Agenda Item 7
Attachment 1
TAC Meeting
10/3/2024

POLK TPO

2050

GOALS AND OBJECTIVES

GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

Transportation planning in Polk County and the central Florida region has been undergoing significant changes due to many factors, including record population growth and increasing safety concerns. Historically, agencies like the Polk Transportation Planning Organization (TPO) have focused on auto-oriented performance measures, prioritizing roadway capacity and car mobility. While this approach has served large-scale infrastructure, it often overlooked the needs of other modes of transportation --such as bicycles, pedestrians, and public transit --and failed to address smaller, community-level projects. The shift in priorities reflects the growing demand for more balanced, multi-modal solutions.

As such, there is a growing recognition of the need for a more inclusive planning framework that prioritizes diverse transportation needs and integrates various modes of travel into the overall transportation strategy. This shift aims to create a more balanced and equitable transportation system that serves all community members effectively.

Many projects have focused on outer metropolitan areas or capacity improvements that may not align with the evolving needs and context of local populations. Recognizing these imbalances, the Polk TPO remains committed to developing a more holistic approach to transportation projects and programs.

The Polk TPO Goal, Objectives, Performance Measures, and Performance Indicators align with the current federal and state transportation planning requirements. This includes policies established in the Bipartisan Infrastructure Law (BIL), which is the reauthorization of the FAST Act, as well as those in the Florida Transportation Plan.

Building on previous efforts, Envision 2050 aims to provide residents, visitors, and businesses with balanced transportation solutions that efficiently and safely move people and goods while addressing contemporary challenges. This updated plan incorporates several key elements:

- **Multimodal Focus:** Expanding planning for pedestrian, bicycle, and public transit infrastructure to create a more balanced and interconnected transportation system.
- **Emerging Technologies:** Addressing the impact of autonomous vehicles, electric vehicles, and e-commerce on transportation infrastructure and planning.
- **Climate Change and Sustainability:** Developing strategies to reduce transportation-related greenhouse gas emissions and incorporate resilience planning.
- **Equity Considerations:** Ensuring transportation investments and policies promote fairness and accessibility for all communities, with particular attention to underserved populations.
- **Innovative Funding:** Exploring alternative funding sources and financing approaches to address the evolving funding landscape.
- **Post-Pandemic Adaptations:** Incorporating lessons learned from COVID-19, including changes in travel patterns and public transit ridership.

UPDATED GOALS AND PERFORMANCE MEASURES

The Polk TPO has developed a primary Goal, along with Objectives, Performance Measures, and Performance Indicators, to guide the Envision 2050 plan. These align with the requirements of the latest federal legislation, as well as those from the Florida Department of Transportation (FDOT). The new framework aims to support a sustainable transportation system that preserves existing infrastructure, enhances Florida's economic competitiveness, improves travel choices to ensure mobility, and addresses emerging priorities such as sustainability, equity, and technology adoption.

Listed are elements of the goal, with federally required Performance Measures indicated in bold and related Performance Indicators. The relationship between the TPO's Goal, Objectives, and Performance Measures and Indicators reflects a more comprehensive and forward-looking approach to transportation planning in Polk County.

GOALS AND OBJECTIVES

The driving goal of Envision 2050 is as follows:

Develop and maintain an integrated multi-modal transportation system to provide safe travel for all users, the efficient movement of goods and services, and to promote livable communities and economic activity.

The TPO is committed to developing a comprehensive and effective transportation strategy and has established a series of goal elements that guide the planning and decision-making processes. Each goal element is accompanied by measurable objectives designed to ensure accountability and track progress. These objectives are further supported by specific performance measures and indicators, which provide quantifiable metrics for evaluating success.

Each element of the goal is detailed below with their respective objectives, performance measures, and performance indicators to monitor the plan's outcomes. This structured approach not only facilitates transparency but also fosters continuous improvement in local transportation initiatives, ultimately leading to a safer, more efficient, and sustainable transportation system for Polk County communities.

GOAL

Develop and **maintain** an integrated **multi-modal** transportation system to provide **safe** travel for all users, the **efficient** movement of goods and services, and to promote **livable** communities and **economic** activity.

