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## Chapter 1 Introduction

The MOBILITY 2045 Long Range Transportation Plan (LRTP) was developed to be consistent with the requirements of the Fixing America's Surface Transportation Act (FAST Act), which was signed into law on December 4, 2015. The FAST Act is the first federal law passed in more than a decade that provides long-term funding for surface transportation planning and investment. As with previous transportation laws, the FAST Act includes a series of metropolitan planning factors that ensure that the work of the MPO is based on a continuous, cooperative, and comprehensive process.

With the passage of the FAST Act, two additional planning factors have been added. Following are the ten planning factors that are to be applied to the metropolitan planning process for all metropolitan planning organizations, including the Pasco MPO:

- 1) **Economic Vitality:** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- 2) **Safety:** Increase the safety of the transportation system for motorized and non-motorized users.
- 3) **Security:** Increase the security of the transportation system for motorized and non-motorized users.
- 4) **Accessibility:** Increase accessibility and mobility of people and freight.
- 5) **Environment:** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- 6) **Connectivity:** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- 7) **Efficient Management:** Promote efficient system management and operation.
- 8) **Preservation:** Emphasize the preservation of the existing transportation system.
- 9) **Resiliency:** Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- 10) **Enhance Travel:** Enhance travel and tourism.

In addition to addressing the federal planning factors, consistency with the FDOT's 2015 Florida Transportation Plan (FTP) Policy Element and policies included in the local government comprehensive plan has been included in review and development of the LRTP Goals and Objectives

This document reviews the Goals, Objectives and Performance Measures for the MOBILITY 2045 LRTP and discusses their consistency with the FAST Act, FTP Policy Element, and local plans.

## Chapter 2 Goals and Objectives

The primary step in developing the MOBILITY 2045 LRTP Goals was to review the existing Goals and developed for the 2040 LRTP to determine their relevancy to the planning requirements under the FAST Act and consistency with the FTP Policy Element and countywide comprehensive plans. Since the Goals set the foundation for the entire planning effort, it is important that they reflect the direction of the community. The Goals and Objectives from the 2040 LRTP were determined to be relevant for 2045 with minor amendments. The remainder of this section provides an overview of each goal and their consistency with local, state, and Federal plans.

### Goal 1 - Support Economic Development

Goal 1 and its six supporting objectives are listed in Table 2-1. A new objective was included for this goal to address the importance of tourism for Pasco County.

Table 2-1: Goal 1

Goal 1	Support Economic Development Provide multimodal facilities and services that support economic development.
Objective 1	Improve goods movement access and connections to port, rail, and airport facilities.
Objective 2	Improve access and connections to major activity centers.
Objective 3	Preserve corridors for future planned improvements.
Objective 4	Develop transportation solutions through public-private partnerships.
Objective 5	Maintain consistency with the Pasco County Economic Development Strategic Plan and other pertinent plans.
Objective 6	Increase transportation/enhancement projects benefitting tourism.

These objectives were determined to be consistent with the following local plans:

- The 2025 Comprehensive Plan of Pasco County seeks to provide public infrastructure necessary to support economic development. The plan establishes an Employment Center land use to attract target businesses, minimize urban sprawl and to support alternative transportation strategies. The county is preparing development of the following commercial corridors:
  - U.S. 19 from the Pinellas County line to the Hernando County line.
  - U.S. 301 from the north Zephyrhills City limits to the Hernando County.

Through future land use planning, the Pasco County Comprehensive Plan provides for economic development through the prioritization of target businesses, office development, and industrial development at sites having high visibility and close access to the Suncoast Parkway, I-75, and U.S. 301. The plan calls for provisions to establish and maintain a surface transportation system which services existing aviation facilities.

- The Pasco County Corridor Preservation Plan identifies corridors and intersections needing additional right-of-way to facilitate the traffic volumes that are projected.
- The New Port Richey 2030 Comprehensive Plan designates US 19 as a freight truck route.
- The City of Zephyrhills Comprehensive Plan includes provisions to coordinate through its designated agencies with the Florida Department of Transportation and Pasco County to expand

and enhance the overall transportation network in order to provide reasonable access to agricultural, commercial, industrial, and office locations throughout the City and County.

- The TBARTA 2015 Regional Transportation Master Plan identifies several freight projects in the Longer Range Regional Freight needs including rail, roadway, interchange and intersection improvements.

## Goal 2 - Improve Safety and Security

Goal 2 and its three supporting objectives are listed in Table 2-2. This goal and its objectives were determined to be relevant for the MOBILITY 2045 LRTP without further amendment.

Table 2-2: Goal 2

Goal 2	Improve Safety and Security Improve the safety and security of the multimodal transportation network for motorized and non-motorized users.
Objective 1	Reduce fatal and serious crashes for all modes of travel.
Objective 2	Document and consider impacts to emergency evacuation routes during the prioritization of roadway improvements.
Objective 3	Monitor and support multimodal transportation security.

These objectives were determined to be consistent with the following local plans:

- The 2025 Comprehensive Plan of Pasco County includes safety as one the criteria than can be used to determine functional classification of roadways. The plan lists three corridors in order to promote regional travel, enhance hurricane evacuation and emergency response times between Land O’Lakes area and West Pasco County.
- The PCPT Transit Infrastructure Guidelines Manual provides design standards and guidelines for bus stops and other transit-supportive infrastructure elements in order to promote safety and security on transit vehicles and bus stops.
- The New Port Richey 2030 Comprehensive Plan lists the highest crash locations in the City and includes policies improve safety such as lighting, traffic calming, speed limits, and raised crosswalks. The City posts and maintains emergency evacuation routes for the citizens of New Port Richey and adjacent cities, as outlined in the Conservation and Coastal Management Element. The plan recognizes improved security for transit users and pedestrians as a strategy to encourage transit.
- The City of Zephyrhills 2025 Comprehensive Plan includes policies to improve the safety of the multimodal transportation system. The It is city policy for the City Police Department to maintain accident frequency data and annually review problem areas and potential solutions.
- The Town of St. Leo coordinates with Pasco County, FDOT and Tampa Bay Regional Planning Council to ensure that SR 52 continues to meet standards for operating as a hurricane evacuation route. The Town of St. Leo Comprehensive Plan calls for improved safety at the intersection of old State Road 52 and Pompanic Street through coordination with the FDOT.

