



Hillsborough MPO

Metropolitan Planning for Transportation

Board & Committee Agenda Item

Agenda Item

Imagine 2040 Long Range Transportation Plan Amendment for FAST Act Consistency and I-275 Section 7 Project Development and Environmental Study

Presenters

Johnny Wong & Rich Clarendon (MPO staff)

Summary

This amendment to the *Imagine 2040 LRTP* serves two purposes.

First, pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act and the Fixing America's Surface Transportation Act (FAST Act), Metropolitan Planning Organizations (MPOs) must use a coordinated, performance-based approach to transportation decision-making and prioritization. In any long range transportation plan amended or adopted after May 20, 2019, a System Performance Report must be included which reports the condition and performance of the transportation system with respect to federally-required performance measures, documents performance targets, and reports on progress achieved in pursuit of meeting the targets. The attached system performance report is proposed as a new *Imagine 2040 LRTP* appendix.

Second, when it was adopted in November 2014, the *Imagine 2040 Long Range Transportation Plan* (LRTP) included express toll lanes on I-275 from Bearss Ave. in north Tampa through the downtown interchange and over the Howard Frankland Bridge to Pinellas County.

Since then, FDOT has eliminated consideration of express toll lanes north of the downtown interchange. Instead, as reported in March and April, the Project Development and Environmental (PD&E) Study's preferred alternative for I-275 Section 7 (from north of Martin Luther King, Jr. Blvd to north of Bearss Ave) is to add one general-purpose lanes in each direction for a total of four lanes in each direction. All roadway improvements would occur within the existing FDOT right-of way and would not require right-of-way acquisition. The preferred alternative also includes hardened inside shoulders for use by buses and emergency operations, sound walls, improved traffic operations at Hillsborough Ave. & Bearss Ave., and enhancements for bicyclists and walkers at 13 underpasses. Minimal right-of-way will be required only at the Bearss Ave interchange for stormwater facilities. The attached slides, presented in March and April, provide more details.

Because the *Imagine 2040 LRTP* envisioned two express toll lanes on I-275 (one in each direction), an amendment is needed to make it consistent



with the preferred alternative for Section 7. The attachments show the proposed typical section for this part of I-275 and revisions to the project as described in the LRTP.

The MPO will hold a public hearing on the proposed LRTP amendment on June 11, 2019.

Recommended Action


Approve amending the LRTP for 1) consistency with the FAST Act by including the System Performance Report, and 2) eliminating the express toll lanes making the LRTP consistent with the preferred alternative for I-275 Section 7 north of the downtown interchange.


Prepared By

Rich Clarendon, AICP & Johnny Wong, PhD



Attachments

- I-275 Section 7 PD&E Study Presentation
- Figure 5-15: Cost Feasible FDOT Strategic Intermodal System Projects showing proposed revision to project description
- Hillsborough MPO 2040 LRTP System Performance Report

 **TBNext Section 7**

TAMPA BAY
Next
 **THE FUTURE OF TRANSPORTATION**

Hillsborough MPO
I-275 PD&E Study Update
FDOT District Seven

5/9/2019  

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TAMPA BAY
Next
 **THE FUTURE OF TRANSPORTATION**

What Problems Are We Trying To Solve?



Safety



Traffic Operations



Congestion



Choice

5/9/2019  

Tampa Bay Next Interstate Modernization Projects

(Hillsborough & Pinellas Counties)



5/9/2019




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Project Purpose and Need

The purpose of the project is to evaluate alternatives to address the corridor's capacity and relieve congestion to:


- ❖ Enhance Corridor Capacity
- ❖ Enhance Overall Safety
- ❖ Enhance the Corridor Operating Conditions
- ❖ Support Future Transit
- ❖ Accommodate Future Growth

Statewide and regional transportation plans and studies identify the need for interstate improvements.