SAFETY	**Support safe movement for all users**
MOBILITY	**Enhance connectivity for seamless travel options**
LIVABILITY	**Foster vibrant communities and high quality of life**
ECONOMY	**Drive growth through efficient transportation**
SUSTAINABLE RESOURCES	**Maintain infrastructure and minimizing environmental impacts**
IMPLEMENTATION	**Transform plans into impactful actions**

SAFETY

Support safe movement for all users

OBJECTIVE 1.1
Strive for safe and fatality-free travel conditions on all Polk County roads.

Performance Measure:
0% Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)

Performance Measure:
0 Nonmotorized Fatalities and Serious Injuries

Performance Measure:
0% Rate of Serious Injuries per 100 million VMT

Performance Target:
0 Fatalities

Performance Target:
0 Serious Injuries

OBJECTIVE 1.2
Facilitate safe and secure travel conditions on public transportation.

Performance Indicator:
Maintain zero traffic-related fatalities on public transportation system.

Performance Indicator:
Annually reduce injuries and accidents/incidents on public transportation system.

MOBILITY

Enhance connectivity for seamless travel options

OBJECTIVE 2.1
Maintain stable traffic flow on major roads, especially those facilitating intercity travel and freight movement (arterial roads)

Performance Measure/Target:
Interstate Level of Travel Time Reliability (LOTTR)/75% of Reliable Person-Miles (2-year target)

Performance Measure/Target:
Non-Interstate NHS LOTTR/50% of Reliable Person-Miles (4-year target)

OBJECTIVE 2.2
Support stable flow of truck traffic on the freight network.

Performance Measure/Target:
Interstate Truck Travel Time Reliability (TTTR)/1.75 TTTR Ratio (2-year target)

OBJECTIVE 2.3
Expand transportation options for both intercity and local travel.

Performance Measure/Target:
Interstate Truck Travel Time Reliability (TTTR)/1.75 TTTR Ratio (2-year target)

Performance Indicator:
Provide regional multi-use trail connections to all municipalities in Polk County

OBJECTIVE 2.4
Improve access to the Regional Multi-Use Trails Network.

Performance Indicator:
90% of Polk County population within five miles of the Regional Multi-Use Trails Network (Within three miles = 80%)

Performance Indicator:
40 continuous miles on the Regional Multi-Use Trails Network

OBJECTIVE 2.5
Incorporate future transportation technologies, including automated, connected, electric, and shared mobility.

Performance Indicator:
Incorporate future-ready technology when improving or building new system facilities.

LIVABILITY

Foster vibrant communities and high quality of life

OBJECTIVE 3.1
Provide travel options for persons of all ages and abilities.

Performance Indicator:
50% of Complete Street Network with bicycle facilities

Performance Indicator:
75% of senior residents (age 65+) with high or moderate access to fixed-route transit services based on the Transit Connectivity Index

Performance Indicator:
50% of Complete Street Network with sidewalks

Performance Indicator:
Overall average Transit Connectivity Index (TCI) score of 175 for Polk County Census block groups

OBJECTIVE 3.2
Develop transportation infrastructure and services that support livable communities and aim to enhance mobility for all residents.

Performance Indicator:
100% sidewalk coverage within one mile of elementary, middle and high schools (sidewalk on at least one side of collector or arterial roads)

Performance Indicator:
Mobility Index score of 10 or greater in neighborhoods with a concentration of traditionally underserved populations

ECONOMY

Drive growth through efficient transportation

OBJECTIVE 4.1
Enhance transportation infrastructure and services to support economic vitality and job creation.

Performance Indicator:
Do major commercial centers and employment centers support multiple modes of transportation?

