

Lake~Sumter MPO



TRANSPORTATION 2040

LONG RANGE TRANSPORTATION PLAN

FAST Act Compliance Amendment

December 11, 2019

2040 LRTP FAST Act Compliance

Introduction

The Long Range Transportation Plan (LRTP) is revised and adopted every five years by the Lake-Sumter MPO. This amendment has been developed to update the 2040 LRTP, bringing it into compliance with the most recent USDOT rulemaking regarding goals, objectives, performance targets, and other compliance requirements.

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) 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 and Metropolitan Transportation Planning Final Rule (The Planning Rule). 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 Lake-Sumter MPO must include a description of the performance 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 must also 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.

The current Lake-Sumter MPO 2040 LRTP was adopted December 9, 2015 and most recently amended October 25, 2017. The following sections will serve to strike and replace the language and information on pages 11 and 12 of that document.

Development of the Goals, Objectives, and Performance Measures

The Lake-Sumter MPO 2040 LRTP Goals, Objectives, and Performance Measures are being updated based on federal, state, and local guidance. This section highlights the requirements and guidance used to develop the Goals, Objectives, and Performance Measures for the 2040 Long Range Transportation Plan.

The FAST Act has established specific planning factors that call for the recognition and address the relationship between transportation, land use, and economic development. The federal planning factors form the cornerstone for the 2040 LRTP and include:

1. Supporting the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increasing the **safety** of the transportation system for motorized and non-motorized users.
3. Increasing the **security** of the transportation system for motorized and non-motorized users.
4. Increasing **accessibility and mobility** of people and freight.
5. Protecting and enhancing 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. Enhancing the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
7. Promoting **efficient system management** and operation.
8. Emphasizing the **preservation** of the existing transportation system.
9. Improving the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhancing **travel and tourism**.

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FEDERAL PERFORMANCE MEASURES

The FAST Act has also established specific Performance Measures to evaluate critical needs by setting targets for safety, maintenance of assets, and travel time reliability. The federal Performance Measures are listed below.

Performance Measure #1 - Safety

- Fatalities
- Serious Injuries
- Non-Motorized Fatalities and Serious Injuries

Performance Measure #2 - Bridge and Pavement Condition

- Pavement Condition
- Bridge Condition

Performance Measure #3 - Travel Time Reliability

- Interstate Miles that are Reliable
- Truck Travel Time Reliability
- Transit Asset Management Performance Measures

LAKE-SUMTER MPO GOALS

Listed below are the Lake-Sumter MPO Goals.

Goal 1 – Investing in Transportation to Support a Prosperous, Competitive Regional Economy

Goal 2 – Providing a Safe and Secure Transportation System for All Users

Goal 3 – Proactively Managing the Operations of the Regionally Significant Transportation Facilities in the MPO Planning Area for All Users

Goal 4 – Improving Mobility Options and Connectivity for People and Goods

Goal 5 – Making Transportation Decisions that Support Communities' Visions and Promote Responsible Social, Economic, and Environmental Stewardship

Goal 6 – System Preservation

A matrix showing consistency between the LRTP Goals and the 10 planning factors from the FAST Act is shown in **Table 1**.

*Table 1: Lake-Sumter 2040 LRTP Goals
and FAST Act Planning Factors Comparison*

FAST Act Goals	Economic Vitality	Safety	Security	Movement of People & Freight	Environment and Quality of Life	Integration / Connectivity	System Management & Operation	System Preservation	Resiliency	Tourism
Economy Investing in Transportation to Support a Prosperous, Competitive Regional Economy	X		X	X	X	X	X		X	X
Safety Providing a Safe and Secure Transportation System for All Users	X	X	X	X	X		X		X	X
Operations Proactively Managing the Operations of the Regionally Significant Transportation Facilities in the MPO Planning Area for All Users	X	X	X	X	X	X	X			
Mobility Improving Mobility Options and Connectivity for People and Goods	X	X	X	X	X	X	X	X	X	X
Livability Making Transportation Decisions that Support Communities' Visions and Promote Responsible Social, Economic, and Environmental Stewardship	X	X	X	X	X	X	X		X	X
System Preservation Preservation of a Multimodal Transportation System	X	X	X	X	X	X	X	X	X	

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FLORIDA TRANSPORTATION PLAN (FTP)

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

MPOs are required to address the goals included in the FTP. These goals include the following:

- **Safety and security** for residents, visitors, and businesses
- Transportation solutions that support Florida's global **economic competitiveness**
- Agile, **resilient**, and quality infrastructure
- Transportation solutions that support **quality places** to live, learn, work, and play
- **Efficient and reliable** mobility for people and freight
- Transportation solutions that enhance Florida's **environment and conserve energy**
- More **transportation choices** for people and freight

MPOs 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 LRTP Goals and the planning factors from the Florida Transportation Plan (FTP) is shown in Table 2.

