of Tallahassee) Construction funded (\$510,000) in FY 26 (Safe Routes to School) (Leon County)
- **Fairview Middle School Vicinity Sidewalks** (City of Tallahassee) Construction funded (\$455,000) in FY 28 (Safe Routes to School) (Leon County)
- **Pensacola Street** (Railroad Overpass to Stadium Drive) Resurfacing project that includes construction of 2 midblock crossings and lighting enhancements. Construction funded (\$14 million) in FY 25 (Leon County)
- **Tennessee Street (US 90)** (Aeon Church Road to Blountstown Street) (1.8 miles) Lighting enhancements (\$100,000) in FY 25 (Leon County)
- **Adams Street (CR 268)** (Martin Luther King Blvd to Clark Street (.6 miles)) Sidewalk construction (\$700,000) in 2024 (Gadsden County)

CRTPA Community Events Conducted

- **Helmet Fitting Events** – CRTPA staff and partners conducted several helmet fitting events in the region over the last year that included helmet giveaways.
- **CRTPA Region Festivals**– CRTPA staff attends festival and events to provide information on the agency and its projects.

Safety Studies Initiated & Adopted

- **Safe Streets and Roads for All (SS4A) Action Plan** – Adopted in June 2023, the plan identified roadways on the High Injury Network (HIN). The following efforts have pursued funding for projects on HIN for implementation by CRTPA & its partners:
 - **N. Monroe Street Safety Implementation Plan & Grant** (Tharpe Street to Capital Circle, NW) Improvements identified to improve safety for vulnerable roadway users. Grant submitted by CRTPA in 2024 seeking \$21 million. Partial (minor) funding awarded; coordinating with partner agency to resubmit.
 - **Jake Gaither Community Pedestrian and Street Safety Improvements Project** – City of Tallahassee SS4A funded project received \$9.6 in late 2024 that includes sidewalk construction.
 - **W. Tennessee Street SS4A Planning Grant Submission** (Aenon Church Road to Monroe Street) – Submitted in Fall 2024; will resubmit in 2025.
 - **SS4A Plan Update** – 2025 CRTPA initiating updating the adopted SS4A to identify countermeasures to improve safety on identified HIN locations.

High Visibility Enforcement (HVE)

- High Visibility Enforcement is a FDOT program designed to increase awareness of, and compliance with, traffic laws and regulations that protect the safety of pedestrians and bicyclists on Florida’s roadways. Within the CRTPA region, Leon County is amongst the top 25 counties with the highest representation of crashes resulting in pedestrian and bicyclist serious injuries and fatalities. Continued HVE efforts are underway in Leon County by the Tallahassee Police Department (TPD) & Leon County Sherriff’s Office (LCSO) along the following high crash location corridors associated with pedestrians and bicyclists:

W Pensacola Street	N Monroe Street
W Gaines Street	Orange Avenue
Apalachee Parkway	Blair Stone Road
E & W Tennessee Street	Miccosukee Road
Capital Circle, SE	Thomasville Road

Regional Trail Expansion through studies and Sun Trail Funding

- Expanding the CRTPA’s regional trail network through development of trail project studies and pursuit of SUN Trail funding opportunities continues in the region. Phases of the following trail projects were recently funded:
 - Wakulla Springs Trail (Wakulla County – Preliminary Engineering (PE) funded)
 - Tallahassee to Havana Trail (Leon County segment PD&E funded & Gadsden County segment Design (PE) funded)
 - US 90 West Trail (Gadsden County – Planning Study funded)

Urban SDK Data Platform

- The CRTPA employs the Urban SDK Traffic Management data platform to gather, analyze, and visualize traffic conditions and reporting. Associated with Urban SDK is the recent development of a CRTPA dashboard that is currently being refined to provide the public information related to traffic conditions on key segments of major corridors and crash and congestion data for the Capital Region. Ultimately, the dashboard will be placed on the CRTPA webpage. Additionally, the CRTPA has been coordinating with local police agencies related to their use of the Urban SDK data platform particularly with regards to speed data information.