Performance Indicator:
100% sidewalk coverage within one mile of elementary, middle, and high schools (sidewalk on at least one side of collector or arterial roads)

SUSTAINABLE RESOURCES

Maintain infrastructure and minimizing environmental impacts

OBJECTIVE 5.1
Maintain highway infrastructure in a state of good repair. (Non-CMP Objective)

Performance Measure/Target:
≥ 60.0 % Interstate Pavements in Good Condition

Performance Measure/Target:
≥ 50.0% NHS Bridges Condition

Performance Measure/Target:
≥ 40.0% Non-Interstate NHS Pavements in Good Condition

Performance Measure/Target:
Transit Asset Management Plan (TAM) / Various Targets

OBJECTIVE 5.2
Minimize environmental impacts from transportation projects.

Performance Indicator:
Limit impacts to jurisdictional wetlands or critical habitat to less than 5% of the total footprint or acreage for transportation projects

Performance Indicator:
Meet or exceed National Ambient Air Quality Standards in Polk County

OBJECTIVE 5.3
Improve transportation resiliency.

Performance Indicator:
Does the plan identify key vulnerabilities and identify resiliency priorities on the major transportation network to enable the programming of resiliency funds?

OBJECTIVE 5.4
Improve air quality and reduce carbon emissions.

Performance Indicator:
Does the plan identify the types of projects that should be considered for carbon reduction funding?

Performance Indicator:
Does the plan reduce per capita vehicle miles of travel (VMT)?

IMPLEMENTATION

Transform plans into impactful actions

OBJECTIVE 6.1
Ensure that projects identified can be implemented in a reasonable time frame, given anticipated funding.

Performance Indicator:
The plan will identify projects that can be funded for implementation within a 5–10-year period.

Performance Indicator:
The plan will identify planning studies to prepare future projects for funding and implementation.

Why Measure Performance?

The Long Range Transportation Plan developed by the Polk TPO is required to address the transportation planning requirements as the County's Metropolitan Planning Organization (MPO) as set forth in federal law and regulations. The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021, and represents a significant shift in federal transportation funding and planning priorities. This legislation emphasizes the importance of performance measurement as a foundation for planning and funding transportation system improvements.

To secure federal transportation funding, the Polk TPO must address the performance measurement requirements established by the IIJA, as well as those from previous legislation, including the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. These laws collectively mandate that transportation planning be data-driven and focused on achieving specific performance outcomes.

What are the Benefits of Performance Measurement?

Perhaps the best way to respond is to acknowledge, "You do what you measure!" Transportation planning has a rich history of balancing the technical/analytical approach to transportation planning with the engagement of the public and elected leaders in the decision-making process. However, there is often a disconnect between public policy and the analytical approaches to transportation planning. This can make it difficult to evaluate how well the transportation system addresses the community's needs or how well future transportation projects may improve the quality of life in the community. The funding for transportation projects is limited, and we need to ensure the right projects and programs are being implemented.

When Will Performance Measurement Be Used?

Performance Measurement is used in all the major transportation planning efforts and guides the planning process for all the major modes of travel, including automobile, public transportation, bicycle, pedestrian, truck (freight/goods movement), and other emerging modes such as shared and connected vehicles. Performance measurement is an ongoing effort that guides long- and short-term planning efforts of the TPO, as well as the selection for funding of transportation projects and programs, and the annual evaluation of performance of the transportation system in the County.

PERFORMANCE STANDARD REQUIREMENTS AND GUIDANCE

Infrastructure Investment and Jobs Act (IIJA)

The IIJA/BIL provides long-term funding for infrastructure planning and investment in surface transportation. The IIJA/BIL builds upon and expands programs included in the Fixing America's Surface Transportation (FAST) Act. This legislation continues to support a streamlined, performance-based surface transportation program that builds on many of the multimodal transportation policies first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. It emphasizes addressing climate change, improving equity, and enhancing safety across all modes of transportation.

Additionally, establishing a performance- and outcome-based program requires investment of financial resources in projects that will collectively make progress toward achieving national multimodal transportation goals. Envision 2050 has been developed to ensure compliance with the requirements of the IIJA and includes a performance-based approach to the transportation decision-making process.

IIJA (Federal) Goal

The IIJA maintains and expands upon the national goals established in previous legislation. These goals are as follows:

- **Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition:** To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction:** To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability:** To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality:** To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment, with a new emphasis on reducing transportation-related carbon emissions.
- **Reduced Project Delivery Delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.
- **Resilience and Climate Change:** To improve the resilience and reliability of the transportation system and reduce the climate impact of transportation assets.
- **Equity:** To ensure the fair distribution of transportation benefits and mitigate disparate impacts on disadvantaged communities.