## Goal 3 - Provide Local and Regional Connectivity and Transportation Choices

Goal 3 and its three objectives are listed in Table 2-3. This goal and its objectives were determined to be relevant for the MOBILITY 2045 LRTP without further amendment.

Table 2-3: Goal 3

<b>Goal 3</b>	<b>Provide Local and Regional Connectivity and Transportation Choices</b> Maximize opportunity for local and regional connectivity and modal choice for all Pasco County residents, employees, visitors, and commerce.
Objective 1	Plan for and design multimodal transportation facilities accessible by users of different ages and abilities.
Objective 2	Improve connectivity between major activity centers in Pasco County and regionally.
Objective 3	Ensure consistency with the comprehensive plans of local governments within the Pasco County MPO area and applicable regional plans.

These objectives were determined to be consistent with the following local plans:

- The 2025 Comprehensive Plan of Pasco County establishes the county’s goal of a developing a multimodal transportation system and a mobility fee that is a multimodal fee. The County’s objective to improve connectivity of sidewalks and bicycle facilities along existing and future transportation corridors is supported by the policy to require sidewalk and bicycle facilities at existing and future bus stops and routes through the development review process, as well as transit-oriented design policies. All town centers are required to provide transit coordination plans.
- The New Port Richey 2030 Comprehensive Plan aspires to transform the City into a walkable, multimodal community by creating a safe, convenient, attractive, efficient and cost effective transportation system that emphasizes mass transit, walking and bicycling, and that serves the needs of all segments of the population.
- The City of Zephyrhills 2025 Comprehensive Plan includes provisions for establishing a multi-modal transportation system that provides for the needs of pedestrians, bicyclists and, motorized-vehicle users through the Master Thoroughfare Plan and through revisions to the Land Development Code. The Downtown US 301 Circulation Plan sets level of service standards to preserve the function and character of the downtown, creates parallel one-way pairs from 6<sup>th</sup> and 7<sup>th</sup> Street for improved connectivity and designates a series of intersections to be reconfigured a s roundabouts.

## Goal 4 - Create Quality Places

Goal 4 and its eight objectives are listed in Table 2-4. This goal and its objectives were determined to be relevant for the MOBILITY 2045 LRTP without further amendment.

Table 2-4: Goal 4

Create Quality Places	
<b>Goal 4</b>	Create quality places by coordinating transportation and land use planning with the County and cities that facilitates healthy, active living and protects the County's natural resources through proactive environmental stewardship.
Objective 1	Coordinate land use and transportation planning decisions to provide a built environment that supports transportation choices.
Objective 2	Consider transportation investments that meet the intent of the market areas.
Objective 3	Plan for issues related to sea level rise, energy conservation, air quality, and environmental mitigation and impacts.
Objective 4	Support community social values by developing facilities that are user friendly, multimodal, and encourage healthy and active lifestyles.
Objective 5	Consider the designation of scenic corridors and parkways that enhance the overall social and aesthetic values of the community.
Objective 6	Consider impacts to roadways providing access to major activity centers.
Objective 7	Maintain and preserve existing transportation facilities.
Objective 8	Provide for the needs of the transportation disadvantaged (TD) population and improve the coordination of TD services with other modes of transportation.

These objectives were determined to be consistent with the following local plans:

- The 2025 Comprehensive Plan of Pasco County establishes five market planning areas in order to promote quality of life, redevelopment with compact mixed uses West Market Area, South Market Area Establishment, Central Market Area Establishment, East Market Area Establishment, and North Market Area Establishment. The West and South Market Area Establishments consider transit-oriented development as a development strategy. The plan contains provisions to provide transportation-disadvantaged services.
- The Dade City Comprehensive Plan uses redevelopment and promoted mixed use development in the Downtown District as a means of maintaining the City's small town character and promoting efficient land use and transportation patterns.
- The City of New Port Richey adopted a Livable City Element for their Comprehensive Plan in 2016 that includes city, neighborhood, street and site level design in order to enhance the health and integration of the community while reducing automobile dependence.
- Pasco County, City of Zephyrhills and City of New Port Richey adopted a roadway concurrency policy with level of service standards for various roadways to minimize the traffic impacts of new developments.
- The Town of St. Leo Comprehensive Plan includes transportation provisions to provide a safe and orderly traffic circulation system that will preserve the present rural residential and institutional character of St. Leo. The Town of St. Leo coordinates with partner agencies to emphasize the need to locate new major thoroughfares around the St. Leo municipal limits

rather than through the Town. The Town of St. Leo Comprehensive Plan includes a Recreation Goal to expand park/recreation opportunities. To this end, the Town Commission has been exploring the potential for multi-use paths in the Town particularly considering the future, proposed SR 52 relocation to the south of the Town boundary. The new SR 52 includes a multi-use path to which the Town’s paths would connect. Furthermore, the Town’s paths would likely extend eastward along SR 52 to Happy Hills Road and southward along Happy Hills Road with the development of the adjacent property. In addition to the inclusion of a multiuse path, the Town intends to keep SR 52 as a roadway with one-lane eastbound and one-lane westbound with a center turn lane to minimize through-traffic adjacent to St. Leo’s institutional and residential areas within the town boundary.