Table 2: Lake-Sumter 2040 LRTP Goals and Florida Transportation Plan Goals Comparison

Florida Transportation Plan Goals	Safety and Security	Resilience	Efficiency	Transportation Choices	Economic Competitiveness	Quality Places	Environment
Economy Investing in Transportation to Support a Prosperous, Competitive Regional Economy			X	X	X	X	X
Safety Providing a Safe and Secure Transportation System for All Users	X	X	X	X	X	X	
Operations Proactively Managing the Operations of the Regionally Significant Transportation Facilities in the MPO Planning Area for All Users	X		X	X	X	X	
Mobility Improving Mobility Options and Connectivity for People and Goods	X	X	X	X		X	X
Livability Making Transportation Decisions that Support Communities' Visions and Promote Responsible Social, Economic, and Environmental Stewardship	X		X	X	X	X	X
System Preservation Preservation of a Multimodal Transportation System	X	X	X	X	X	X	X

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FAST ACT REQUIREMENTS

The FAST Act prescribes policy requirements and programmatic framework related to performance targets for the national transportation system in the metropolitan planning process. The FAST Act directly impacts the Lake-Sumter MPO and the planning activities of the agency. As such, the MPO is required to coordinate with state and public transportation providers to establish targets to continue to develop and assess a focused, performance-based multimodal transportation system. As part of this development and assessment, the Lake-Sumter MPO must:

- Describe the performance targets used in assessing system performance and progress to achieve the performance targets within the Long Range Transportation Plan (LRTP)
- Develop the Transportation Improvement Plan (TIP) to make progress toward established performance targets including a description of the anticipated achievements.

PERFORMANCE-BASED PLANNING – FEDERAL HIGHWAY ADMINISTRATION

The U.S. Secretary of Transportation established the criteria for the evaluation of the new performance-based planning processes. This included the identification of specific performance targets that all states and each MPO must evaluate. The process required the Florida Department of Transportation (FDOT) to develop appropriate performance targets for these measures and to monitor the progress made toward achieving the targets. This also requires MPOs in the Florida to either accept and support the FDOT performance targets or establish, formally adopt, and monitor their own performance targets. FDOT will provide performance data to MPOs if they adopt the state targets. MPOs who adopt other targets will be responsible for the associated performance evaluation for those targets.

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) PERFORMANCE TARGETS

Listed below are the performance targets and statewide targets that FDOT has established. FDOT worked in collaboration with the MPOs and providers of public transportation to establish these statewide targets.

Safety. Florida shares the national traffic safety vision “Toward Zero Deaths,” and formally adopted its own version of the national vision, “Driving Down Fatalities,” in 2012. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero is the target for all safety performance targets.

Pavement Condition. The pavement condition performance targets assess pavement conditions based on the international roughness index (IRI), cracking, rutting (for asphalt pavements), and faulting (for jointed concrete pavements). For asphalt and jointed concrete pavements, a 0.1-mile segment is considered in good condition if all three metrics are rated Good; if two or more metrics are considered poor, the condition is Poor. The federal rule requires a new methodology be used to measure rut depth and cracking that has not been historically used by FDOT. In consideration of the differences in the data collection requirements used by FDOT and those mandated by the rule, as well as other unknowns associated with new required processes, initial 2-year and 4-year targets were established in **Table 3**.

Bridge Condition. The bridge condition performance targets for the percent of deck area classified as Good and Poor is determined using National Bridge Inventory (NBI) condition ratings for deck, superstructure, substructure, and culvert. Condition is determined by the lowest rating of these items using a scale of 1 to 9. If the NBI rating is 4 to 1, the bridge is classified as Poor; NBI rating 7 to 9, the bridge is Good. Bridges rated below 7 but above 4 are classified as Fair; however, there is no related FHWA performance measure associated with that rating. Considering the differences in criteria, initial 2- and 4-year targets were established and listed in Table 3.

