

2045

LONG RANGE TRANSPORTATION PLAN



Collier MPO

Goals, Objectives and Decision-Making Framework

Approved by MPO Board on
October 11, 2019



October 2019



JACOBS

Background

The Long Range Transportation Plan’s (LRTP) development process builds upon the 2040 LRTP and input from the MPO Board, advisory committees, planning partners and public surveys to establish the long range vision statement for the MPO’s transportation system in 2045. The goals and objectives of the transportation plan are also established to help realize this vision. The goals and objectives of the LRTP ultimately guide the entire LRTP development process by creating the basis for a decision-making framework through which projects can be evaluated and ranked against one another to define and document project priorities.

Planning Partners for the Collier Metropolitan Planning Organization (MPO) 2045 LRTP Update include the Collier MPO Board and committees, Florida Department of Transportation (FDOT), MPO Adviser Network, local tribal governments, Lee County (through the Lee County MPO Interlocal Agreement), and other various outreach partners in the community.

As part of an initial outreach, the Collier MPO staff addressed the MPO Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) during their regular meetings on May 20, 2019, to request input on their vision for the 2045 LRTP Update. Initial input received from the TAC included:

- Adding a goal related to consideration of sea level rise and coastal vulnerability
- Adding a goal or emphasis area to address autonomous / connected vehicles.

This White Paper documents the proposed Vision, Goals and Objectives, and Evaluation Criteria of the 2045 LRTP Update, which build upon the existing Collier MPO 2040 LRTP. These proposed elements are intended to be reviewed, discussed, and revised if desired, by the MPO Board and committees. During the LRTP Update process, the MPO Board staff and consultants will periodically attend MPO Board and Committee Meetings to present 2045 LRTP Update findings and request input from Board and committee members. Input, as well as revisions resulting from this outreach, will be documented in the Public Involvement Plan Summary Report and be reflected in the 2045 LRTP Update. As an example, the comments provided by the TAC at their May 20th, 2019 meeting have been incorporated into Goals 10 and 11 of this White Paper.

Proposed Draft LRTP Vision Statement

A draft vision statement was presented to the MPO Board at the May 10, 2019, meeting and to the CAC/TAC on May 20, 2019. Based on comments made during the MPO Board and committee meetings, the consultants and staff expanded the draft vision statement to read as:

“The Collier MPO 2045 Long Range Transportation Plan envisions the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods while addressing current and future transportation demand, environmental sustainability, and community character.” However, input on the draft vision is required from the MPO Board and committees to ensure the vision best reflects the vision for the 2045 LRTP Update.

“The Collier MPO 2045 Long Range Transportation Plan envisions the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods while addressing current and future transportation demand, environmental sustainability, and community character.”



2045 Long Range Transportation Plan Proposed Goals and Objectives

The Collier MPO 2045 LRTP Update will address federal mandates for regional transportation planning. The current transportation legislation, Fixing America’s Surface Transportation Act (FAST Act), was signed into law on December 4, 2015, and establishes requirements for developing LRTPs.

In January 2018, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the *Federal Strategies for Implementation Requirements for LRTP Updates for the Florida Metropolitan Planning Organizations (MPOs)*.¹ This document notes that MPOs are now required to address the following New Planning Factors:

- Improve the resiliency and reliability of the transportation system, and reduce or mitigate storm water impacts of surface transportation; and
- Enhance travel and tourism.

MPOs are now required to consider the following 10 Federal Planning Factors in the planning process:



Source: FDOT MPO Program Management Handbook, Rev July 2019

¹ https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/planning/policy/metrosupport/resources/lrtp-expectations-2018.pdf?sfvrsn=cfb8b8c6_0



Listed below are the proposed 2045 LRTP Goals and Objectives. The first eight goals and associated objectives originated in the 2040 LRTP. These were presented for consideration to the Collier MPO Board on May 10, 2019. Two additional proposed goals and associated objectives were added in response to the one of the New Planning Factors as well as input received from the May 20, 2019, TAC Meeting. Proposed Goals 9 and 10 address sustainability and resiliency, which are becoming more important in transportation planning as extreme weather events such as flooding, severe heat, and intense storms threaten the long-term investments that Federal, State, and local governments have made in transportation infrastructure.