IIJA (Federal) Planning Factors

Further, the federal legislation has established planning factors that address the relationship between transportation, land use, and economic development. The federal planning factors are applied to the Envision 2050 LRTP and include the following:

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the **safety** of the transportation system for motorized and non-motorized users.
3. Increase the **security** of the transportation system for motorized and non-motorized users.
4. Increase **accessibility and mobility** of people and freight.
5. Protect and enhance the **environment**, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local growth and economic development patterns.
6. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
7. Promote **efficient** system management and operation.

8. Emphasize the **preservation** of the existing transportation system.
9. Improve the **resiliency and reliability** to improve preparedness and response to natural disasters and other emergencies.
10. Enhance travel and **tourism**.
11. **Reduce carbon** emissions and mitigate the effects of climate change.
12. Address **equity** and barriers to opportunity in transportation planning and investment.

A matrix showing consistency between the LRTP Goals and the twelve planning factors from the IIJA is shown in Table 1.

Table 1: Goals and IIJA Planning Factors Comparison

Envision 2050 Goals	Economic Vitality	Safety	Security	Movement of People and Freight	Environment and Quality of Life	Integration/ Connectivity	Efficiency	System Preservation	Resiliency	Tourism	Carbon Reduction	Equality and Opportunity
Safety	◆	◆		◆	◆				◆	◆		◆
Sustainable Resources	◆	◆		◆	◆	◆	◆	◆	◆			◆
Economy	◆	◆		◆	◆	◆	◆	◆	◆	◆		◆
Livability	◆	◆		◆	◆	◆			◆	◆	◆	
Mobility	◆	◆		◆	◆	◆						◆
Implementation	◆	◆		◆	◆	◆	◆	◆	◆	◆	◆	

FDOT Guidance

The Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida's transportation future. The FTP was created by, and provides direction to, FDOT and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners. The FTP Policy Element is a component of Florida's long-range transportation plan as required by both state and federal law. This element points toward a future transportation system that embraces all modes of travel, innovation, and change.

NOTE THAT ENVISION 2050 ADDRESSES THE GOALS INCLUDED IN THE 2045 FTP. AT THE TIME OF POLK TPO'S ENVISION 2050 LRTP UPDATE, THE 2055 FTP HAS NOT BEEN ADOPTED. THEREFORE, THE GOALS INCLUDED IN ENVISION 2050 INCLUDE THE FOLLOWING FROM THE 2045 FTP POLICY ELEMENT (DECEMBER 2020):

- **Safety and Security:** Using emerging technologies and address land use and socioeconomic factors to improve safety and security for all modes
- **Infrastructure:** Evaluating and adopting infrastructure to become more resilient to risks and take advantage of innovations; expand definition of infrastructure to include technology
- **Mobility:** Prioritize the movement of people and freight; accelerate new technologies and options to increase reliability and service
- **Accessibility and Equity:** Enhancing access for all Floridians to jobs, education, health care, and other services, especially for those who need it most
- **Economy:** Supporting regional and local job creation and investment as well as global commerce; support a more resilient and diverse economy
- **Communities:** Supporting quality places Reflect community visions and values
- **Environment:** Proactively enhancing and restoring natural systems for future generations

TPOs must also incorporate any performance targets which may be included in the Statewide Freight Plan and Asset Management Plan. Current guidance from FDOT indicates that no additional performance targets will be included in these plans.

A matrix showing consistency between the Envision 2050 and the Florida Transportation Plan Goals is shown in Table 2.