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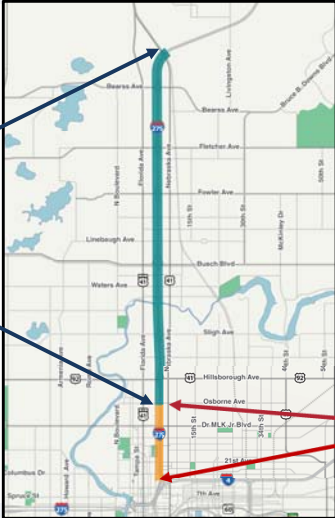



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I-275 Corridor

**Section 7
PD&E Limits**
From north of Martin Luther King, Jr.,
Boulevard to north of
Bears Avenue
(WPI 431821-1)



Transition Limits
From I-4 to north of
Martin Luther King,
Jr. Boulevard
(WPI 443770-1)

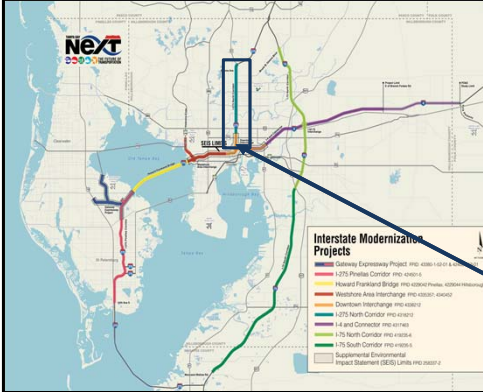
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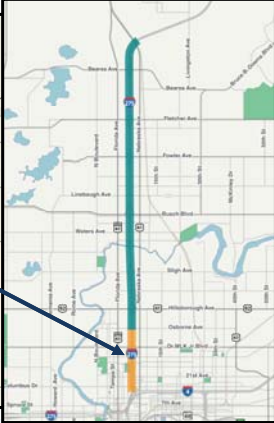

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I-275 Transition/Operational Improvements

WPI No. 443770-1

- ❖ Project limits from I-4 to north of Martin Luther King, Jr. Boulevard (SR 574) (Osborne Avenue)
- ❖ Distance of approximately 1.57 miles
- ❖ Provides auxiliary lane(s) in each direction from I-4 ramp to MLK Jr. Blvd
- ❖ No R/W acquisition





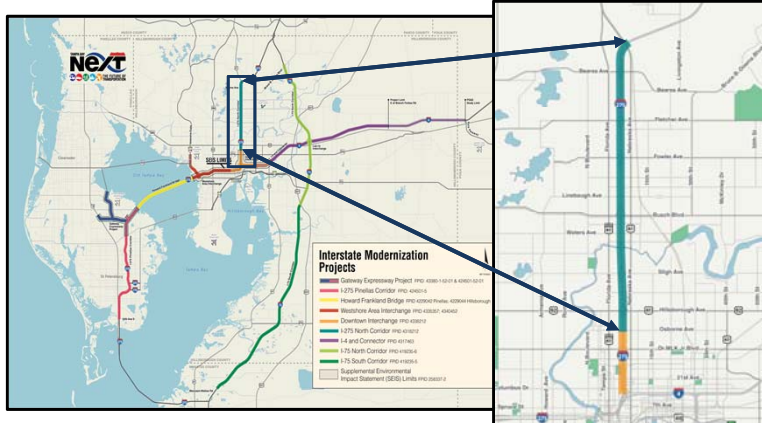
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I-275 Corridor PD&E Study – Section 7

WPI No. 431821-1

- ❖ Project limits are from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) (Osborne Avenue) to north of Bearss Avenue (SR 678/CR 582)
- ❖ Distance of approximately 7.70 miles
- ❖ No R/W acquisition except at Bearss Ave interchange for stormwater ponds

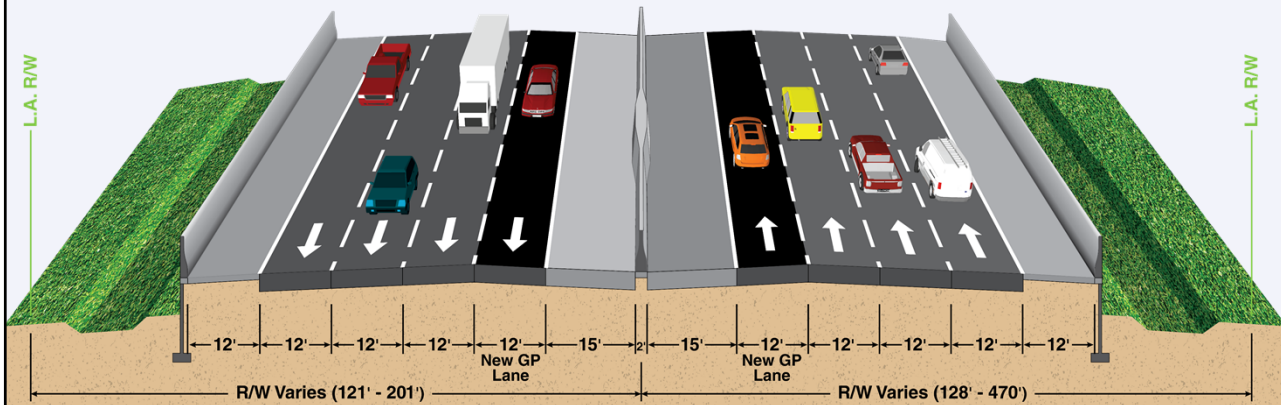


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Preferred Typical Section

(4-general use lanes with full depth pavement on inside shoulders)