### Goal 5 - Provide a Reliable, Resilient and Efficient Multimodal Transportation System

Goal 5 and its five objectives are listed in Table 2-5. This goal and its objectives were revised to include resiliency to address the changes in the FAST Act and FDOT’s 2015 FTP Policy Element, as well as local concerns related to climate change and weather-related events.

Table 2-5: Goal 5

Goal 5	Provide a Reliable, Resilient and Efficient Multimodal Transportation System Manage and provide a reliable and efficient multimodal transportation system.
Objective 1	Reduce congestion and/or provide mobility options.
Objective 2	Protect and enhance state of good repair for the transportation system.
Objective 3	Implement short-range congestion and mobility management strategies and technologies to optimize efficiency.
Objective 4	Increase the resiliency of infrastructure to risks, including extreme weather and other environmental disasters.

These objectives were determined to be consistent with the following local plans:

- The 2025 Comprehensive Plan of Pasco County establishes roadway design and maintenance standards to accommodate existing and future transit facilities. The plan supports mobility options through the accommodation of sidewalks, bikeways, transit infrastructure, frontage roads, landscaping, and other activities. Other modes of transportation are encouraged through the policy that development to consider bicycle facilities, sidewalks and multiuse trails. A Regional Multi-Use Trail Element was developed to provide mobility options for residents.
- The 2030 Comprehensive Plan for New Port Richey emphasizes multimodal transportation connections along with traditional planning for automobile circulation and roadway beautification. In anticipation of potential for future traffic to overburden Main Street and Grand Boulevard in Downtown, the City adopted a Transportation Concurrency Exception Area (TCEA) in 1999 and an aggressive infill and redevelopment program. The area coincides with the Downtown future land use category.
- The City of Zephyrhills 2025 Comprehensive Plans calls for a multimodal transportation system and designates level of service standards for vehicle, bicycle and pedestrian facilities.



- As a part of the Town of St. Leo congestion management strategy, the Level of Service (LOS) standard established for future collector and arterial roads in is “D”, including State Road 52. No LOS standard is established for local roads within the Town of St. Leo. All development shall comply with the Concurrency Management section of the Land Development Code and no development orders shall be issued that cause the LOS to drop below the adopted LOS standards.

### Goal 6 - Encourage Public Participation

Goal 6 and its two objectives are listed in Table 2-6. This goal and its objectives were determined to be relevant for the MOBILITY 2045 LRTP without further amendment. Public involvement is a key component of the planning process. In review of the local government plans, the 2025 Comprehensive Plan of Pasco County includes provisions for public participation and comment as required by State law.

Table 2-6: Goal 6

Encourage Public Participation	
<b>Goal 6</b>	Encourage full public participation early and throughout plan adoption and ensure that the Transportation Plan and MPO planning activities reflect the needs of the community, particularly those that are traditionally underserved.
Objective 1	Promote proactive and early public involvement and provide diverse opportunities for public participation to as many people as possible.
Objective 2	Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental impacts on minority, low-income, and traditionally underserved populations.

## MPO Adopted Policy Statements

In addition to the Goals established for guiding the development of MOBILITY 2045, the MPO Board adopted specific Transportation Policy Statements on June 12, 2014 during the MOBILITY 2040 LRTP. These policy statements remain effective for the MOBILITY 2045 update and are listed below.

### *Pasco County MPO Transportation Plan Policy Statements Adopted at MPO Board Meeting, June 12, 2014*

- 1. Maximum Number of Lanes on Non-Freeway/Expressway Road**  
Future road improvements on non-freeway/expressway roads shall be limited to a maximum of six general purpose through-lanes. Exceptions may be made on roads that necessitate special use or auxiliary lanes.
- 2. Multimodal Transportation**  
Multimodal transportation investments will be considered for implementation along with road improvements.
- 3. New Roadways**  
New roadways may be needed for reasons other than resolving congestion and capacity issues. These reasons may include connectivity, safety, emergency evacuation and access, transit services, and others.
- 4. Right-of-Way Preservation**  
The identification, protection, and preservation of right-of-way for needed corridors, based on the MPO's Long Range Transportation Plan and the County's Highway Vision Map, is a critical component of meeting future multimodal transportation needs. Programs that result in protecting and preserving right-of-way are recognized as an integral part of a transportation implementation strategy that ensures that needed right-of-way for roadways, sidewalks and bicycle facilities, multi-use trails, transit, drainage, and landscaping, will be available when needed, and will minimize community disruption and enhance overall project feasibility.
- 5. Transportation Management and Operations/Congestion Management Process (CMP)**  
Transportation Systems Management (TSM), Transportation Demand Management (TDM), and Intelligent Transportation System (ITS) strategies will be considered, as appropriate, as part of the MPO's Congestion Management Process (CMP). These considerations are included to identify opportunities to increase efficiency through transportation management and operations (intersection and traffic signal improvements and technology) and provide multimodal transportation options to the citizens and visitors of Pasco County. Funding will be set aside annually for the implementation of appropriate strategies.
- 6. Land Use and Transportation Connection**  
Transportation planning and project funding will reinforce and be consistent with County and cities' land use policy and growth and economic development initiatives as documented in the County's and cities' Comprehensive Plans and Land Development Codes.

## Chapter 3 Consistency with Federal and State Plans

Consistency with the National Planning Factors and Goals of the FTP are critical components of the MOBILITY 2045 LRTP. Demonstrating this consistency is a major milestone in conducting the LRTP and ensuring that the planning conducted by the Pasco MPO meets and supports the expectations of the Federal and State requirements.





























Table 3-1 provides the correlation between the Goals of the FTP and the Goals of the MOBILITY 2045 LRTP.