Additionally, The FDOT Office of Policy Planning issued *Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and Shared-Use Vehicle.*² in May 2018, which notes that a key role of MPOs in supporting the transition to an Automated, Connected, Electric and Shared-Use (ACES) future, will include developing policies and prioritizing projects that encourage shared use of vehicles. Therefore, new FDOT requirements state that LRTPs, must at a minimum:

- Assess capital investment and other measures necessary to make the most efficient use of existing transportation facilities to relieve vehicular congestion, improve safety, and maximize the mobility of people and goods. Such efforts must include, but are not limited to, consideration of infrastructure and technological improvements necessary to accommodate advances in vehicle technology, such as autonomous technology and other developments. [s.339.175(7)(c)(2), F.S.]

In response to the new FDOT requirement, Goal 11: Consider Autonomous and Connected Vehicles (A/V) Technology in Future, was added.

The 2045 LRTP proposed goals and related objectives are listed below. The **Goals** provide a framework for what the LRTP is trying to achieve. The **Objectives** (bullets under goals) provide specific metrics on how to achieve each goal. The proposed list requires discussion, analysis, and input amongst MPO Board and committee members to determine if these goals and objectives will best meet the longer-term vision. Changes to consider include adding new goals, refining the proposed goals, as well as addition and refinement of the proposed objectives.

2045 LRTP Proposed Goals and Associated Objectives

1. Goal: Ensure the Security of Transportation System for Users
 - Enhancing important evacuation routes
 - Maintain a sound emergency management plan for Collier County
2. Goal: Protect Environmental Resources
 - Minimize wetland encroachment by transportation projects
 - Minimize impacts to wetland flows (maintain or enhance existing flows to extent feasible)
 - Minimize the adverse impacts on threatened or endangered species

² https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot_mpoqguidebook_20181005.pdf?sfvrsn=7d194ed6_2



3. Goal: Improve System Continuity and Connectivity
 - Improve the continuity and capacity of existing facilities
 - Promote connectivity by creating new links
 - Facilitate the ability of system users to access opportunities as directly as possible
 - Minimize circuitry
4. Goal: Reduce Roadway Congestion
 - Reduce the aggregate lane miles with volume to capacity ratio (v/c) exceeding 1.0, based on the 2045 traffic assignment to the existing plus committed (E+C) network.
 - Enhancing the quality of life of County residents by reducing congestion
5. Goal: Promote Freight Movement
 - Enhance movement on major freight routes
 - Improves access to airports, freight distribution facilities, or major commercial/industrial districts
6. Goal: Increase the Safety of Transportation System for Users
 - Reduce the number of fatalities
 - Reduce the number of injuries
 - Reduce the number of crashes
 - Ensure bicycle and pedestrian friendly features are incorporated into new highway and transit projects
 - Ensure safety-related improvements are addressed by MPO through a variety of practices, including incorporation of existing walkable communities' studies, its CMS/ITS infrastructure and pathways implementation programs
7. Goal: Promote Multi-modal Solutions
 - Where possible incorporate Complete Streets policy guidelines into the planning and design of roadways
 - Improve public transit services, routes, ride share, vanpools, and park and ride lots
 - Increase the number of covered bus shelters
 - Improve pedestrian and bicycle facilities
 - Improve air quality
 - Improve quality of life
 - Promote healthy living
8. Goal: Promote the Integrated Planning of Transportation and Land Use
 - Coordinate with local governments to assure transportation plans and programs are supportive of local land use plans
 - Coordinate with local governments to assure land use decisions support a sustainable transportation system
 - Assure that local growth management objectives are reflected in transportation plans and programs
 - Assure that transportation plans and projects promote economic and environmental sustainability for Collier County
 - Assure that local governments are viewed as team members in the development of transportation plans and individual projects