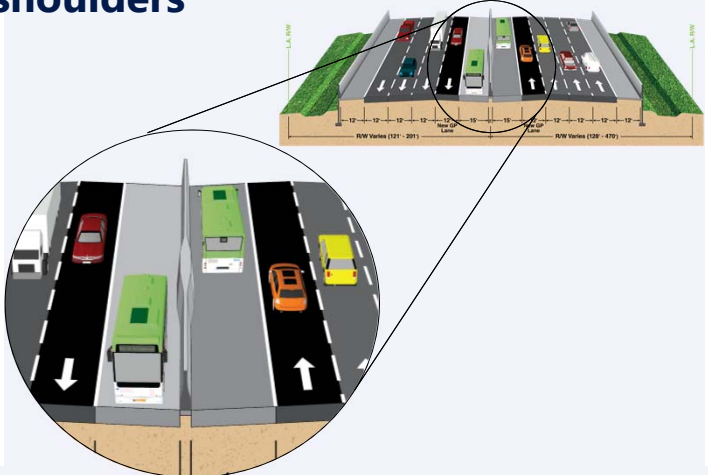
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Benefits of full depth shoulders (“hard shoulders”)

- ❖ Bus operations on shoulders during congestion (when traffic in the general use lane is <35 mph)
- ❖ Expedite emergency evacuation

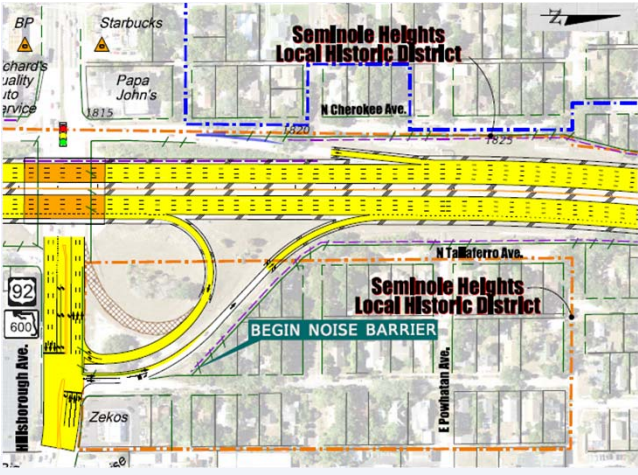




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Hillsborough Avenue Operational Improvements

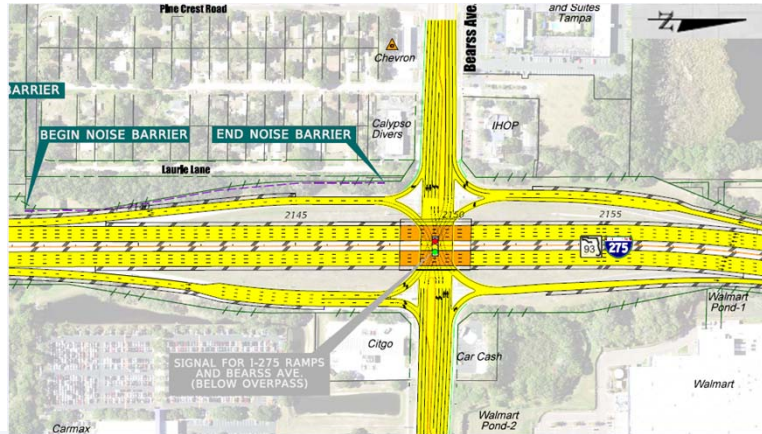
- ❖ Proposed signal for NB I-275 on-ramp
- ❖ Provide dual lefts at Hillsborough Ave to accommodate more vehicles entering I-275 NB
- ❖ Reconfigure loop-ramp to proposed signal
- ❖ SB off-ramp improvements
- ❖ No R/W acquisition



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Bearss Avenue Interchange Improvements

- ❖ Reconstruct I-275 bridges over Bearss Ave
- ❖ Accommodates a future Single Point Urban Interchange (SPUI)
- ❖ Allows simpler signal phasing and operations but requires longer yellow and red signal phases
- ❖ R/W needed only for stormwater ponds



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Section 106 – National Historic Preservation Act

Section 106 requires Federal agencies to take into account the effects of their undertakings on historic properties.