*Table 3-1: Comparison of FTP and MOBILITY 2045 LRTP Goals*

2015 FDOT FTP Policy Element Goals	MOBILITY 2045 LRTP Goals
1. Safety and Security for Residents, Visitors, and Businesses	Goal 2 - Improve Safety and Security
2. Agile, Resilient, and Quality Infrastructure	Goal 4 - Create Quality Places Goal 5 - Provide a Reliable, Resilient and Efficient Multimodal Transportation System
3. Efficient and Reliable Mobility for People and Freight	Goal 1 - Support Economic Development Goal 3 - Provide Local and Regional Connectivity and Transportation Choices
4. More Transportation Choices for People and Freight	Goal 1 - Support Economic Development Goal 3 - Provide Local and Regional Connectivity and Transportation Choices Goal 5 - Provide a Reliable, Resilient and Efficient Multimodal Transportation System
5. Transportation Solutions that Support Florida’s Global Economic Competitiveness	Goal 1 - Support Economic Development
6. Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play	Goal 4 - Create Quality Places
7. Transportation Solutions that Support Florida’s Environment and Conserve Energy	Goal 5 - Provide a Reliable, Resilient and Efficient Multimodal Transportation System

Demonstrating consistency with the ten National Planning Factors listed in the FAST Act, is shown in Table 3-2. These factors outline the federal position on planning. The Goals identified by the MPO were aligned with these factors.

Table 3-2: Comparison of FAST Act Planning Factors and MOBILITY 2045 LRTP Goals

MOBILITY 2045 LRTP Goals	FAST Act Planning Factors					
	Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6
Economic Vitality						
Increase Safety						
Increase Security						
Increase Accessibility and Mobility						
Improve Quality of Life, Environment, Energy Conservation, and Plan Consistency						
Connectivity						
System Management						
Preservation						
Improve Resiliency and Reliability						
Enhance Travel and Tourism						

## Chapter 4 Performance Measures

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule which modified 23 CFR Part 450 and 49 CFR Part 613. Through revisions to the Code of Federal Regulations, this rule detailed how state DOTs and MPOs must implement a suite of related transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

A series of Performance Measures were developed for the 2040 LRTP Objectives that served as the basis for developing the Performance Measures for the MOBILITY 2045 LRTP. Performance Measures for the MOBILITY 2045 LRTP were updated to reflect Federal requirements as well as the changes to the Objectives. These Performance Measures will determine the extent to which Objectives are achieved under the Cost Feasible Plan developed for the MOBILITY 2045 LRTP. Table 4-1 through Table 4-6 list the Performance Measures for each Goal and Objective. Additional information about the Federally-required Performance Measures is provided in **Error! Reference source not found.**

Table 4-1: Performance Measures for Goal 1

Goal 1	Support Economic Development
<b>Objective 1</b> <b>Access to port, rail &amp; airport</b>	Percent of roadway centerline miles providing access to intermodal facilities that are congested
	Freight travel time reliability (Truck Travel Time Reliability Index*)
<b>Objective 2</b> <b>Access to activity centers</b>	Percent of population within 1/4-mile of bus route
	Percent of employment within 1/4-mile of bus route
	Frequency of bus service (headways)
	Percent of roadway centerline miles that are congested
<b>Objective 3</b> <b>Corridor preservation</b>	Consistency with Pasco County's Highway Vision Map and Corridor Preservation Program
<b>Objective 4</b> <b>Public-Private Partnerships</b>	Policy commitment to public-private partnerships in the long-range transportation plan
<b>Objective 5</b> <b>Consistency with Economic Development Strategy</b>	Percent of total transportation revenues allocated by market area
	Percent of transportation revenues allocated to roadway capacity by market area
	Percent of transportation revenues allocated to transit by market area
	Percent of transportation revenues allocated to multi-use trails by market area
<b>Objective 6</b> <b>Benefit tourism</b>	Miles/projects that facilitate the tourist economy in Pasco County

\*- federally Required Transportation Performance Measure

Table 4-2: Performance Measures for Goal 2

Goal 2	Improve Safety and Security
<b>Objective 1 Reduce fatal and serious crashes</b>	Number of fatalities*
	Rate of fatalities per 100 million vehicle miles traveled*
	Number of serious injuries*
	Rate of serious injuries per 100 million vehicle miles traveled*
	Number of combined non-motorized fatalities and non-motorized serious injuries*
	Ratio of bus miles of service to bus incidents (i.e. service disruptions) per year
<b>Objective 2 Evacuation routes</b>	Percent of emergency evacuation route roadway centerline miles that are congested during peak travel periods
<b>Objective 3 Multimodal security</b>	Consistency with multimodal safety and security plans
	Average age of bus fleet
	Ratio of bus miles of service to bus incidents (i.e., service disruptions) per year

\* - federally Required Transportation Performance Measure

Table 4-3: Performance Measures for Goal 3

Goal 3	Provide Local and Regional Connectivity and Transportation Choices
<b>Objective 1 Multimodal accessibility</b>	Percent of major road network with bicycle facilities (4+ foot paved shoulder)
	Percent of major road network with sidewalks on 1 or both sides of the road
	Percent of major road network served by local bus routes
	Number of regional bus routes
	Miles of multi-use trails
<b>Objective 2 Regional connectivity</b>	Percent of roadway centerline miles providing access to major activity centers that are congested
	Vehicle hours of delay
	Number of regional bus routes
<b>Objective 3 Plan consistency</b>	Consistency with local and regional transportation and land use plans