Table 2: Goals and Florida Transportation Plan Goals Comparison

Envision 2050 Goals	Safety & Security	Infrastructure	Mobility	Accessibility and Equity	Economy	Communities	Environment
Safety	◆	◆	◆	◆		◆	
Sustainable Resources	◆	◆	◆	◆	◆	◆	◆
Economy	◆	◆	◆	◆	◆	◆	◆
Livability	◆	◆	◆	◆	◆	◆	
Mobility	◆	◆	◆	◆	◆	◆	
Implementation	◆	◆	◆	◆	◆	◆	◆

Local Plans

Local agencies involved in planning and managing Florida's transportation system follow guidelines set forth by the FTP. Local agencies establish goals and objectives as part of the long-range transportation planning process, representing the desired vision of how the statewide transportation system should evolve over the next 20 years with actionable guidelines on how to achieve them within each community. Performance measures and targets are established to provide measurable guidelines focusing the plans on outcomes rather than just on activities and policies. Envision 2050 is consistent with the following plans adopted by partnering agencies and FDOT:

- The Florida Transportation Plan (FTP)
- FDOT Strategic Highway Safety Plan (SHSP)
- Comprehensive Plans for Polk County and Cities in the County
- Polk TPO Public Participation Plan (PPP)
- Polk TPO Transportation Improvement Program (TIP)
- Polk TPO Congestion Management Process (CMP)

POLK TPO SYSTEM PERFORMANCE REPORT

Pursuant to federal guidance, FDOT and TPOs 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.

The FDOT is required to establish statewide targets for the required performance measures and MPOs have the option to support the statewide targets or adopt their own. Based on this information, the Polk TPO has adopted the transportation performance measure targets included in this section. In addition, local transit agencies must also adopt performance targets in their Transit Asset Management Plan (TAM) and the TPO must consider including the TAM targets in the LRTP and TIP updates.

On February 8, 2018, the TPO adopted Resolution 2018-06 to support the FDOT Performance Targets. The current TIP as adopted in June 13, 2024 reestablishes the TPO's support of the FDOT Performance targets as follows:

Safety Performance Targets 1 (PM 1)

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

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100 Million VMT.

On August 31, 2023, FDOT established statewide safety performance targets for calendar year 2024.

The TPO supports the FDOT's Safety Performance Targets of a Vision Zero policy. The Polk TPO and statewide PM 1 targets are listed in Table 3.

Table 3: Polk TPO Safety Performance Measures and Targets

Performance Measure	Florida Statewide Baseline Performance (Five-Year Rolling Average,2019-2023)	FDOT Statewide Targets	Polk County Conditions (Five-Year Rolling Average,2019-2023)	Polk TPO Safety Targets (Calendar Year 2023)
Number of Fatalities	3,441.8	0	146.8	0
Number of Serious Injuries	16,380.6	0	434.2	0
Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)	1,543	0	1.856	0
Rate of Serious Injuries per 100 million VMT	7,334	0	5.488	0
Total number of nonmotorized fatalities and nonmotorized serious injuries	3,148.2	0	85.0	0

Bridge and Pavement Condition Performance Targets (System Preservation) (PM 2)

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.

On December 16, 2022, FDOT established statewide bridge and pavement targets for the second performance period ending in 2025.

The Polk TPO agreed to support FDOT's pavement and bridge condition performance targets on April 13, 2023. By adopting FDOT's targets, the Polk TPO agrees to plan and program projects that help FDOT achieve these targets. Table 4 presents baseline performance for each PM2 measure for the State and for the Polk TPO planning area as well as the two-year and four-year targets established by FDOT for the State.

Table 4: Polk TPO Bridge and Pavement Condition Performance Measures and Targets

Performance Measure	Statewide Baseline Performance (2023)	Florida 2-year Targets (2023)	Florida 4-year Targets (2025)	Polk County Conditions (2023)	Polk County 4 year Targets (2025)
PAVEMENT PERFORMANCE AND MEASURES					
Percent of Interstate NHS pavements in good condition	67.6%	≥60%	≥60%	77.3%	≥60%
Percent of Interstate NHS pavements in poor condition	0.2%	≤5%	≤5%	0%	≤5%
Percent of non-Interstate NHS pavements in good condition	50.8%	≥40%	≥40%	36.2%	≥40%
Percent of non-Interstate NHS pavements in poor condition	0.5%	≤5%	≤5%	0.6%	≤5%
BRIDGE TARGETS AND MEASURES					
Percent of NHS bridges by deck area in good condition	55.3%	≥50%	≥50%	66.9%	≥50%
Percent of NHS bridges by deck area in poor condition	0.6%	≤10%	≤10%	0%	≤10%

System Performance Target (Travel Time Reliability) (PM 3)

The third set of Performance Measures were established in January 2017 by the USDOT. These measures assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS). Federal rules require MPOs to establish four-year performance targets for the Level of Travel Time Reliability (LOTTR) and Truck Travel Time Reliability (TTTR) performance measures.