Table 3: FDOT Statewide Pavement and Bridge Condition Performance and Targets

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

System Performance. The travel time reliability metric is calculated for each segment of the National Highway System (NHS), weighted by volume and occupancy. Data are collected in 15-minute segments during four total time periods and is reported as the “percent of reliable person-miles traveled.” The segment is considered reliable if the reliability ratio is below 1.50 during all time periods. Freight movement is assessed by calculating truck travel time reliability ratio using data from five total time periods. The higher the ratio value, the less reliable the segment. The initial 2-year and 4-year targets were established and listed in **Table 4**.

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Table 4: FDOT Statewide System Performance and Freight Performance and Targets

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

State Guidance

As required by the federal rules, once the targets have been established, FDOT includes a narrative in the Florida Transportation Plan (FTP) and State Transportation Improvement Program (STIP) describing the measures and targets, as well as explaining how the program of projects in the STIP contribute to the achievement of those targets. Similarly, the MPO must do the same in their Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP).

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. The goals are established to support the desired vision of how the transportation system should evolve over the next 20 years, and the objectives are 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. The following is a list of the documents developed by partner agencies with which this document will be consistent:

- The Florida Transportation Plan
- FDOT Strategic Highway Safety Plan
- Comprehensive Plans for Lake and Sumter counties
- Lake-Sumter MPO Public Involvement Plan (PIP)
- Lake-Sumter MPO Transportation Improvement Program (TIP)
- Lake-Sumter MPO Congestion Management Process (CMP)
- Lake-Sumter MPO Transit Development Plan (TDP)

OTHER COMPLIANCE REQUIREMENTS

Florida Department of Transportation: Initial Transportation Asset Management Plan

The FDOT published the Transportation Asset Management Plan (TAMP) on June 28, 2019. This plan summarizes the current state of the asset management planning process, goals and objectives, and performance targets.

The Lake-Sumter MPO supports the FDOT asset management process and adopts this plan by reference into the 2040 Long Range Transportation Plan. The MPO will continue to monitor the development of the update of the Transportation Asset Management Plan and will work with the FDOT to set performance targets only for the following asset management performance targets:

- % of Interstate pavements in Good condition
- % of Interstate pavements in Poor condition
- % of non-Interstate NHS pavements in Good condition
- % of non-Interstate NHS pavements in Poor condition
- % of NHS bridges classified as in Good condition by deck area
- % of NHS bridges classified as in Poor condition by deck area

The MPO will not be responsible for setting performance targets for other asset management performance targets contained within the Transportation Asset Management Plan.

Florida Department of Transportation: Florida Freight Mobility and Trade Plan Investment Element FAST Act Addendum

The FDOT published the Florida Freight Mobility and Trade Plan Investment Element FAST Act Addendum in January 2018. This plan summarizes the current state of the Freight Mobility planning process, goals and objectives, and performance targets.

The Lake-Sumter MPO supports the FDOT freight planning process and adopts by reference the FDOT Florida Freight Mobility and Trade Plan Investment Element FAST Act Addendum published January 2018 into the 2040 Long Range Transportation Plan. The MPO will continue to monitor the development of the Florida Freight Mobility and Trade Plan and will work with the FDOT to set appropriate performance targets for the measurement of Truck Travel Time Reliability (Truck Travel Time Reliability Ratio (TTR) on the Interstate system).

Lake-Sumter MPO Objectives

The Lake-Sumter MPO has assigned clearly-defined Objectives to support each of the established Goals in the plan. The Objectives refer to specific and strategic actions that are measurable and align with the Goals. The Objectives are listed below.

Goal 1 – Investing in Transportation to Support a Prosperous, Competitive Regional Economy

- Objective 1.1** Provide an efficient, interconnected transportation system to advance and support the economic well-being and quality of life in the region
- Objective 1.2** Improve travel reliability for the traveling public and freight users on highways and major arterials
- Objective 1.3** Enhance access to jobs

Goal 2 – Providing a Safe and Secure Transportation System for All Users

- Objective 2.1** Reduce crash-related fatalities for all modes of transportation
- Objective 2.2** Reduce crash-related serious injuries for all modes of transportation
- Objective 2.3** Reduce bicycle and pedestrian crash-related fatalities and serious injuries
- Objective 2.4** Facilitate accessibility for emergency response vehicles

Goal 3 – Proactively Managing the Operations of the Regionally Significant Transportation Facilities in the MPO Planning Area for All Users