Table 4-4: Performance Measures for Goal 4

Goal 4	Create Quality Places
<b>Objective 1</b> Land use coordination	Consistency of growth projections with Pasco County growth strategy
<b>Objective 2</b> Investment in market areas	Consistency of transportation revenue allocation by market area with Pasco County growth strategy
<b>Objective 3</b> Environmental	Policy commitment of long-range transportation plan to evaluate and mitigate environmental impacts
<b>Objective 4</b> Active transportation	Percent of major road network with bicycle facilities
	Percent of major road network with sidewalks
	Percent of major road network served by a local bus route
	Percent of population within 1/4-mile of bus route
	Percent of population within 1 mile of a multi-use trail
<b>Objective 5</b> Aesthetic values	Number of roadway centerline miles designated as scenic corridors
<b>Objective 6</b> Impacts to activity center access	Percent of roadway centerline miles providing access to major activity centers that are congested
	Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR)*
	Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR)*
<b>Objective 7</b> System preservation	Level of investment in preserving the existing transportation system
<b>Objective 8</b> Transportation Disadvantaged	Transit ridership by the transportation disadvantaged (paratransit and fixed-route local bus)

\*- federally Required Transportation Performance Measure

Table 4-5: Performance Measures for Goal 5

Goal 5		Provide a Reliable, Resilient and Efficient Multimodal Transportation System
<b>Objective 1</b> Reduce congestion/provide options		Percent of roadway centerline miles that are congested
		Hours of transit service per capita
		Miles of sidewalks
		Miles of bicycle facilities
<b>Objective 2</b> State of good repair		Level of funding for transportation operations and maintenance
		Percent of Interstate pavements in good condition*
		Percent of Interstate pavements in poor condition*
		Percent of non-Interstate National Highway System (NHS) pavements in good conditions*
		Percent of non-Interstate NHS pavements in poor condition*
		Percent of NHS bridges by deck area classified as in good condition* Percent of NHS bridges by deck area classified as in poor condition*
<b>Objective 3</b> Congestion management		Level of funding set aside for short-term congestion and mobility management strategies
<b>Objective 4</b> Resiliency		Lane miles of evacuation routes per 100,000 population
		Centerline miles of high resilience priority facilities (as defined in the Resilient Tampa Bay: Transportation Pilot Program Project)

\*- federally Required Transportation Performance Measure

Table 4-6: Performance Measures for Goal 6

Goal 6		Encourage Public Participation
<b>Objective 1</b> Proactive involvement		Number of events facilitated
		Number of participants in the public participation process
		Number of techniques used to disseminate information to the public
<b>Objective 2</b> Underserved populations		Percent of under-represented population areas with potential adverse effects resulting from transportation projects
		Percent of under-represented population areas with potential positive effects resulting from transportation projects



Appendix A. Metropolitan Planning Organization Long-Range Transportation Plan System Performance Report

**Metropolitan Planning Organization  
Long-Range Transportation Plan  
System Performance Report Template**

**Office of Policy Planning  
Florida Department of Transportation**

*August 2019*

**Pasco County Metropolitan Planning Organization  
2045 Long-Range Transportation Plan  
System Performance Report**

**Office of Policy Planning  
Florida Department of Transportation**

*August 2019*



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# 1 - PURPOSE

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This document provides language that Florida’s metropolitan planning organizations (MPO) may incorporate in Long-Range Transportation Plan (LRTP) System Performance Reports to meet the federal transportation performance management rules. Updates or amendments to the LRTP must incorporate a System Performance Report that addresses these measures and related information no later than:

- May 27, 2018 for Highway Safety measures (PM1);
- October 1, 2018 for Transit Asset Management measures;
- May 20, 2019 for Pavement and Bridge Condition measures (PM2);
- May 20, 2019 for System Performance measures (PM3); and
- July 20, 2021 for Transit Safety measures.

This document is intended as a resource for Florida’s MPOs as they update their LRTPs; the language can be adapted as appropriate for each MPO. In most sections, there are two options for the text, to be used by MPOs supporting statewide targets or MPOs establishing their own targets. Highlighted in yellow are the areas that require MPO input. This may range from simply adding the MPO name and adoption dates to providing MPO-specific background information and relevant strategies and prioritization processes.

The document is consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council. This document outlines the minimum roles of FDOT, the MPOs, and the public transportation providers in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

The document is organized as follows:

- Section 2 provides a brief background on transportation performance management;
- Section 3 covers the Highway Safety measures (PM1);
- Section 4 covers the Pavement and Bridge Condition measures (PM2);
- Section 5 covers System Performance measures (PM3);
- Section 6 covers Transit Asset Management (TAM) measures; and
- Section 7 covers Transit Safety measures.



## 2 - BACKGROUND

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Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state departments of transportation (DOT) and metropolitan planning organizations (MPO) must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).<sup>1</sup> This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the transportation performance management provisions.

In accordance with the Planning Rule, the Pasco County MPO must include a description of the performance measures and targets that apply to the MPO planning area and a System Performance Report as an element of its Long-Range Transportation Plan (LRTP). The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports. For MPOs that elect to develop multiple scenarios, the System Performance Report also must include an analysis of how the preferred scenario has improved the performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified targets.<sup>2</sup>

There are several milestones related to the required content of the System Performance Report:

- In any LRTP adopted on or after May 27, 2018, the System Performance Report must reflect Highway Safety (PM1) measures;
- In any LRTP adopted on or after October 1, 2018, the System Performance Report must reflect Transit Asset Management measures;
- In any LRTP adopted on or after May 20, 2019, the System Performance Report must reflect Pavement and Bridge Condition (PM2) and System Performance (PM3) measures; and
- In any LRTP adopted on or after July 20, 2021, the System Performance Report must reflect Transit Safety measures.

The Pasco County MPO 2045 Long-Range Transportation Plan was adopted on **December 11, 2019**. Per the Planning Rule, the System Performance Report for the Pasco County MPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

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<sup>1</sup> The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.

<sup>2</sup> Guidance from FHWA/FTA for completing the preferred scenario analysis is expected in the future. As of August 2019, no guidance has been issued.

### 3 - HIGHWAY SAFETY MEASURES (PM1)

Effective April 14, 2016, the FHWA established five highway safety performance measures<sup>3</sup> to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

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 vehicle miles traveled (VMT); and
5. Number of non-motorized fatalities and non-motorized serious injuries.