There are eight total historic resources either National Register–Listed (L), or considered National Register–Eligible (E), within the project’s Area of Potential Effects, based on the historic resources survey.

- ✓ Seminole Heights Historic District (L)
- ✓ Captain William Parker Jackson House (L)
- ✓ T&GC Railroad/CSX Railroad (E)
- ✓ Sulphur Springs Park Resource Group (E)
- ✓ Harding’s Court (E)
- ✓ Seminole Heights Elementary School (E)
- ✓ City Fire Dept. Engine Company No. 7 (E)
- ✓ Seminole Heights Baptist Church (E)



Sulphur Springs Park Resource Group



Seminole Heights Baptist Church



T&GC Railroad/CSX Railroad



Seminole Heights Elementary



Harding’s Court



City Fire Dept. Engine Co. No. 7

There are no anticipated effects to any listed or eligible historic resources within the project area.

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Sound Walls

- ❖ Aesthetic Treatment
- ❖ Early construction to mitigate traffic and construction noise, where possible
- ❖ Future coordination with affected property owners and local government to take place during the next project phase



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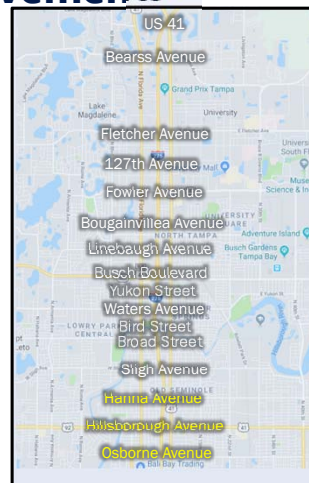


Pedestrian Friendly Underpass Improvements

- ❖ Widen Sidewalks
- ❖ Enhance Lighting
- ❖ Paint Bridge Sub-Structure
- ❖ Cut-back Walls for Improved Bike/Pedestrian Experience
- ❖ Include Public Art (in cooperation with the City of Tampa)
- ❖ Identify Landscape Opportunities

*Listed improvements are yet to be finalized for each underpass.
All improvements will not be included at every underpass.*

Yellow text indicates underpass within Seminole Heights Historic District



3/11/2019



Underpass Improvements

Representative Six-Lane Section



Before



After

Rendering subject to change

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Landscape Opportunities

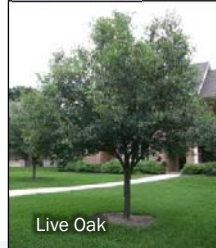
- ❖ FDOT Right of Way along Sound Walls
- ❖ Adjacent to underpasses
- ❖ Locations under consideration in the next project phase



Red Maple



Crepe Myrtle




Live Oak



Magnolia

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Evaluation Matrix


Evaluation Criteria	No-Build Alternative	Build Alternative
Potential Relocations		
Number of Businesses and Residences	0	0
Potential Right of Way Impacts		
Additional Right of Way for Roadway (acres)	0	0
Additional Right of Way for Ponds (acres)	0	3.40
Potential Environmental Effects		
Archaeological Sites (NRHP Eligible or Listed)	0	1
Historic Sites (NRHP Eligible or Listed)	0	8
Section 4(f) Sites	0	0
Noise Sensitive Sites ¹	448	749
Wetlands (acres)	0	0.64
Floodplains (acre-feet)	0	1.00
Surface Waters (acres)	0	0.91
Threatened & Endangered Species	0	Minimal
Contamination and Hazardous Material Sites -Sites ranked as Medium and High	0	10
Estimated Costs (in millions)		
Right of Way Acquisition	\$0.00	\$2.285 M
Wetland & Surface Water Mitigation (\$117,551 per acre) ²	\$0.00	\$0.182 M
Construction Engineering and Inspection (8%)	\$0.00	\$23.327M
Design-Build	\$0.00	\$291.588M
Preliminary Estimate of Total Costs	\$0.00	\$317.382 M


Notes:

¹ Number of impacted sites based on the Noise Study Report.