- Objective 3.1** Invest in Intelligent Transportation Systems (ITS)

Goal 4 – Improving Mobility Options and Connectivity for People and Goods

- Objective 4.1** Improve transportation options available to residents, business patrons, and visitors
- Objective 4.2** Balance regional capacity needs with human scale accessibility needs (Complete Streets)
- Objective 4.4** Adopt a Complete Streets Policy that supports the development of a list of Complete Streets projects
- Objective 4.5** Invest in strategies to reduce per capita Vehicle Miles Traveled (VMT)
- Objective 4.6** Increase modal opportunities and modal enhancements within communities
- Objective 4.7** Improve freight facility connectivity in the Lake-Sumter Region across all modes of transportation

Goal 5 – Making Transportation Decisions that Support Communities’ Visions and Promote Responsible Social, Economic, and Environmental Stewardship

- Objective 5.1** Coordinate regional transportation planning efforts and local comprehensive planning efforts
- Objective 5.2** Reduce negative environmental impacts associated with transportation investments
- Objective 5.3** Ensure Environmental Justice (EJ) is considered in all aspects of MPO planning

Goal 6 – System Preservation

- Objective 6.1** Maintain transportation infrastructure
- Objective 6.2** Maintain transit assets

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Lake-Sumter MPO Performance Targets

The FDOT is required to establish statewide targets for the required performance targets, and MPOs have the option to support the statewide targets or adopt their own. Based on this information, the Lake-Sumter MPO has adopted the following transportation performance measure targets. Local Transit Agencies must also adopt performance targets in their Transit Asset Management Plan (TAM) and the MPO must consider including the TAM targets in the LRTP and TIP updates.

SAFETY PERFORMANCE TARGETS (PM1)

On September 18, 2018, the MPO adopted Resolution 2018-10 to reestablish the Safety Performance Measures adopted in Resolution 2018-01, a 5% reduction based on a five-year rolling average for the safety performance targets listed as its 2018 safety targets:

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

The current and future Safety Performance Measures and Targets are in **Table 5**.

Table 5: Lake-Sumter MPO Safety Performance Measures and Targets

Performance Measure	2-year	4-year
	Lake-Sumter MPO Target (Jan 1, 2014 to Dec 31, 2015)	Lake-Sumter MPO Target (Jan 1, 2019 to Dec 31, 2022)
Fatalities	57.43	54.63
Serious Injuries	342.16	325.48
Non-motorized Fatalities and Serious Injuries	34.46	32.78
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.33	1.27
Rate of Serious Injuries per 100 Million VMT	7.94	7.55

BRIDGE AND PAVEMENT CONDITION PERFORMANCE TARGETS (SYSTEM PRESERVATION) (PM2)

On September 18, 2018, the MPO adopted Resolution 2018-10 to support the FDOT Bridge and Pavement Condition Performance Targets. System preservation “Bridge and Pavement Condition” targets to assess the condition of the pavements and bridges on the National Highway System (NHS) became effective at the state level May 20, 2018. These performance targets only apply to the National Highway System which includes the Interstate Highway System and typically the Principal Arterials. The current and future Bridge and Pavement Condition Targets are in **Table 6**.

Table 6: Lake-Sumter MPO Bridge and Pavement Condition Targets

Performance Measure	2-year	4-year
	Lake-Sumter MPO Target (Jan 1, 2014 to Dec 31, 2015)	Lake-Sumter MPO Target (Jan 1, 2014 to Dec 31, 2017)
Percent of Interstate pavements in Good condition	Not required	≥ 60%
Percent of Interstate pavements in Poor condition	Not required	≤ 5%
Percent of non-Interstate NHS pavements in Good condition	≥ 40%	≥ 40%
Percent of non-Interstate NHS pavements in Poor condition	≤ 5%	≤ 5%
Percent of NHS bridges (by deck area) in Good condition	≥ 50%	≥ 50%
Percent of NHS bridges (by deck area) in Poor condition	≤ 10%	≤ 10%

Federal rules require state DOTs and MPOs to set bridge and pavement performance targets and monitor progress towards achieving those targets. States must set 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 set four-year targets for all six measures.