- 9. Goal: Promote Sustainability in the Planning of Transportation and Land Use**
- Protect and enhance the environment, promote energy conservation, and improve the quality of life
 - Promote compatibility between transportation improvements and planned land use and economic development patterns
 - Minimize the environmental impact of future growth and transportation
 - Improve the sustainability of communities through increased housing choice and reduced auto-dependency
 - Ensure that mobility benefits positively affect low income residents
 - Engage a diverse public in the development of the region’s transportation system
 - Protect and restore sensitive environmental resources including wetlands and protected species habitat
- 10. Goal: Consider Climate Change Vulnerability and Risk in Transportation Decision Making**
- Identify key climate impacts of concern (rising sea levels, hurricanes, etc.)
 - Identify sensitive assets and thresholds for impacts
 - Identify, evaluate, and adopt strategies to address identified vulnerabilities
 - Screen projects during planning to avoid making investments in particularly vulnerable areas
 - Include resilience in the criteria for evaluating projects for funding
 - Evaluate facilities repeatedly repaired or replaced
- 11. Goal: Consider Autonomous and Connected Vehicles (A/V) Technology in Future**
- Currently FDOT District One is focused on deployment and safety issues so that they can prepare for the impacts of this transformative new technology; therefore, there is currently little guidance on implementing this technology into future planning programs. New guidance and developments will be considered during the LRTP process.

2045 Long Range Transportation Plan Proposed Evaluation Framework

The goals and objectives create the basis for project evaluation criteria and corresponding performance metrics. These elements form an evaluation framework through which projects can be ranked against one another and a prioritized project list can be developed. Figure 1 shows the framework process to be utilized.



Figure 1: Framework Process



The purpose of the evaluation framework is to ensure that the projects in the LRTP serve to implement the plan goals. The Collier MPO staff developed the original process framework for the 2040 LRTP. For the 2045 LRTP Update, the framework remains much the same, with revisions made to some of the evaluation methods and criteria. This document summarizes the revised scoring to be applied in the 2045 LRTP Update.

The project team will use the evaluation criteria and performance metrics in this technical memorandum to compare and evaluate how well potential transportation projects meet the LRTP's goals and objectives. The evaluation provides a tool to compare relative benefits of each potential transportation improvement and make decisions about transportation improvement recommendations. Ultimately this type of evaluation is used to shape the recommendations and prioritize transportation projects in the Needs Assessment and Cost Feasibility Plan.

Each goal is assigned a weighting factor which places more emphasis on certain goals that require more focus in the Collier MPO transportation system. The purpose of having a project evaluation criterion is to show the advantages and disadvantages of the proposed projects in relation to each other. Projects awarded "High" ratings on the performance metrics are considered to be consistent with reaching each respective objective based on the evaluation criteria. Conversely, projects awarded "Low" ratings may be less consistent with meeting the objectives. Evaluations resulting in medium or "Med" scores are not necessarily inconsistent with the goals and objectives but are likely less supportive of reaching those goals. The evaluation framework is detailed in Table 1. Scoring Categories and Criteria.

The Evaluation Criteria (shown in Table 1) build upon the Evaluation Criteria in the 2040 LRTP.

The proposed evaluation criteria presented in Table 1, require discussion, analysis, and input amongst MPO Board and committee members to determine if they are effective in prioritizing transportation projects. Additional changes to consider include revising the evaluation criteria to reflect new or different data sources; and revising the weighting factors to best reflect current priorities and the MPO's adopted performance targets. The project prioritization will consider a high rank a score of 5, a medium rank a score of 3, and a low rank a 1 or zero (if no involvement). The priority list will be sorted based on this raw score.