LOTTR is the percent of person-miles on the Interstate system that are reliable. It is defined as the ratio of longer travel times (80th percentile) to normal travel times (50th percentile) during four time periods throughout the day. TTTR is defined as the ratio of longer truck travel times (95th percentile) to a normal travel time (50th percentile) over the Interstate during five time periods throughout the day.

On December 16, 2022, FDOT established statewide performance targets for the second performance period ending in 2025.

The Polk TPO agreed to support FDOT's PM3 targets on April 13, 2023. By adopting FDOT's targets, the Polk TPO agrees to plan and program projects that help FDOT achieve these targets. Table 5 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.

Table 5: Polk TPO System Performance Measures and Targets (PM 3)

Performance Measure	Statewide Baseline Performance (2023)	Florida 2-year Targets (2023)	Florida 4-year Targets (2025)	Polk County Conditions (2023)
Percent of person-miles on the Interstate system that are reliable—Level of Travel Time Reliability (Interstate LOTTR)	82.80%	75%	70%	80.50%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	89.10%	50%	50%	96.00%
Truck travel time reliability (TTTR)	1.48	1.75	2.00	1.78

Transit Asset Management Targets

The transit asset management performance targets and measures for all of the Polk TPO are listed in Table 6 through Table 8.

Asset Category	Performance Measure
Equipment	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Rolling Stock (Revenue Vehicles)	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale

The Polk TPO's planning area is served by the Lakeland Area Mass Transit District (LAMTD) Citrus Connection which is considered a Tier II provider. On June 8, 2023, the Polk TPO agreed to support Citrus Connection'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. The Citrus Connection has established the transit asset targets identified in Table 6, Table 7, and Table 8.

Table 6: Performance Measures for Transit Vehicles, Lakeland Area Mass Transit District (LAMTD)

Asset Category	Asset Class	% that have met or exceeded Useful Life Benchmark (ULB)					
		Current Asset Conditions	FY 2023 Target	FY 2024 Target	FY 2025 Target	FY 2026 Target	FY 2027 Target
Revenue Vehicles	Bus	37%	40%	35%	30%	30%	25%
	Cutaway Bus	55%	30%	30%	25%	25%	25%

Table 7: Performance Measures for Transit Equipment, Lakeland Area Mass Transit District (LAMTD)

Asset Category	Asset Class	Asset Name	Age (Yrs)	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Custom 1	Diesel Tank	16	40	No
	Custom 1	Fuel Island Canopy	16	25	No
	Custom 1	Gas Tank	12	20	No
	Custom 1	Rolling Security Gate	17	15	Yes

Table 8: Performance Measures for Transit Facilities, Lakeland Area Mass Transit (LAMTD)

Asset Category	Asset Class	Current Condition Assessment – TERM Rating	% of Facilities with a TERM Rating below 3.0 on the FTA Transit Economic Requirements Model (TERM Scale)				
			FY 2023 Target	FY 2024 Target	FY 2025 Target	FY 2026 Target	FY 2027 Target
Facilities	Administration	3.0	1%	1%	1%	1%	1%
	Maintenance	2.0	1%	1%	1%	1%	1%
	Parking Structures	5.0	1%	1%	1%	1%	1%
	Passenger Facilities	2.5	1%	1%	1%	1%	1%