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SYSTEM PERFORMANCE TARGET (TRAVEL TIME RELIABILITY) (PM3)

On September 18, 2018, the MPO adopted Resolution 2018-10 to support the FDOT Performance Targets. These performance targets only apply to the National Highway System which includes the Interstate Highway System and typically the Principal Arterials. The PM3 requirements also included rules to address the Congestion Mitigation and Air Quality Improvement Program (CMAQ). These CMAQ rules do not apply to the Lake-Sumter MPO since the planning area is not designated as nonattainment or a maintenance area for air quality.

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 targets. The measurement of these performance targets is summarized in **Table 7**.

LOTTR Measures

The LOTTR performance targets assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) of all applicable roads, between the hours of 6 a.m. and 8 p.m. each day. The 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.

TTTR Measure

The TTTR performance measure assesses the reliability index for trucks traveling on the interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or MPO planning area to determine the TTTR index.

Table 7: Lake-Sumter MPO System Performance (Travel Time Reliability) Targets

Performance Measure	Statewide Performance (2017 Baseline)	2-year	4-year
		Lake-Sumter MPO Target (Jan 1, 2014 to Dec 31, 2015)	Lake-Sumter MPO Target (Jan 1, 2014 to Dec 31, 2017)
Percent of person-miles on the Interstate system that are reliable—Level of Travel Time Reliability (Interstate LOTTR)	82.2%	75%	70%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	84.0%	Not Required	50%
Truck travel time reliability (TTTR)	1.43%	1.75	2.00

Transit Asset Management Targets (TAM)

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces three key requirements: 1) new State of Good Repair (SGR) performance targets, 2) revised National Transit Database (NTD) reporting requirements, and 3) new Transit Asset Management (TAM) Plan. MPOs are encouraged to incorporate Transit Asset Measures and targets in the LRTP and TIP through a process that includes a written agreement between the transit providers, the MPO, and FDOT. These Performance Measures are listed in **Table 8**.

Table 8: Performance Targets & Measures (MPO Total)

Asset Category	Performance Measure
Equipment	Percentage of non-revenue, support-service, and maintenance vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Rolling Stock	Percentage 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	Percentage of facilities within an asset class in a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale

“State of good repair” is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the asset:

1. Is able to perform its designed function.
2. Does not pose a known unacceptable safety risk.
3. Its lifecycle investments have been met or recovered.

The Lake-Sumter MPO planning area is served by two transit service providers: LakeXpress and Sumter County Transit. LakeXpress and Sumter County Transit are considered Tier II providers. LakeXpress has developed its own TAM Plan; however, Sumter County Transit is included in a group TAM plan developed by the FDOT Public Transit Office.

Lake County – LakeXpress

LakeXpress is a TAM Tier II transit agency operated by the Lake County Board of County Commissioners in Lake County, Florida. The Lake County transit system consists of seven fixed-routes and additional Paratransit service called Lake County Connection.

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LakeXpress Routes 4 and 50 each travel into Orange County, providing opportunities for regional connectivity via Lynx transit, which primarily serves Orange, Seminole, and Osceola Counties. The MPO adopted the performance targets and measures identified in LakeXpress Asset Management Plan for the MPO’s planning process (adopted September 12, 2018). **Table 9** shows the percentage of Transit assets (by count) that have met or exceeded their Useful Life Benchmark (ULB) for each asset class in 2018 and their performance targets for the next four years. The vehicle targets are based on the vehicle replacement plan from the 2019 TDP.

Table 9: FTA TAM Targets for LakeXpress

Asset Class	2018 Performance	2019 Target	2020 Target	2021 Target	2022 Target
Rolling Stock					
Buses	31%	19%	31%	31%	0%
Cutaways	23%	6%	61%	61%	48%
Minivans	0%	0%	0%	100%	0%
Vans	60%	0%	0%	0%	40%
Equipment					
Non-Revenue Vehicles	43%	0%	0%	0%	0%
Facilities					
Administrative Office	0%	0%	0%	0%	0%

Sumter County – Sumter County Transit

Sumter County Transit is a TAM Tier II transit agency, operated by the Sumter County Board of County Commissioners. Sumter County Transit offers door-to-door on-demand service and two deviated fixed shuttle routes called the Orange Shuttle and the Wildwood Circulator.

Sumter County Transit operates as a by-request door-to-door transportation service, available to all qualified transportation disadvantaged residents. The MPO adopted the performance targets and measures identified in the Citrus County Asset Management Plan for Citrus Transit for the MPO’s planning process (Resolution 2018-10, September 18, 2018).