Focus on Safety Page

- Since 2023 the CRTPA’s safety page (“[Focus on Safety](#)”) has highlighted safety efforts in the CRTPA region. The following provides selected screenshots of the page:



Focus on Safety

THE LATEST:

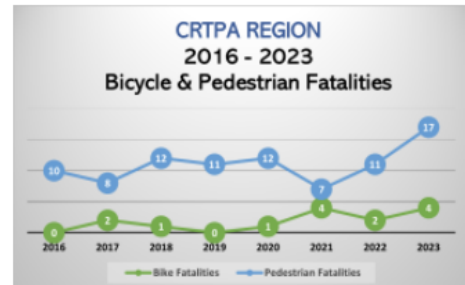
- [New vehicle requirements](#) proposed to reduce pedestrian deaths (September 2024)
- W. Tennessee Street [grant application](#) to fund identification of corridor safety improvement submitted by the CRTPA (August 2024)
- [National safety trends](#) reflect pedestrian fatalities are increasing (June 2024).
- The CRTPA adopted the agency’s annual safety targets at the February 19, 2024 CRTPA Meeting. For more information, [click here](#).

The goal of safety in the transportation planning process is to reduce fatalities and serious injuries on all public roads. Advancing safety requires a collaborative and integrated approach bringing together partners to leverage resources for a common goal: increasing safety on our roadways.





As the transportation planning agency for the CRTPA region (Gadsden, Jefferson, Leon & Wakulla counties), safety in the transportation planning process is our top priority. Unfortunately, recent federal data identifies that [pedestrians deaths in the United States increased 77 percent from 2010 to 2021](#).

Relatedly, the most recent data for the CRTPA region, like the United States, also identifies an increase in fatalities for some of the most [vulnerable users](#): pedestrians and bicyclists. Although data varies from year to year, *pedestrians and bicyclist fatalities* in the CRTPA region increased between 2022 and 2023, as shown on the graph to the right (Data source: [Signal Four Analytics](#)).

In terms of all roadway users (including pedestrians and bicyclists), statewide every day 8 people are killed and 49 people are seriously injured [on Florida’s roadways](#). Data from the Florida Department of Transportation (FDOT) reflect that within the CRTPA region both *serious injuries and fatalities* slightly decreased between 2021 and 2022, as shown below (source: FDOT State Safety Office’s Crash Analysis Reporting (CAR) database).



So what is the CRTPA doing to help ensure our roadways are safe? A number of efforts are underway ranging from seeking to better balance the region's roadways for all modes to education efforts focusing attention on safety's importance. The below identifies some of the initiatives in which the agency is involved, including cooperative efforts:

INITIATIVE		DETAILS	MORE INFORMATION
<p>W. Tennessee Street Safety Plan Grant Application</p>		<p>A grant to fund the identification of corridor safety improvements was submitted by the CRTPA in August 2024.</p>	<p>Learn More</p>
<p>N. Monroe Street Safety Implementation Plan & Grant Application</p>		<p>A study to identify & prioritize safety improvements for vulnerable users along the corridor was completed in 2024.</p>	<p>Learn More</p>
<p>Key Sidewalks Funded for Construction</p>		<p>The CRTPA has recently received construction funding for several urban sidewalks in the region.</p>	<p>Learn More</p>
<p>Helmet Fitting Events</p>		<p>Most recently, on October 5, 2024, the CRTPA participated in a helmet fitting event as part of a continuing effort to increase cycling safety in the CRTPA region.</p>	<p>Learn More</p>

ATTACHMENT

Attachment 1: Adoption Resolution

Attachment 2: Summary of Historical CRTPA Safety Measures

C RTPA RESOLUTION 2025-02-7A

**A RESOLUTION OF THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY (C RTPA)
ADOPTING TARGETS FOR SAFETY PERFORMANCE MEASURES**

Whereas, the Capital Region Transportation Planning Agency (C RTPA) is the organization designated by the Governor of Florida on August 17, 2004 together with the State of Florida, for carrying out provisions of 23 U.S.C. 134 (h) and (i)(2), (3) and (4); CFR 450.324, 326, 328, 330, and 332; and FS 339.175 (5) and (7); and

Whereas, the Federal Highway Administration issued a final rule based on section 1203 of the Moving Ahead for Progress in the 21st Century (MAP-21) and with considerations to provisions in the Fixing America’s Surface Transportation (FAST) Act, which established five safety performance measures; and

Whereas, the Florida Department of Transportation, as part of their annual development of the State Highway Safety Improvement Plan has developed safety targets for each of the five safety performance measures; and each Metropolitan Planning Organization shall establish safety targets for each state by February 27, 2024 and report progress over time in reaching the adopted target; and

Whereas, C RTPA review, in coordination with the Florida Department of Transportation and local transportation partners has identified opportunities for inclusion of safety improvements in projects, and the monitoring of safety criteria, in order to achieve higher safety measures in the C RTPA region.