² Wetlands mitigation per acre cost is from the 2018/2019 fiscal year cost per acre from the *Environmental Mitigation Payment Processing Handbook* (May 2017).

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Public Involvement

Small Group Meeting Presentations:

- Southeast Seminole Heights Civic Association
- Old Seminole Heights Neighborhood Association
- Hampton Terrace Neighborhood Association
- New North Transportation Alliance
- Forest Hills Neighborhood Association
- South Seminole Heights Civic Association
- Sulphur Springs Community
- Innovation Alliance (Ip)

PUBLIC HEARING


Tuesday, March 26, 2019
5:30 p.m. to 7:30 p.m.
Seminole Heights United Methodist Church
6111 N. Central Avenue
Tampa, Florida 33604



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Schedule



Project Phase	Anticipated Completion
Project Kickoff	Spring 2014
Complete Analysis	Spring 2019
Stakeholder Meetings	Spring 2014 - Spring 2019
Public Hearing	March 26, 2019
Finalize PD&E Documents	Summer 2019
PD&E Complete	Summer 2019

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Project Cost

	Project Segments	Right of Way	Design-Build (const. cost)
Transition	From I-4 to north of Martin Luther King, Jr. Boulevard (Osborne Avenue) (WPI 443770-1)	N/A	\$34M 2023
Section 7	From north of Martin Luther King, Jr. Boulevard (Osborne Avenue) to north of Hillsborough Avenue (WPI 431821-2)	N/A	\$34M 2023
	From north of Hillsborough Avenue to south of Bearss Avenue (WPI 431821-3)	N/A	\$173M Not Currently Funded
	Bearss Avenue Interchange (WPI 431821-4)	\$2.3M Not Currently Funded	\$47M Not Currently Funded

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Summary

Project will:

- ❖ Add one general use lane in each direction
- ❖ Improve operations at Hillsborough Ave and Bearss Ave
- ❖ Enhance connectivity to 13 underpasses
- ❖ Accommodate potential transit opportunities
- ❖ Provide landscape opportunities
- ❖ Include sound walls where feasible

Project will NOT:

- ❖ Acquire Right of Way from north of Dr. Martin Luther King, Jr. Boulevard (SR 574) to north of Bearss Avenue*
- ❖ Acquire Right of Way in the Seminole Heights Historic District*

* Minor right of way acquisition may be needed near the Bearss Avenue interchange for storm water ponds. Other projects may require pond sites within the limits of this project.

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Questions?

For additional information or questions after tonight's meeting, contact Ashley Henzel, P.E., Project Manager, at 813-975-6433 or Ashley.Henzel@dot.state.fl.us

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Figure 5-15 Cost Feasible FDOT Strategic Intermodal System Projects (Amended June 11, 2019)

Project ID	Facility	From	To	Existing	2040 Needs	Design Costs (in Millions)		Right Of Way Costs (in Millions)			Construction Costs (in Millions)			Total Cost (in Millions)		Funding Sources
						Present Day Cost	Year of Phase Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Phase	Year of Expenditure Cost	Present Day Cost	Year of Expenditure Cost	
1003	I-275	S OF LOIS AVE	HILLSBOROUGH RIVER BRIDGE	6F	2 Express Toll Lanes		2020	\$3.23				2021 - 2025	\$137.67	\$140.90	State: SIS	
1006	I-275	JEFFERSON / ORANGE STN of BUSCH BLVD	N OF BEARSS AVE	4F/6F	2 Express Toll Lanes 8F		2021-2025	\$3.80		2026 - 2030		2026 - 2030	\$161.98	\$165.79 168.39	State: SIS	
1006	I-275	N OF MLK BLVD	N OF BUSCH BLVD	4F/6F	2 Express Toll Lanes 8F		2021-2025	\$14.47				2026 - 2030	\$81.43	\$97.49 95.9	State: SIS	
1005	I-275 @ I-4	ROME AVE / I-275	MLK / SELMON CONNECTOR	8F	DOWNTOWN INTERCHANGE		TIP	\$3.00					\$-	\$3.00	State: SIS	
1005	I-275 @ I-4	ROME AVE / I-275	MLK / SELMON CONNECTOR	8F	DOWNTOWN INTERCHANGE		2021-2025	\$65.14				2031 - 2040	\$2,113.98	\$2,179.12	Other Funds ²	
I-275 @ SR 60 Interchange																
1002	I-275	N OF HOWARD FRANKLAND	S OF SR 60	6F	HF BRIDGE TRANSITION: 8F + 4 Exp. Toll Lanes			\$-				TIP	\$65.00	\$65.00	State: SIS	
1093	I-275 / SR 60	CYPRESS STREET BRIDGE	I-275 GENERAL USE LANES		SR 60 INTERCHANGE			\$-		TIP	\$35.67		\$-	\$35.67	State: SIS	
1093	I-275 NB EXPRESS	N OF HOWARD FRANKLAND	S OF TRASK ST		SR 60 INTERCHANGE		TIP	\$7.64				2021 - 2025	\$106.24	\$113.88	State: SIS	
1093	I-275 NB FLYOVER	SR 60 EB	I-275 NB		SR 60 INTERCHANGE		TIP	\$3.34				2021 - 2025	\$49.91	\$53.25	State: SIS	
1093	I-275 SB	N OF REO ST	S OF LOIS AVE		SR 60 INTERCHANGE		TIP	\$9.17				2021 - 2025	\$131.58	\$140.75	State: SIS	