Sumter County Transit is part of the Group TAM Plan for Fiscal Years 2018/2019-2022/2023 developed by FDOT for Tier II providers in Florida. The FY 2019 asset conditions and 2020 targets for the Tier II providers are shown in **Table 10**.

The statewide group TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities over the next year. 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 during the next fiscal year, using the asset inventory and investment prioritization process incorporated in the Group TAM Plan.

Key findings of the Group TAM Plan include the following:

- Approximately 27 percent of all inventoried assets have met or exceeded their ULB.
- The asset inventory includes a total of 752 revenue vehicles with an average age of 5.5 years, of which 271 (or 35 percent) have met or exceeded their ULB.
- Based on the investment prioritization, vehicles that are rated poor or marginal in the cutaway class and the van class will be prioritized for replacement.

As required by FTA, FDOT will update this TAM Plan at least once every four years. FDOT will update the statewide performance targets for the participating agencies on an annual basis and will notify the participating transit agencies and the MPOs in which they operate when the targets are updated.

Table 10: Lake-Sumter Group Transit Asset Management Targets for Tier II Providers

Asset Category - Performance Measure	Asset Class	FY 2019 Asset Conditions	FY 2020 Performance Target
Revenue Vehicles			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	55%	45%
	Bus	15%	13%
	Cutaway Bus	28%	28%
	Mini-Bus	31%	28%
	Mini-Van	13%	11%
	SUV	0%	0%
	Van	47%	34%
Equipment			
Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	67%	67%
	Trucks and other Rubber Tire Vehicles	50%	40%
	Maintenance Equipment	50%	50%
	Routing and Scheduling Software	100%	100%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	9%
	Maintenance	6%	12%

SUMMARY OF ADOPTED TRANSIT ASSET MANAGEMENT TARGETS

On August 20, 2018, Lake-Sumter MPO agreed to support LakeXpress 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 LakeXpress established the transit asset targets identified in **Table 10** on September 20, 2018. Sumter County Transit targets are identified as part of the FDOT Group Transit Asset Management Plan, which is listed in **Table 10**.

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.

Lake-Sumter 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, and performance targets as they are described in other public transportation plans and processes, including the LakeXpress Transit Asset Management Plan 2019-2022 and the Lake-Sumter MPO 2040 LRTP.



LAKE~SUMTER MPO 2045 LRTP

GOALS AND OBJECTIVES

GOAL 1 – SUPPORT ECONOMIC SUCCESS AND COMMUNITY VALUES

- OBJECTIVE 1.1 – Reduce congestion and improve travel reliability for the traveling public and freight users on highways and major arterials.
- OBJECTIVE 1.2 – Enhance access to major employment centers.
- OBJECTIVE 1.3 – Coordinate regional transportation planning efforts and local comprehensive planning efforts.
- OBJECTIVE 1.4 – Minimize negative environmental impacts associated with transportation investments.
- OBJECTIVE 1.5 – Address Environmental Justice (EJ) in all appropriate aspects of MPO planning.

GOAL 2 – PROMOTE SAFETY AND SECURITY

- OBJECTIVE 2.1 – Prioritize investments to reduce crash related Fatalities for all modes of transportation.
- OBJECTIVE 2.2 – Prioritize investments to reduce crash related Serious Injuries for all modes of transportation.
- OBJECTIVE 2.3 – Prioritize investments to reduce Bicycle and Pedestrian crash related Fatalities and Serious Injuries.
- OBJECTIVE 2.4 – Prioritize investment on evacuation routes.
- OBJECTIVE 2.5 – Invest in Transit security.

GOAL 3 – IMPROVE TRANSPORTATION OPERATIONS

- OBJECTIVE 3.1 – Invest in Intelligent Transportation Systems (ITS).
- OBJECTIVE 3.2 – Invest in Vehicle to Infrastructure Communication.
- OBJECTIVE 3.3 – Invest in cost effective Congestion Management strategies.