NOW, THEREFORE LET IT BE RESOLVED BY THE CAPITAL REGION TRANSPORTATION PLANNING AGENCY THAT:

The C RTPA adopts the following targets for Safety Performance Measures for 2025:

2025 Safety Performance Measures	
Number of fatalities	47
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.036
Number of serious injuries	205
Rate of serious injuries per 100 Million VMT	4.489
Number of non-motorized fatalities and non-motorized serious injuries	34

Furthermore, the C RTPA adopts a long-term safety goal of zero fatalities and serious injuries for the C RTPA region to be achieved by 2040.

Passed and duly adopted by the Capital Region Transportation Planning Agency on this 18th day of February 2025.

Capital Region Transportation Planning Agency

Attest:

By: _____

Dianne Williams-Cox, Chair

By: _____

Greg Slay, Executive Director

**CRTPA ADOPTED SAFETY PERFORMANCE TARGETS & REPORTED DATA
2018 to 2025**

SAFETY PERFORMANCE MEASURE	Adopted Target 2018	Reported 2018 ¹	Adopted Target 2019	Reported 2019 ¹	Adopted Target 2020	Reported 2020 ¹	Adopted Target 2021	Reported 2021 ¹
Number of fatalities	56	58*	54	54	58	56	58	68
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.279	1.245	1.203	1.166	1.273	1.339	1.273	1.559
Number of serious injuries	266	245	258	243	256	196	252	264
Rate of serious injuries per 100 Million VMT	7.313	5.259	5.842	5.249	5.684	4.865	5.513	6.054
Number of non-motorized fatalities and non-motorized serious injuries	44	37	43.8	46	42.2	38	42.2	39

SAFETY PERFORMANCE MEASURE	ADOPTED Target 2022	Reported 2022	ADOPTED Target 2023	Reported 2023	ADOPTED Target 2024	Reported 2024 ²	PROPOSED Target 2025	Reported 2025 ²
Number of fatalities	55	63	52	62.2	49	Not Reported	47	Not Reported
Rate of fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.209	1.39	1.148	1.394	1.091		1.036	
Number of serious injuries	239	222	227	232	216		205	
Rate of serious injuries per 100 Million VMT	5.237	4.91	4.975	5.195	4.726		4.489	
Number of non-motorized fatalities and non-motorized serious injuries	40	47	38	43.8	36		34	

* - **Bolded** numerals in "Reported" columns reflect a failure to meet adopted CRTPA target for that measure

1 - Based upon reported annual data (source: Annual Safety Data for FHWA Performance Measures by MPO provided by the Florida Department of Transportation)

2 - Data not yet available ("FDOT Annual Safety Data for FHWA Performance Measures by MPO")

February 4, 2025



COMMITTEE AGENDA ITEM 5 C

YEAR 2050 REGIONAL MOBILITY PLAN

TYPE OF ITEM: Presentation/Discussion/Action

STATEMENT OF ISSUE

The Project Team will be presenting a Year 2050 Regional Mobility Plan (RMP) status update to include a review of the activities that have occurred since the item was presented to the CRTPA Board in September 2024.

RECOMMENDED ACTION

Option: Information Only

BACKGROUND

The Year 2050 Regional Mobility Plan kicked off at the September 16, 2024 CRTPA Board meeting. Since that time the projects has progressed in several areas including “Public Involvement”, development of “Guiding Principles, Strategies and Measures”, and transportation system modeling.

It is typical for the initial efforts of the RMP to be used for gathering information and initiate public engagement and can seem rather slow moving in the overall process. However, the data collection, goal setting and initial public engagement are catalysts for project development, financials resources, project prioritization which will rapidly excel in the spring and into the fall for project adoption.

Public Involvement

The RMP has a full schedule of public involvement activities with the first round being recently completed. The first round focused on project introduction and the collection of opinions (both online and public events) regarding existing system conditions and modes of transportation.