Transportation Performance Management (TPM) Reporting Requirements in the LRTP

According to FDOT's MPO Program Management Handbook, Chapter 9.7.1 TPM Reporting Requirements in the LRTP, MPOs are required to provide ongoing performance information and progress towards achieving performance targets in the LRTP. The LRTP must include a description of all applicable performance measures and targets used in assessing the performance of the transportation system in the MPO planning area. The LRTP must also include a System Performance Report (SPR) that evaluates the condition and performance of the transportation system with respect to the MPO's performance targets. The SPR must include progress achieved by the MPO in meeting the performance target in comparison with system performance recorded in previous reports, including baseline data.

If Collier MPO chooses to develop multiple scenarios when developing the LRTP, the SPR must include an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

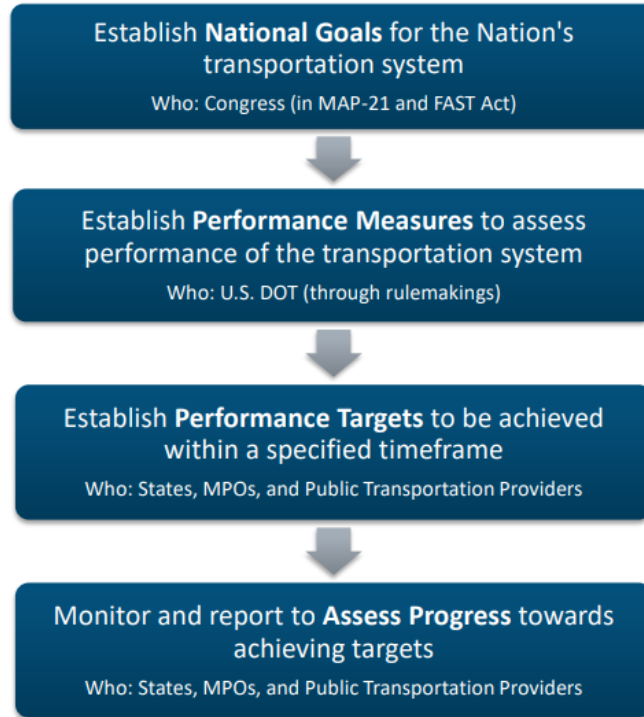
Currently, there is no standard template or guidance from FHWA or FTA for the required description of the applicable performance measures and targets or for the SPR. However, FDOT has created templates MPOs may use to develop LRTP language specific to each MPO. This documentation can be included in the body of the LRTP or as an appendix. The requirement to include a SPR in the LRTP only has to be met at the time that the LRTP is updated. It does not have to be updated when the LRTP is amended.

In 2012, Moving Ahead for Progress in the 21st Century (MAP-21) Act established performance-driven and outcome-based requirements to align Federal transportation funding with national goals and track progress towards achievement of these goals. The purpose of this performance-based program is for states departments of transportation, MPOs, and public transportation providers to invest resources in projects that, collectively, make progress toward achievement of the national goals. The figure below presents the Federal Transportation Performance Management Framework.³

The FAST Act in 2015 affirmed this TPM approach by requiring MPOs to establish performance targets for each measure to be achieved within a specified time period. MPOs are required to provide ongoing performance information and progress towards achieving performance targets in the LRTP and must include a SPR on all applicable performance measures and targets used in assessing the performance of the transportation system in the MPO planning area and include a system performance report. The system performance report in the LRTP only has to be met at the time that the LRTP is updated (not during amendments).

³ FDOT Office Policy Planning, MPO Program Management Handbook, Revised July 2019





Source: FDOT MPO Program Management Handbook, Rev July 2019

On November 9, 2018, Collier MPO adopted FDOT’s performance measures and targets for safety, pavement condition, bridge condition, and system performance, and the local Transit Agency Targets established by the Board of County Commissioners. Since the SPR is a new requirement, the initial LRTP Update will focus on baseline performance. MPO staff reported on progress made concerning the required TPM measures and targets to the MPO Board in 2018 and will do so again in 2019. The 2045 LRTP SPR will incorporate the most current performance data available at the time it is finalized. MPO staff’s current understanding of the new requirements is that the Cost Feasible Plan (CFP) constitutes the “preferred scenario” and as such, the SPR must include an analysis of how the CFP will improve the conditions and performance of the transportation system baseline conditions, and how the LRTP policies and project priorities have impacted the costs necessary to achieve the identified performance targets. Collier MPO’s adopted performance measures and targets are shown in Table 2.