GOAL 4 – IMPROVE MOBILITY

- OBJECTIVE 4.1 – Improve transportation options available.
- OBJECTIVE 4.2 – Invest in Bicycle and Pedestrian infrastructure.
- OBJECTIVE 4.3 – Maintain or enhance Transit service.
- OBJECTIVE 4.4 – Balance regional capacity needs with human scale accessibility needs (Complete Streets).
- OBJECTIVE 4.5 – Invest in Context Sensitive/Complete Street investments in multimodal corridors

GOAL 5 – SYSTEM PRESERVATION

- OBJECTIVE 5.1 – Maintain Transportation infrastructure
- OBJECTIVE 5.2 – Maintain Transit assets

Lake County

Figure L-8: Congested Corridors

LEGEND

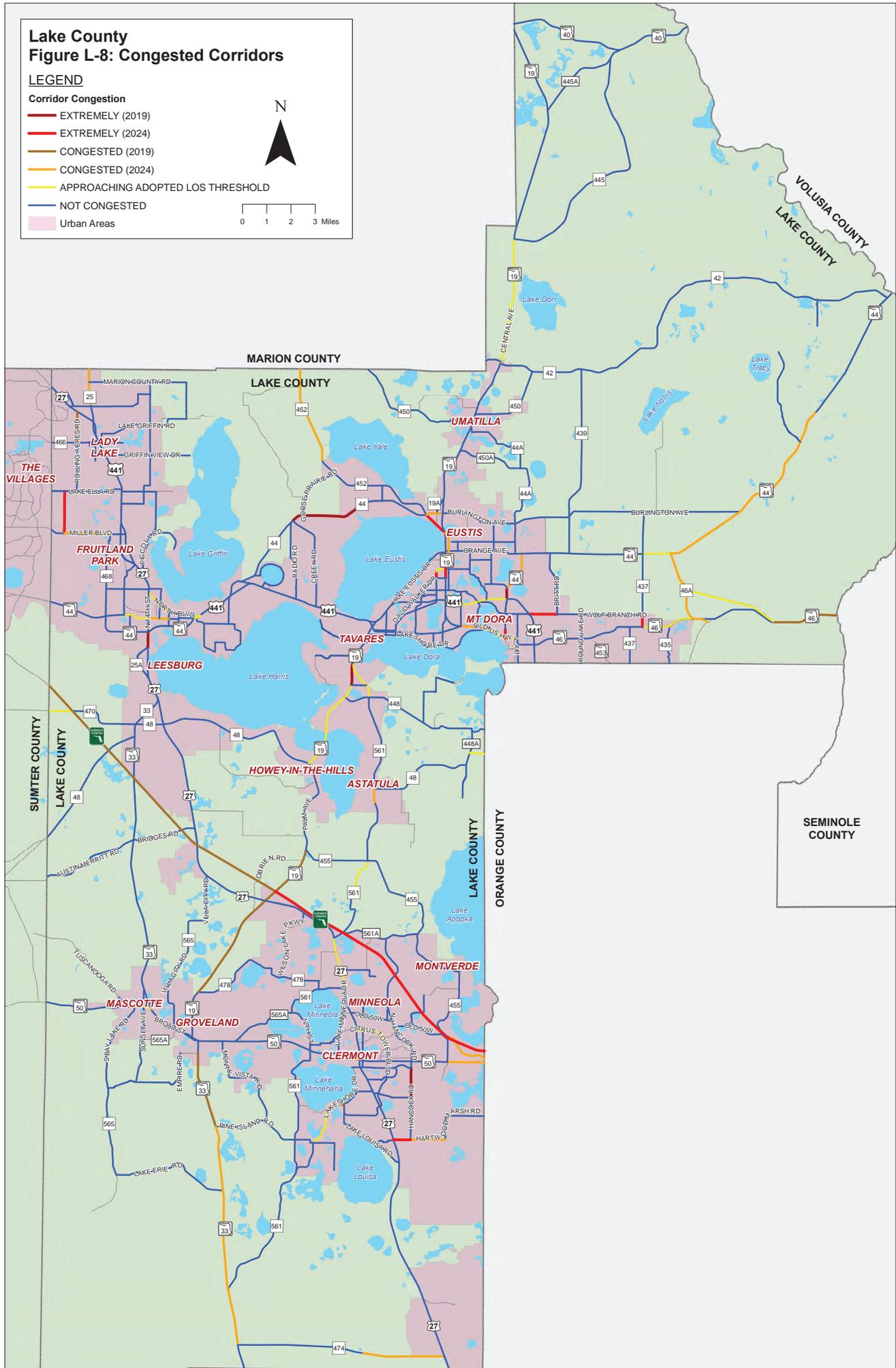
Corridor Congestion

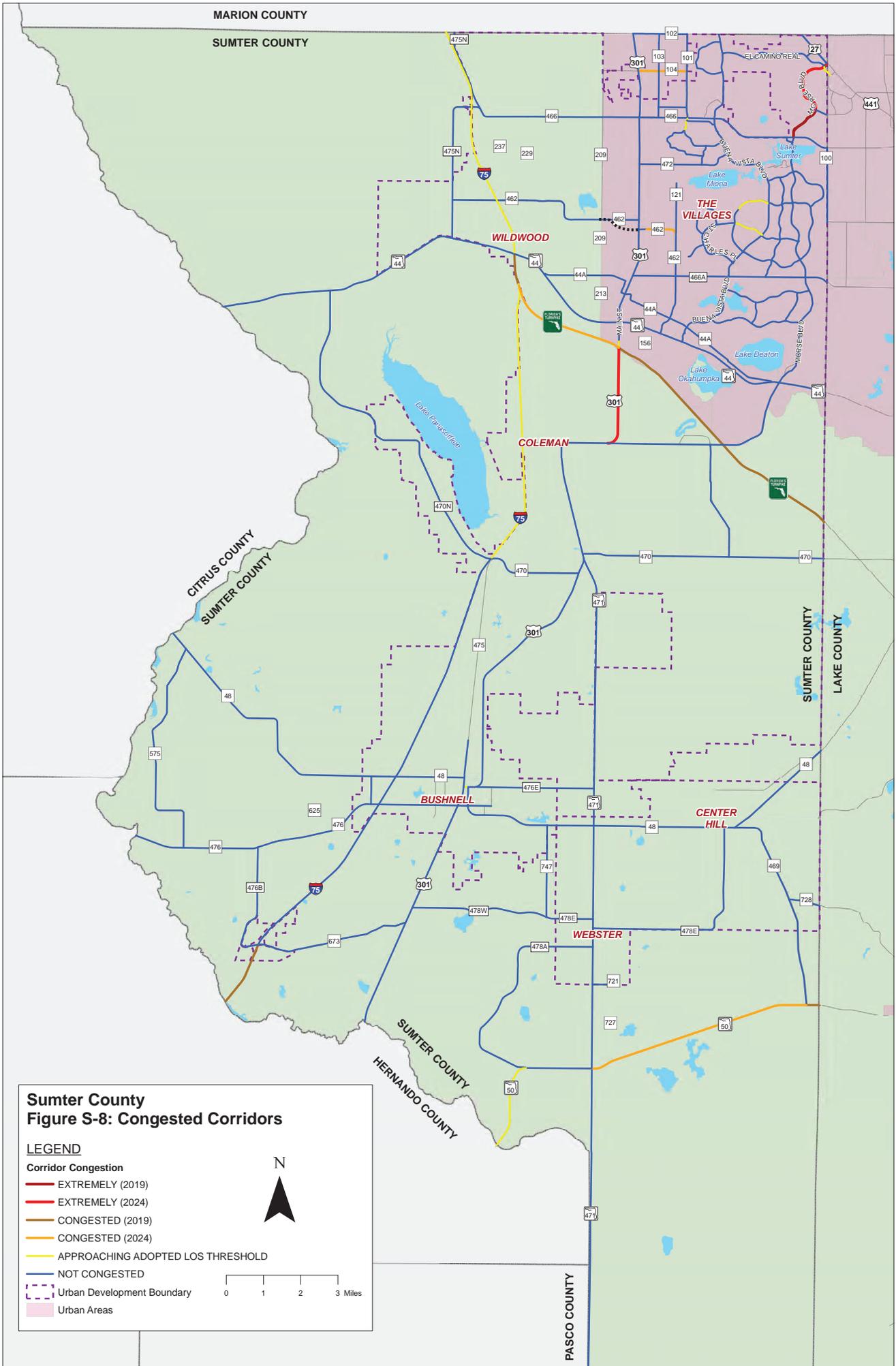
- EXTREMELY (2019)
- EXTREMELY (2024)
- CONGESTED (2019)
- CONGESTED (2024)
- APPROACHING ADOPTED LOS THRESHOLD
- NOT CONGESTED
- Urban Areas

N



0 1 2 3 Miles





**Sumter County
Figure S-8: Congested Corridors**

LEGEND

Corridor Congestion

- EXTREMELY (2019)
- EXTREMELY (2024)
- CONGESTED (2019)
- CONGESTED (2024)
- APPROACHING ADOPTED LOS THRESHOLD
- NOT CONGESTED

- Urban Development Boundary
- Urban Areas