The Florida Department of Transportation (FDOT) publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. Current safety targets address calendar year 2018 and are based on a five-year rolling average (2011-2015). For the 2018 HSIP annual report, FDOT established statewide HSIP interim safety performance measures and FDOT’s 2019 safety targets, which set the target at “0” for each performance measure to reflect the Department’s vision of zero deaths.

The Pasco County MPO adopted/approved safety performance targets in February 2019. Table 3.1 indicates the areas in which the MPO is expressly supporting the statewide target developed by FDOT, as well as those areas in which the MPO has adopted a target specific to the MPO planning area.

**Table 3.1. Highway Safety (PM1) Targets**

Performance Target	Pasco County MPO agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT safety target of zero	Pasco County MPO has adopted a target specific to the MPO Planning Area
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 non-motorized serious injuries.	✓	

<sup>3</sup> 23 CFR Part 490, Subpart B



Statewide system conditions for each safety performance measure are included in Table 3.2, along with system conditions in the Pasco County MPO metropolitan planning area in Table 3-3. System conditions reflect baseline performance, which for this first system performance report is the same as the current reporting period (2011-2015). The latest safety conditions will be updated annually on a rolling 5-year window and reflected within each subsequent system performance report, to track performance over time in relation to baseline conditions and established targets.

**Table 3.2. Statewide Highway Safety (PM1) Conditions and Performance**

<b>Performance Measures</b>	<b>Florida Statewide Baseline Performance (Five-Year Rolling Average 2012-2016)</b>	<b>Calendar Year 2019 Florida Performance Targets</b>
Number of Fatalities	2,533	0
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.287	0
Number of Serious Injuries	20,552	0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	10.452	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (VMT)	3,173	0

**Table 3.3. Pasco County MPO Highway Safety (PM1) Conditions and Performance**

<b>Performance Measures</b>	<b>Pasco MPO Baseline Performance (Five-Year Rolling Average 2012-2016)</b>	<b>Pasco MPO Baseline Performance (Five-Year Rolling Average 2013-2017)</b>	<b>Calendar Year 2019 Pasco MPO Performance Targets</b>
Number of Fatalities	71.2	77.6	0
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.66	1.73	0
Number of Serious Injuries	1,032.6	1,145.2	0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	23.91	25.77	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (VMT)	115.6	121.4	0



## Trends Analysis

Using the historic data an assessment of the trends was conducted in order to assess future year expectations if the trend were to continue. For four of the five measures, the general trend suggests that the fatalities and serious injures in Pasco County will continue to rise without changes in the engineering, education, and enforcement components related to transportation Safety. The 5-Year Rolling Average for the rate of fatalities is expected to be stable in the coming years.

**Table 3.4. Pasco County MPO Number of Fatalities, Rolling 5-Year Averages**

<b>5Year Rolling Average Ending Year</b>	<b>Number of Fatalities</b>
2013	69
2014	68
2015	67
2016	71
2017	78
2018 Future Trends	77
2019 Future Trends	79

**Table 3.5. Pasco County MPO Rate of Fatalities, Rolling 5-Year Averages**

<b>5Year Rolling Average Ending Year</b>	<b>Rate of Fatalities</b>
2013	1.74
2014	1.66
2015	1.59
2016	1.66
2017	1.73
2018 Future Trends	1.67
2019 Future Trends	1.67



**Table 3.6. Pasco County MPO Number of Serious Injuries, Rolling 5-Year Averages**

<b>5Year Rolling Average Ending Year</b>	<b>Number of Serious Injuries</b>
2013	855.40
2014	871.00
2015	933.00
2016	1,032.60
2017	1,145.20
2018 Future Trends	1,190.16
2019 Future Trends	1,264.28

**Table 3.7. Pasco County MPO Rate of Serious Injuries, Rolling 5-Year Averages**

<b>5Year Rolling Average Ending Year</b>	<b>Rate of Serious Injuries</b>
2013	21.42
2014	21.28
2015	22.08
2016	23.91
2017	25.77
2018 Future Trends	26.29
2019 Future Trends	27.43

**Table 3.8. Pasco County MPO Bicycle/Pedestrian Fatalities and Serious Injuries,  
Rolling 5-Year Averages**

<b>5Year Rolling Average Ending Year</b>	<b>Number of Fatalities and Serious Injuries</b>
2013	105.6
2014	109.6
2015	109.00
2016	115.60
2017	121.40
2018 Future Trends	123.48
2019 Future Trends	127.24



## Coordination with Statewide Safety Plans and Processes

The Pasco County MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the MOBILITY 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State.
- The FDOT HSIP process provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

## LRTP Safety Priorities

The MOBILITY 2045 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Pasco County MPO in partnership with the FDOT has recently completed a bicycle and pedestrian safety action which identified problematic safety areas and countermeasures. The project selection process included in the MPO's LRTP prioritized at the top 50 locations identified as safety concerns with higher scores assigned to the top 25 locations. These locations were based on the 2012-2016 5-year data that was available at the time of the analysis. The MOBILITY 2045 LRTP also includes safety as a foundational guiding principle as captured through the stated goal of improving the safety and security of the multimodal transportation network for motorized and non-motorized users. Focusing this goal on safety of the multimodal transportation network emphasizes the unsafe conditions that pedestrians and bicyclists often face and the MPO's commitment to supporting the statewide commitment to getting to zero fatalities and serious injuries.



The MOBILITY 2045LRTP will provide information from the FDOT HSIP annual reports to track the progress made toward the statewide safety performance targets. The MPO will document the progress on any safety performance targets established by the MPO for its planning area.