OTHER PERFORMANCE-BASED PLANNING CONSIDERATIONS

Florida Freight Mobility and Trade Plan

There is growing recognition of the importance of freight movement at the national, state, and regional level. Most notably, the need to place an increased focus on the nation's freight system is evident in the inclusion of freight provisions and requirements in the last two federal transportation bills. In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) developed a national freight policy to improve the condition and performance of the national freight network. This included the designation of a national freight network and the development of a national freight strategic plan. These goals and objectives were further reinforced with the implementation of the FAST Act, implemented in 2015. A key provision contained in the FAST Act is the requirement that State Departments of Transportation (DOTs) such as FDOT develop a state freight plan to comprehensively address the State's short- and long-term freight issues and needs. Development of state freight plans is required to be eligible to receive funding under the National Highway Freight Program (23 U.S.C. 167).

In 2013 and 2014, FDOT developed the first Freight Mobility and Trade Plan (FMTP) designed to set the stage for freight planning in Florida, raise awareness, and energize the freight community. FDOT recently updated the FMTP which was released in April 2020 and is included in Technical Appendix 2-A. This new document built upon the foundation set by the previous FMTP by using tactical and strategic approaches to implement immediate opportunities while also positioning Florida for future possibilities. One key recommendation from both FMTP efforts was that freight issues and needs shall be given emphasis in all appropriate transportation plans including the TPO/MPO LRTPs.

The TPO supports the state freight planning process and will work with FDOT to set appropriate performance targets for the measurement of Truck Travel Time Reliability (Truck travel time reliability ratio (TTR) on the Interstate system).

Table 9 illustrates the relationship between Envision 2050 goals and the new FMTP objectives which were developed in context of the FTP goal areas (also shown for reference).

Table 9: Envision 2050 Relationship to FMTP Objectives

Envision 2050 Goal Elements	2045 Florida Transportation Plan (FTP) Goals									
	Safety and Security	Infrastructure		Mobility	Transportation Choices		Economy		Communities	Environment
	Leverage multisource data and technology to improve freight system safety and security	Create a more resilient multimodal freight system	Ensure the Florida freight system is in a State of Good Repair	Drive innovation to reduce congestion, bottlenecks and improve travel time reliability	Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains	Improve last-mile connectivity for all freight modes	Continue to forge partnerships between the public and private sectors to improve trade and logistics	Capitalize on emerging freight trends to promote economic development	Increase freight-related regional and local transportation planning and land use coordination	Promote and support the shift to alternatively fueled freight vehicles
Economy		◆	◆	◆	◆	◆	◆	◆	◆	
Safety	◆	◆	◆	◆				◆		◆
Mobility		◆	◆	◆	◆	◆	◆		◆	
Intermodal		◆	◆	◆	◆	◆	◆	◆	◆	
Livability		◆	◆	◆		◆	◆	◆	◆	◆
System Preservation		◆	◆	◆			◆	◆	◆	◆
Implementation		◆	◆	◆						

Transit Safety Performance

The Federal Transit Administration (FTA) established transit safety performance management requirements in the Public Transportation Agency Safety Plan (PTASP) final rule, which was published on April 9, 2024. This rule requires providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a Safety Management Systems approach.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 28, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

The PTASP rule took effect on July 19, 2019. Each provider of public transportation that is subject to the rule must certify it has a PTASP, including transit safety targets for the above measures, in place no later than December 31, 2020. (The LAMTD/Citrus Connection's PTASP was adopted November 18, 2020.) MPOs then have 180 days to establish transit safety targets for the MPO planning area. Once the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. The Polk TPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

On February 11, 2021, the Polk TPO approved Resolution 2021-02 which adopted the Lakeland Area Mass Transit District (LAMTD)/Citrus Connection's PTASP and accompanying Safety Performance Targets.

The Safety Performance Targets are listed below in Table 10.

Table 10: Citrus Connection Transit Safety Performance

Mode of Service	Fatalities (Total)	Fatalities (per 100,000 miles)	Injuries (Total)	Injuries (per 100,000 miles)	Safety Events (Total)	Safety Events (per 100,000 miles)	System Reliability (VRM/ Failures)
Fixed Route	0	0	5	0.16	10	0.32	12,500
ADA/ Paratransit	0	0	5	0.16	10	0.32	25,000