² Includes new or discretionary Federal and/or state funding sources.



Hillsborough MPO
**Metropolitan Planning
for Transportation**

**Hillsborough
Metropolitan Planning Organization
2040 Long-Range Transportation Plan
System Performance Report**



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BACKGROUND

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

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).¹ Through revisions to the Code of Federal Regulations, this rule details how state DOTs and MPOs must implement a suite of related transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with the Planning Rule, the Hillsborough MPO must publish a System Performance Report for applicable performance measures as an element of its Long-Range Transportation Plan (LRTP). The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets, and reports on progress achieved in meeting the targets in comparison with previous reports.

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

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

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

The Hillsborough MPO's 2040 Long-Range Transportation Plan was amended on June 11, 2019. Per the Planning Rule, the System Performance Report for the Hillsborough MPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), and System Performance (PM3) measures.

SAFETY MEASURES (PM1)

Effective April 14, 2016, the FHWA established five highway safety performance measures² to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

FDOT publishes statewide safety performance targets in the HSIP Annual Report that it transmits to FHWA each year. Current safety targets address calendar year 2019 and are based on a five-year rolling average (2015-2019).

The Hillsborough MPO adopted safety performance targets on February 5, 2019. Table 1 indicates the areas in which the MPO is expressly supporting the statewide target developed by FDOT, as well as those areas in which the MPO has adopted a target specific to the MPO planning area.

Table 1. Highway Safety/PM1, Targets

Performance Target	Hillsborough MPO agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT safety target	Hillsborough MPO has adopted a target specific to the MPO Planning Area
Number of fatalities	n/a	≤188
Rate of fatalities per 100 million vehicle miles traveled (VMT)	n/a	≤1.33
Number of serious injuries;	n/a	≤1,354
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	n/a	≤9.55
Number of combined non-motorized fatalities and non-motorized serious injuries.	n/a	≤229

² 23 CFR Part 490, Subpart B

Statewide system conditions for each performance measure are included in Table 2, along with system conditions in the Hillsborough MPO metropolitan planning area. System conditions reflect baseline performance, which for this first system performance report is the same as the current reporting period (2013-2017). The latest safety conditions will be updated on a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets. In addition to those measures reported in Table 2 below, the Hillsborough MPO adopted a supplemental safety target for fatalities in Calendar Year 2019 to not exceed 163. This supplemental target was adopted based on the Hillsborough MPO’s long-term goal of reducing crashes by 3.4% annually.

Table 2. Highway Safety/PM1, System Conditions and Performance

Performance Measures	Florida Statewide Baseline Performance (Five-Year Rolling Average 2013-2017)	Hillsborough MPO Baseline Performance (Five-Year Rolling Average 2013-2017)	Calendar Year 2019 Florida Performance Targets	Calendar Year 2019 Hillsborough MPO Planning Area Performance Targets
Number of Fatalities	2,737.6	187.2	0	≤188
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.44	1.39	0	≤1.33
Number of Serious Injuries	20,568.8	1,535.6	0	≤1,354
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	10.01	11.51	0	≤9.55
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (VMT)	3,255.0	236.4	0	≤229

The Hillsborough MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), the current Florida Transportation Plan (FTP), and the current Hillsborough MPO 2040 LRTP.