Table 1. Scoring Categories and Criteria

Goals	Weight (%)	Evaluation Criteria		Performance Metrics
1.Ensure the Security of Transportation System for Users (Goal received a weighting of 8%)	4%	Improve evacuation routes	1A – Does the project improve a designated evacuation route? (I-75, etc.)	High = whole project improves evacuation route Med = part of project improves evacuation route Low = none
	4%	Provides Enhanced or potential new evacuation routes	1B – Does the project provide a new potential evacuation route?	High = Provides potential new evacuation route
2. Protect Environmental Resources (Goal received a weighting of 12%)	4%	Limit Roadway expansion within wetlands	2A – Amount of wetlands encroachment based on the National Wetlands Inventory?	High = project outside of natural areas Med = project within but would not increase Low = project would likely increase
	4%	Proximity to protected natural areas (0.5 mile)	2D – To what extent could wildlife or habitat quality in protected areas be avoided by additional vehicles, noise, or pollution?	High = project outside of natural areas Med = project within but would not increase Low = project would likely increase
	4%	Limit Roadway expansion within panther habitat	2C – Amount of encroachment based on the primary panther habitat?	High = project outside of natural areas Med = project within but would not increase Low = project would likely increase
3. Improve System Continuity and Connectivity (Goal received a weighting of 10%)	5%	Improvements to existing infrastructure	3A- Does the project close a capacity gap in an existing facility?	High= The project closes a capacity gap
	5%	The project is a new facility that improves connectivity	3A- Does the project close a capacity gap with a new facility?	High= The project closes a capacity gap
4. Reduce Roadway Congestion (Goal received a weighting of 18%)	9%	Reduce existing congestion and delay	4A - Improvement to an existing deficient facility, or improvement to a new or neighboring facility intended to relieve an existing deficient facility	High = facility with (v/c) greater than 1.3 Medium = facility with (v/c) greater than 1.15 Low = facility with (v/c) greater than 1.0
	9%	Reduce existing congestion and delay	4B - To what extent will poor LOS intersections, and roadway segments be improved?	High = roadway LOS F Med = roadway LOS D or E Low = roadway LOS A, B, or C
5. Promote Freight Movement (Goal received a weighting of 6%)	6%	Project enhances the facility identified as a major freight route	5A – To what extent is vehicle or freight movement improved?	High = Project enhances the facility identified as a major freight route
6. Increase the Safety of Transportation System Users (Goal received a weighting of 10%)	2%	Enhances safety of transportation system users	6A – Does project implement a recommendation from a safety plan? (i.e. safe routes to school, protected bike lanes, etc.)	High = multiple plans or recommendations Med = one plan or recommendation Low = none
	4%	Improves facility or intersection identified as having a high crash occurrence or a fatality	6B – Would intersections or roadway segments with high crashes or a fatality be improved?	High = High crash and fatality Med = High crash or fatality Low = Neither high crash nor fatality
	2%	Traffic calming	6C – To what extent would project improve safety by calming traffic? (e.g. gateway treatments, roundabouts, reduced width and turning radii)	High = 2 or more traffic calming features Med = 1 traffic calming feature Low = Does not calm traffic
	2%	Safety improvements that improve or reduce vehicular conflicts with bicycles and pedestrians	6D – To what extent would vehicular conflict points with bicycles or pedestrians be addressed? (e.g. signalization improvements, bike/ped crosswalk, median improvement, or a mid-block crossing on an arterial roadway)	High = 3 or more conflict points addressed Med = 1-2 conflict points addressed Low = not addressed