# 4 - PAVEMENT AND BRIDGE CONDITION MEASURES (PM2)

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## Pavement and Bridge Condition Performance Measures and Targets Overview

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. This rule establishes the following six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges (by deck area) classified as in good condition; and
6. Percent of NHS bridges (by deck area) classified as in poor condition.

For the pavement measures, five pavement metrics are used to assess condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to all asphalt and concrete pavements;
- Cracking percent - percentage of the pavement surface exhibiting cracking; applicable to all asphalt and concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements;
- Faulting - vertical misalignment of pavement joints; applicable to certain types of concrete pavements; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to certain lower speed roads.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Pavement condition is assessed for each 0.1 mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS using these metrics and thresholds. A pavement section is rated as good if all three metric ratings are good, and poor if two or more metric ratings are poor. Sections that are not good or poor are considered fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the



four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish:

- Four-year statewide targets for the percent of Interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

MPOs must establish four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets, or establish their own quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021, respectively.

### **Pavement and Bridge Condition Baseline Performance and Established Targets**

This System Performance Report discusses the condition and performance of the transportation system for each applicable target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Pasco County MPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 4.1 presents baseline performance for each PM2 measure for the State and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the State.

**Table 4.1. Pavement and Bridge Condition (PM2) Performance and Targets**

<b>Performance Measures</b>	<b>Statewide Performance (2017 Baseline)</b>	<b>Statewide 2-year Target (2019)</b>	<b>Statewide 4-year Target (2021)</b>	<b>Pasco County MPO Performance (2017 Baseline)</b>
Percent of Interstate pavements in good condition	66%	n/a	60%	91.6%
Percent of Interstate pavements in poor condition	0.1%	n/a	5%	0%
Percent of non-Interstate NHS pavements in good condition	76.4%	40%	40%	66%
Percent of non-Interstate NHS pavements in poor condition	3.6%	5%	5%	0.1%
Percent of NHS bridges (by deck area) in good condition	67.7%	50%	50%	99.16%
Percent of NHS bridges (by deck area) in poor condition	1.2%	10%	10%	0%

FDOT established the statewide PM2 targets on May 18, 2018. In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. To begin with, FDOT is mandated by Florida Statute 334.046 to preserve the state’s pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT’s TAMP was updated to reflect MAP-21 requirements in 2018.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

In consideration of these differences, as well as the unfamiliarity associated with the new required processes, FDOT took a conservative approach when setting its initial pavement and bridge condition targets.



The Pasco County MPO agreed to support FDOT’s pavement and bridge condition performance targets on November 8, 2018. By adopting FDOT’s targets, the Pasco County MPO agrees to plan and program projects that help FDOT achieve these targets.

The Pasco County MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the MOBILITY 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida’s transportation future. It defines the state’s long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT’s work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality infrastructure.
- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The MOBILITY 2045 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. Under the MOBILITY 2045 LRTP Goal of creating quality places, the MPO has included an objective which highlights the need to maintain and preserve the existing transportation facilities.

On or before October 1, 2020, FDOT will provide FHWA and the Pasco County MPO a detailed report of pavement and bridge condition performance covering the period of January 1, 2018 to December 31, 2019. FDOT and the Pasco County MPO also will have the opportunity at that time to revisit the four-year PM2 targets.



# 5 - SYSTEM PERFORMANCE, FREIGHT, AND CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM MEASURES (PM3)

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## System Performance/Freight/CMAQ Performance Measures and Targets Overview

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires MPOs to set targets for the following six performance measures:

### *National Highway Performance Program (NHPP)*

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

### *National Highway Freight Program (NHFP)*

3. Truck Travel Time Reliability index (TTTR);

### *Congestion Mitigation and Air Quality Improvement Program (CMAQ)*

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO<sub>x</sub>, VOC, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) for CMAQ funded projects.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three measures listed measures above pertaining to the CMAQ Program do not currently apply in Florida.

LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 a.m. to 8 p.m. each day. The LOTTR ratio is calculated for each roadway segment, essentially comparing the segment with itself. Segments with LOTTR  $\geq 1.50$  during any of the above time periods are considered unreliable. The two LOTTR measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To obtain person miles traveled, the vehicle miles traveled (VMT) for each segment are multiplied by the average vehicle occupancy for each type of vehicle on the roadway. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divide by the sum of total person miles traveled.

TTTR is defined as the ratio of longer truck travel times (95<sup>th</sup> percentile) to a normal travel time (50<sup>th</sup> percentile) over the Interstate during five time periods (AM peak, Mid-day, PM peak, weekend, and overnight)





that cover all hours of the day. TTTR is quantified by taking a weighted average of the maximum TTTR from the five time periods for each Interstate segment. The maximum TTTR is weighted by segment length, then the sum of the weighted values are divided by the total Interstate length to calculate the Travel Time Reliability Index.

The data used to calculate these PM3 measures are provided by FHWA via the National Performance Management Research Data Set (NPMRDS). This dataset contains travel times, segment lengths, and Annual Average Daily Travel (AADT) for Interstate and non-Interstate NHS roads.

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable<sup>4</sup>; and
- Two-year and four-year targets for truck travel time reliability

MPOs must establish four-year performance targets for all three measures within 180 days of FDOT establishing statewide targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area.

The two-year and four-year targets represent system performance at the end of calendar years 2019 and 2021, respectively.

### **PM3 Baseline Performance and Established Targets**

The System Performance Report discusses the condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved by the MPO in meeting targets in comparison with system performance recorded in previous reports. Because the federal performance measures are new, performance of the system for each measure has only recently been collected and targets have only recently been established. Accordingly, this first Pasco County MPO LRTP System Performance Report highlights performance for the baseline period, which is 2017. FDOT will continue to monitor and report performance on a biennial basis. Future System Performance Reports will discuss progress towards meeting the targets since this initial baseline report.