- The Florida SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Florida. Existing highway Florida plans are aligned and coordinated with the SHSP, including (but not limited to) the Florida HSIP, MPO and local agencies' safety plans. The SHSP guides FDOT, the Florida MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Florida.
- The FDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The Hillsborough MPO's 2040 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the LRTP includes a number of key safety investments. A total of \$2.21 billion (12.9%) has been identified in the 2040 LRTP to improve highway safety, averaging approximately \$69 million per year (2014 USD).

PAVEMENT AND BRIDGE CONDITION MEASURES (PM2)

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

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

For the pavement measures, five pavement metrics are used to assess condition: International Roughness Index (IRI); Cracking Percent; Rutting; Faulting; and a Present Serviceability Rating (PSR) for lower speed roads. The bridge measure assesses the condition of a bridge’s deck, superstructure, substructure, and culverts. Good condition suggests that no major investment is needed, and poor condition suggests major reconstruction investment is needed.

MPOs must set four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets, or set their own quantifiable targets for the MPO’s planning area. The Hillsborough MPO adopted pavement and bridge performance targets on October 30, 2018. Table 3 indicates the areas in which the MPO is expressly supporting the statewide target developed by FDOT, as well as those areas in which the MPO has adopted target specific to the MPO planning area.

Table 3. Pavement and bridges/PM2, Targets

Performance Measures	Hillsborough MPO agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT target	Hillsborough MPO has adopted a target specific to the MPO Planning Area
Percent of Interstate pavements in good condition	≥60%	n/a
Percent of Interstate pavements in poor condition	≤5%	n/a
Percent of non-Interstate NHS pavements in good condition	≥40%	n/a
Percent of non-Interstate NHS pavements in poor condition	≤5%	n/a
Percent of NHS bridges by deck area in good condition	≥50%	n/a
Percent of NHS bridges by deck area in poor condition	≤10%	n/a

Statewide system conditions for each performance measure are included in Table 4, along with system conditions in the Hillsborough MPO metropolitan planning area. System conditions reflect baseline performance (2017). The latest conditions will be updated on a biannual basis and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

Table 4. Pavement and Bridge/PM1, System Conditions and Performance

Performance Measures	Florida Statewide Baseline Performance (2017)	Hillsborough MPO Baseline Performance (2017)	4-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2021)	4-year Hillsborough MPO Target (Jan. 1, 2018 to Dec. 31, 2021)
Percent of Interstate pavements in good condition	66%	50.9%	60%	≥60%
Percent of Interstate pavements in poor condition	0.1%	0%	5%	≤5%
Percent of non-Interstate NHS pavements in good condition	45%	42%	40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	0.4%	0.2%	5%	≤5%
Percent of NHS bridges by deck area in good condition	72%	78%	50%	≥50%
Percent of NHS bridges by deck area in poor condition	1%	0%	10%	≤10%

The Hillsborough MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes, including the current Florida Transportation Plan (FTP), and the current Hillsborough MPO 2040 LRTP.

To support progress towards approved pavement and bridge targets, the LRTP includes a number of key investments. A total of \$2.89 billion (16.9%) has been identified in the LRTP to improve pavement and bridge condition, averaging approximately \$90 million per year (2014 USD).

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

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

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);
3. Truck Travel Time Reliability index (TTTR);
4. Annual hours of peak hour excessive delay per capita;
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Total emissions reduction of on-road mobile source emissions.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the remaining three measures do not currently apply in Florida.

Federal rules require MPOs to establish four-year performance targets for the LOTTR and TTTR performance measures, within 180 days of FDOT setting statewide targets. MPOs can either agree to program projects that will support the statewide targets, or set their own quantifiable targets for the MPO’s planning area. The Hillsborough MPO adopted system performance, freight, and congestion mitigation performance targets on October 30, 2018. Table 5 indicates the areas in which the MPO is expressly supporting the statewide target developed by FDOT, as well as those areas in which the MPO has adopted target specific to the MPO planning area.