Goals	Weight (%)	Evaluation Criteria	Performance Metrics
7. Promote Multimodal Solutions (Goal received a weighting factor of 10%)	2%	Trail improvements	7A - To what extent would the County trail system be improved? High = new or improved trail Med = improves bike/ped access to existing trails Low = No new or improved trails
	2%	Multimodal improvement near health care, educational, recreational, and/or cultural facilities	7B – To what extent would multimodal transportation be improved within 0.25 mile of community services such as health care facilities, educational facilities, recreational facilities, and/or cultural facilities? High = Multimodal improvement within 0.25 mile Low = No multimodal improvement within 0.25 mile
	2%	Multimodal improvement low socioeconomic neighborhoods	7C – Does project improve multimodal transportation within an area with greater than 10% poverty? High = Multimodal improvement within Low = Not a Multimodal improvement within
	1%	Transit improvements outside of current service area or within a CRA	7D – To what extent would transit service be improved outside of the existing transit service area or within a CRA? High = Transit improvement outside of service area or within CRA Low = no improvement to service area or CRA
	2%	Bicycle or pedestrian improvement to transit	7E – To what extent would bicycle or pedestrian infrastructure be improved to access transit? High = Both bicycle and pedestrian access Med = Either bicycle or pedestrian access Low = Neither bicycle nor pedestrian access
	1%	Bicycle/pedestrian infrastructure	7F – To what extent is bicycle and/or pedestrian infrastructure separation from vehicle travel lanes increased? High = Both bicycle and pedestrian separation Med = Either bicycle or pedestrian separation Low = Neither bicycle nor pedestrian separation
8. Promote the Integrated Planning of Transportation and Land Use (Goal received a weighting factor of 10%)	4%	Improve access to regional travel	8A – To what extent is access to regional travel improved? (e.g. Interstates, Airports, Ports, or SIS) High = Improves access to regional travel Low = does not improve
	2%	Improve access to tourist destinations	8B – To what extent is access to tourist destinations improved? High = improves access to tourist destination Low = does not improve
	2%	Support Targeted redevelopment or CRAs	8C – To what extent is multimodal and/or vehicle transportation improved within CRAs? High = Bike/ped and vehicle improvements; Med = Bike/ped, or vehicle improvements; Low = does not improve
	1%	Identified as a priority in partner agency plans	8D – To what extent is project identified in partner agency plans? (City, Transit, MPO, etc.) High = 2 or more other plans Med = 1 other plan Low = No other plan
	1%	Vehicle or freight improvement to an intermodal facility	8E – To what extent is vehicle or freight movement improved to intermodal facilities? High = both vehicle and freight Med = either vehicle or freight Low = neither vehicle nor freight
9. Promote Sustainability in the Planning of Transportation and Land Use (Goal received a weighting of 8%)	8%	Benefits to target populations	9A - Project benefits to low income populations and improves sustainability through increased housing choices and reduced auto dependency High = promotes at project in a target area Low = project is not in a target area
10. Consider Climate Change Vulnerability and Risk in Transportation Decision Making (Goal received a weighting of 4%)	4%	Resiliency enhancements	Project promotes transportation infrastructure resiliency in the face of climate change and sea level rise High = promotes at project in a high-risk area Low = project is not in a high-risk area
11. Consider Autonomous and Connected Vehicles (A/V) Technology in the Future (Goal received a weighting of 4%)	4%	Utilize technological improvements	11A - To what extent would multimodal transportation performance improve with technology? (e.g. Intelligent Transportation Systems, Transit Signal Priority, etc.) High = 3 or more travel modes would improve Med = 1-2 travel modes would improve Low = 0 travel modes would improve

Table 2. National and State Transportation Performance Measures and Targets – Adopted By Collier MPO on November 9, 2018