The online collection of data occurred via a survey that ran from November 15 through December 31 on the project website - ConnectCapitalRegion.com. In addition to the survey being introduced on the website, social media also played a key role in “getting the message out”. The online effort produced the completion of close to 900 surveys.

In addition to the online survey, there were four (4) public events that the Project Team attended including:

- Fall Festival, Jefferson County – November 16
- Winter Festival, Leon County – December 7

- Christmas in Sopchoppy Festival, Wakulla County – December 14
- Havana Winterfest, Gadsden County – December 14

Stakeholder Meetings

To further introduce the project, four (4) groups of stakeholders were created to provide background information regarding the project and address any questions or comments that they had. The four groups included:

Transportation and Tourism

- Capital City Cyclists
- Tallahassee Mountain Bike Association
- Visit Tallahassee
- Visit Wakulla
- Discover Sopchoppy
- Visit Panacea

Natural Resource Agencies

- US Forest Service
- Florida Forest Service
- Florida Department of Environmental Protection

Universities

- Florida State University
- Florida A&M University
- Tallahassee State College

Housing and Non-Profits

- Florida Housing and Finance Corporation
- Community Action Agency of Tallahassee (Big Bend Region)
- Leon County Housing Services and/or Tallahassee Housing Authority
- Jefferson County Housing Authority
- North Central Florida Housing Authority
- Second Harvest of the Big Bend
- Goodwill Industries - Big Bend
- The Capital Chapter of the American Red Cross
- Tallahassee Urban League
- Big Bend Cares

These meetings were held on December 12, 2024.

Guiding Principles, Strategies and Measures

Like previous RMP's, the Year 2050 RMP Project Team reviewed and refined the Guiding Principles to include:



Safety



Economic Development



Multimodal Accessibility



Security, Resiliency & Reliability



Travel and Tourism



System Preservation/Maintenance



Land Use/Affordable Housing



Natural Resources



Connectivity

The Guiding Principles (**Table 1**) address national other local and regional plan efforts and were utilized to develop the Goals, Objectives, and Strategies so that the Needs Assessment and project prioritization processes (Phase 2 of the RMP) could be correlated back to the Goals, Objectives and Strategies.

Transportation System Modeling

In addition to the work being completed by the project Team, CRTPA staff is working with the FDOT District 3 transportation model consultant to develop (ultimately) a 2050 transportation model for the region.

The Cost Feasible Plan projects that the CRTPA Board adopts in November of 2025 will be incorporated into the regional model and then into the FDOT District 3 transportation model.

Table 1 – Guiding Principles, Goals and Objectives

Year 2050 Regional Mobility Plan (RMP) Guiding Principles, Goals and Objectives

Guiding Principles/Goals	Objectives
Safety - for all residents and visitors	Reduce fatal and severe injury crashes
	Reduce fatal and severe injury crashes involving vulnerable users
Connectivity - between destinations for all modes	Close gaps in sidewalk network
	Close gaps in trail and bike lane network
Travel and Tourism - Transportation options for residents and visitors	Improve access to tourist attractions for all users
	Reduce recurring congestion on roadways
Multimodal Accessibility - Diversity of travel choices to facilitate movement and connections and promote public health	Improve multimodal access to public transit
	Improve bicycle and pedestrian infrastructure in transportation disadvantaged areas
Land Use - Coordinate with Land Use initiatives to foster vibrant communities	Improve bicycle and pedestrian facilities in mixed use areas
	Improve multimodal accessibility in affordable housing areas
Security, Resilience, Reliability - Ensure Resilience, Reliability and Security	Maintain mobility on evacuation routes
	Mitigate non-recurring traffic congestion
	Improve resilience in flood prone areas
Economic Development - Coordinate with Economic Development initiatives	Improve mobility in high growth areas or areas designated as economic development/growth areas in local plans
	Improve mobility on heavy truck routes
Natural Resource Protection - Protect Environmental, Cultural, Historical areas	Limit impacts to natural resources like parks and preservation areas
	Limit impacts to historic and cultural resources
System Preservation and Efficiency – Optimize and preserve existing infrastructure through asset management and operational strategies	Expand use of technological and/or operational strategies
Funding Commitment	Continue to invest in pipeline projects