Table 5. System Performance/PM3, Targets

Performance Measures	Hillsborough MPO agrees to plan and program projects so that they contribute toward the accomplishment of the FDOT target	Hillsborough MPO has adopted a target specific to the MPO Planning Area
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	≥75%	n/a

Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	≥50%	n/a
Truck travel time reliability (TTTR)	≤2.00	n/a

Statewide system conditions for each performance measure are included in Table 6, along with system conditions in the Hillsborough MPO metropolitan planning area. System conditions reflect baseline performance (2017). The latest system performance conditions will be updated on a biennial basis and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

Table 6. System Performance/PM3, System Conditions and Performance

Performance Measures	Florida Statewide Baseline Performance (2017)	Hillsborough MPO Baseline Performance (2017)	4-year Statewide Target (Jan. 1, 2018 to Dec. 31, 2021)	4-year Hillsborough MPO Target (Jan. 1, 2018 to Dec. 31, 2021)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	82%	71%	70%	≥75%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	84%	62.5%	50%	≥50%
Truck travel time reliability (TTTR)	1.43	2.08	2.00	≤2.00

The Hillsborough MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes, including the current Florida Transportation Plan (FTP), and the current Hillsborough MPO 2040 LRTP.

To support progress towards approved system performance targets, the LRTP includes a number of key investments. A total of \$1.69 billion (9.9%) has been identified in the LRTP to improve system performance, averaging approximately \$53 million per year (2014 USD).

TRANSIT ASSET MANAGEMENT MEASURES

Transit Asset Performance

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

Table 7 below identifies performance measures outlined in the final rule for transit asset management.

Table 7. FTA TAM Performance Measures

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

Public transportation providers set and report TAM targets annually. They are required to provide their asset conditions and TAM targets to each MPO in which the transit provider’s projects and services are programmed in the MPO’s TIP. Subsequent MPO targets must be set when updating the LRTP. MPOs can either agree to program projects that will support the transit provider’s targets, or set their own separate regional targets for the MPO’s planning area. Regional TAM targets may differ from agency TAM targets, especially if there are multiple transit agencies in the MPO’s planning area, or in the event that one or more transit agencies have not provided TAM targets to the MPO.

Table 8 presents the TAM targets used in assessing transit asset performance in the Hillsborough MPO. The Hillsborough MPO adopted transit asset performance targets on October 30, 2018.

Table 8. FTA TAM Targets

Asset Category Performance Measure	Asset Class	Useful Life Benchmark	2022 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Articulated Bus	X	%
	Bus	X	%
	Mini-Bus	X	%
	Van	X	%
	Etc.	X	%
Equipment			
Age - % of non-revenue service vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	X	%
	Trucks and other Rubber Tire Vehicles	X	%
	Maintenance Equipment	X	%
	Etc.	X	%
Infrastructure			
% of track segments with performance restrictions (as applicable)	Rail fixed guideway track	n/a	%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	n/a	%
	Maintenance	n/a	%
	Parking Structures	n/a	%
	Passenger Facilities	n/a	%
	Shelter	n/a	%
	Storage	n/a	%
	Etc.	n/a	%

System performance and conditions for each TAM performance measure are included in Table 9 for the Hillsborough MPO metropolitan planning area. This represents system performance and conditions as of October 30, 2018. Transit providers update transit asset conditions on an annual basis.

Table 9. TAM System Performance

Asset Category Performance Measure	Asset Class	System Conditions, 2018	2022 Target	
Rolling Stock				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	CNG Bus	13%	≤13%	
	Diesel Bus	20%	≤20%	
	Cutaways	80%	≤80%	
	Automobiles	39%	≤39%	
	Streetcar	0%	0%	
Equipment				Non Revenue/Service Automobile
Age - % of non-revenue service vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobiles	77%	≤77%	
	Vans	100%	≤100%	
	SUVs	82%	≤82%	
	Bus Equipment	n/a	n/a	
	Streetcar Systems	n/a	n/a	
	Systems	n/a	n/a	
	Furniture	n/a	n/a	
Infrastructure				Rail fixed guideway track
% of track segments with performance restrictions (track segments are owned by City of Tampa)	Rail fixed guideway track	0%	0%	
Facilities				Administrative
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administrative	0%	0%	
	Maintenance	0%	0%	
	Admin & Maintenance	0%	0%	
	Bus Stops	10%	≤10%	
	Transit/Transfer Centers	10%	≤10%	
	Parking Facilities	10%	≤10%	

The Hillsborough MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the HART Transit Asset Management Plan, the HART Transit Development Plan, and the current Hillsborough MPO 2040 LRTP.

To support progress towards TAM performance targets, transit investment and maintenance funding in the 2040 LRTP totals \$269 million, approximately 1.5 percent of total LRTP funding. This allocation represents 100% percent of requested HART funding for transit preservation and would result in an average fleet age of 5yrs and 272 new vehicles by the year 2040. This would dramatically improve the State of Good Repair (SGR) of capital assets, which is an overarching goal of this process.