Table 5.1 presents baseline performance for each PM3 measure for the state and for the MPO planning area as well as the two-year and four-year targets established by FDOT for the state.

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<sup>4</sup> Beginning with the second performance period covering January 1, 2022 to December 31, 2025, two year targets will be required in addition to four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable measure.

**Table 5.1. System Performance and Freight (PM3) - Performance and Targets**

<b>Performance Measures</b>	<b>Statewide Performance (2017 Baseline)</b>	<b>Statewide 2-year Target (2019)</b>	<b>Statewide 4-year Target (2021)</b>	<b>Pasco County MPO Performance (2017 Baseline)</b>
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	82.2%	75.0%	70.0%	100%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	84.0%	n/a	50.0%	88%
Truck travel time reliability index (TTTR)	1.43%	1.75	2.00%	1.15

FDOT established the statewide PM3 targets on May 18, 2018. In setting the statewide targets, FDOT reviewed external and internal factors that may affect reliability, conducted a trend analysis for the performance measures, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable within the time period for setting targets. One key conclusion from this effort is that there is a lack of availability of extended historical data with which to analyze past trends and a degree of uncertainty about future reliability performance. Accordingly, FDOT took a conservative approach when setting its initial PM3 targets.

The Pasco County MPO agreed to support FDOT’s PM3 targets on November 8, 2018. By adopting FDOT’s targets, the MPO agrees to plan and program projects that help FDOT achieve these targets.

The Pasco County MPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the MOBILITY 2045 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida’s transportation future. It defines the state’s long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT’s work program. One of the seven goals of the FTP is Efficient and Reliable Mobility for People and Freight.
- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal.

The MOBILITY 2045 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. During development of the MOBILITY 2045 LRTP, the MPO has allocated a greater portion of the available revenues for projects and strategies identified through the Congestion Management Process.



On or before October 1, 2020, FDOT will provide FHWA and the Pasco County MPO a detailed report of performance for the PM3 measures covering the period of January 1, 2018 to December 31, 2019. FDOT and the Pasco County MPO also will have the opportunity at that time to revisit the four-year PM3 targets.



## 6 - TRANSIT ASSET MANAGEMENT MEASURES

### Transit Asset Performance

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: transit equipment, rolling stock, transit infrastructure, and facilities. The rule became effective on October 1, 2018.

Table 6.1 below identifies performance measures outlined in the final rule for transit asset management.

**Table 6.1. FTA TAM Performance Measures**

Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider’s operating environment. ULB considers a provider’s unique operating environment such as geography and service frequency and is not the same as an asset’s useful life.

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets, TAM, and asset condition information with each MPO in which the transit provider’s projects and services are programmed in the MPO’s TIP.

MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the TIP or LRTP.

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets, or establish its own separate regional transit asset management targets for the MPO planning area. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the option of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area that reflects the differing transit provider targets.



To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles or more in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group.

A total of 28 transit providers participated in the FDOT Group TAM Plan (Table 6.2). The participants in the FDOT Group TAM Plan are comprised of the Section 5311 Rural Program and open-door Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities FDOT subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022.

**Table 6.2. Florida Group TAM Plan Participants**

District	Participating Transit Providers	
1	Good Wheels, Inc Central Florida Regional Planning Council	DeSoto County Transportation
2	Suwannee Valley Transit Big Bend Transit Baker County Council on Aging Nassau County Transit	Clay Transit Ride Solutions Levy County Transit Ride Solutions Suwannee River Economic Council (SREC)
3	Tri-County Community Council Big Bend District 3 Santa Rosa Transit Gulf County ARC	Calhoun Senior Citizen Center Liberty County Transit JTRANS Wakulla Transit
4	<i>No participating providers</i>	
5	Sumter Transit Marion Transit	Flagler County Public Transportation
6	Key West Transit	
7	Neighborly Care Network Mid-Florida Community Service ARC Tampa Bay	ARC Nature Coast PARC

The Pasco MPO planning area is served by Pasco County Public Transit (PCPT). PCPT is a Tier II provider, defined as an agency that does not operate rail fixed-guideway public transportation systems and has either 100 or fewer vehicles in fixed-route revenue service during peak regular service or has 100 or fewer vehicles in general demand-response service during peak regular service hours.

On November 8, 2018, the Pasco County MPO agreed to support PCPT’s transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.



PCPT established the transit asset targets identified in Table 6.3 which were adopted by the Pasco County Board of County Commissioners on September 17, 2018:

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the targets.

**Table 6.3. FTA TAM Targets for PCPT**

<b>Asset Category Performance Measure</b>	<b>Asset Class</b>	<b>FY 2018 Performance</b>	<b>FY 2023 Target</b>
<b>Rolling Stock</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Bus	10%	20%
	Mini-Bus (cutaways)	40%	30%
<b>Equipment</b>			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non Revenue / Service Vehicle	86%	86%
<b>Facilities</b>			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	N/A*	0%
	Maintenance	N/A*	0%

\* - Expected completion date for PCPT’s new Administrative facility will be by late 2020

**TAM Performance**

The Pasco County MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the PCPT 10-Year Transit Development Plan, and the current MOBILITY 2045 LRTP.

To support progress towards TAM performance targets, transit investment and maintenance funding in the MOBILITY 2045 LRTP totals \$768 million, approximately 10 percent of total LRTP funding. According to the PCPT 10-Year TDP, funding over the next five years would result in a backlog of over \$5 million by 2023. Currently, 90% of PCPT’s assets, in terms of dollar value are in a State of Good Repair (SGR) condition. Although the predicted 2023 backlog shows a significant revenue vehicle replacement needs, the 10-year TDP shows funding for these vehicles in 2024 and 2026, beyond the TAMP Plan five-year planning period. This commitment to funding for transit preservation is continued in the revenue allocation forecast of the MOBILITY 2045 LRTP.