Measure	Deadline/Data Availability	MPO Actions	Add Language to Plans	Applicability in Collier	FDOT/Transit Agency Targets	Current Conditions
ALL PERFORMANCE TARGETS (except transit safety)	May 20, 2019	Support state or transit agency targets as applicable, or set own targets	TIPs and TIP amendments, next LRTP update	NHS – Interstate and Non-Interstate; or local Transit Agency (BCC). Per FDOT’s review of NHS & designation of portions of Airport & Pine Ridge, NHS network will be: SR 29, SR 41, I-75 and CR 951 (between US 41 and I-75)	See following rows	See following rows
Pavement & Bridge Condition	November 14, 2018 / FDOT will provide pavement data by June 30 th each year, bridge data by 1 st week April each year	Support state targets or set own targets	LRTP if amended & next major update; TIP immediately	Interstate and Non-Interstate NHS: SR 29, SR 41, I-75 and CR 951 between US 41 and I-75	NHS Interstate Pavements: ≥60% Good, ≤5% Poor in 4 yrs.; NHS Non-Interstate Pavements: ≥ 40% Good in 2 & 4 yrs., and ≤5% Poor in 4 yrs.; Bridges ≥ 50% Good in 2 & 4 yrs., ≤10% Poor in 2 & 4 yrs.	FDOT: Interstate Pavements 36.2% Good, 0% Poor, Non-Interstate NHS Pavement: 50.2% Good, 0% Poor; NHS Bridges: 83.58% Good, 0% Poor; Note CR 951 bridges ARE NOT represented in this data
System Performance	November 14, 2018 / FDOT will provide data by December 30 th annually	Support state targets or set own targets	LRTP if amended & next major update; TIP immediately	Interstate and Non-Interstate NHS: SR 29, SR 41, I-75 and CR 951 between US 41 and I-75	75% Person-Miles on Interstate Reliable in 2 yrs., 70% in 4 yrs.; 50% Person-Miles on Non-Interstate Reliable in 4 yrs.; Truck Travel Time Reliability Ratio on Interstate 1.75 in 2 yrs., 2.0 in 4 yrs.	FDOT: Person-Miles Traveled On Interstate That Are Reliable: 2014, 2015, 2016, & 2017 = 100%. Non-Interstate NHS Reliability: 2014=56%, 2015=46%, 2016=42%, 2017=97%; Truck Travel Time Reliability Index on Interstate: 2014 & 2015 =1.10; 2016=1.14, 2017=1.12
Transit Assess Management	October 1, 2018 for transit agency to “establish” TAM plan; TAM going to BCC on October 23, 2018. MPOs have 180 days to affirm transit agency targets or set new ones.	Affirm transit agency targets or set new regional targets	LRTP if amended & Next major update: TIP immediately	Local Transit Agency: BCC will be asked to endorse TAM plan with targets noted on 10/23/2018	Consistent with BCC adopted targets: 10% rolling stock & 25% equipment have met or exceeded Useful Life Benchmark (ULB); 25% of facility < 3.0 TERM scale	Collier County TAM: Rolling Stock 0% at or past ULB; Equipment 50% at or past ULB; Facilities 0% at or past ULB
Annual Safety	February 27, 2018 initial due date; February 27 th annually thereafter; FDOT will provide safety data by end of October each year	Support state targets or set own targets	LRTP if amended & next major update; TIP immediately	All public roads: MPO Board voted to support state targets for 2018	FDOT 2019: Fatalities 0; Serious Injuries 0; Fatality Rate/VMT 0; Serious Injury Rate/VMT 0; Non-Motorized Fatalities & Serious Injuries 0	FDOT: 5-yr Rolling Averages 2012-2016: Fatalities 38; Serious Injuries 177; Fatality Rate 1.125; Serious Injury Rate 5.252; Nonmotorized Fatalities & Serious Injuries 40
FDOT Freight Plan	May 27, 2018 – May 19, 2019	Support state targets	TIPs and TIP amendments	Added language to TIP adopted June 2018 referencing Freight Plan	No state targets established yet	
FDOT Asset Management Plan	May 27, 2018 – May 19, 2019	Support state targets	TIPs and TIP amendments			
Transit State of Good Repair	May 27, 2018 – May 19, 2019	Affirm transit agency targets or set new targets	TIPs and TIP amendments	Added language to TIP adopted June 2018 referencing State of Good Repair	No initial targets set as of January 1, 2017 deadline	