2050 PATH FORWARD
Leading the Way for Transportation Innovation

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Technical Report 2
Goals and Objectives

NORTH FLORIDA TPO

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2050 Long Range Transportation Plan (LRTP) Goals and Objectives

It is the North Florida Transportation Planning Organization's (TPO's) mission to provide a regional forum for developing a transportation system that moves people and goods safely, economically, and efficiently while maintaining a high quality of life in North Florida. The TPO's vision is to promote the regional optimization of mobility consistent with the values of local communities through the Long Range Transportation Plan (LRTP). The LRTP indicates the transportation improvements necessary for optimal movement of people and goods, based on current needs and forecasted future growth. The recommended transportation improvement projects in the plan are guided by defined goals, objectives, and performance measures.

Specifically, the LRTP goals and objectives are to:

1. Encourage Safe and Secure Travel
2. Invest in Projects that Enhance Economic Competitiveness
3. Invest in Livable and Sustainable Communities
4. Enhance Mobility and Accessibility
5. Enhance Equity in Decision Making
6. Preserve and Maintain Our Existing System
7. Create Reliable and Resilient Multimodal Infrastructure
8. Enhance Tourism Transport Management
9. Ensure North Florida is Ready Future Technologies That Support Transportation

The goals, objectives, and performance measures proposed are based on the transportation user's point of view as explained in the document below. The order of the goals and objectives does not indicate priority.

GOAL 1: INVEST IN PROJECTS THAT ENHANCE ECONOMIC COMPETITIVENESS

Investing in projects that enhance economic competitiveness focus on improving travel time reliability (the principal factor for freight operators), enhancing access to jobs, and maximizing return on investment.

The objectives associated with this enhancing economic competitiveness are listed below.

OBJECTIVE 1.1: Improve travel reliability on major freight routes.

Performance Measure		Benchmark
1.1.1	Truck Travel Time Reliability Index. The Truck Travel Time Reliability Index compares longer travel times (95th percentile) to the normal travel time for trucks. This is expressed as a ratio called the Truck Travel Time Reliability Index, or TTTR.	Truck Travel Time Reliability Index less than 2.0

OBJECTIVE 1.2:.Maintain adequate infrastructure conditions on primary freight corridors.

Performance Measure		Benchmark
1.2.1	Percentage of primary freight corridor mileage with pavement in poor condition	Maintain and improve

Objective 1.3: Invest in infrastructure that supports growth and logistics.

Performance Measure		Benchmark
1.3.1	Number of automobiles shipped	Annual monitoring of automobiles shipped
1.3.2	Number of tons shipped	Annual monitoring of tons shipped
1.3.3	Number of containers shipped (20-ft Equivalency Units [TEU])	Annual monitoring of containers shipped
1.3.4	Air cargo shipped (1,000 lbs. loaded weight)	Annual monitoring of air cargo shipped

GOAL 2: INVEST IN LIVABLE AND SUSTAINABLE COMMUNITIES

There is no single definition of what constitutes a "livable" or "sustainable" transportation system. However, the North Florida TPO adopted the following definition of a sustainable transportation system published by the Transportation Research Board Sustainable Transportation Indicators Subcommittee:

> *Allows the **basic access** and development needs of individuals, companies, and society to be met **safely** and in a manner consistent with **human and ecosystem health** and **promotes equity** within and between successive generations.*
>
> *Is **affordable**, operates fairly and **efficiently**, offers a **choice of transportation modes**, and supports a **competitive economy**, as well as **balanced regional development**.*
>
> ***Limits air, water, noise emissions, waste, and resource use**. Limits emissions and waste within the planet's ability to absorb them, uses renewable resources at or below their rates of generation, and uses non-renewable resources at or below the rates of development of renewable substitutes while minimizing the impact on the use of land and the generation of noise.*

The goals associated with livability and sustainability are listed below.

OBJECTIVE 2.1: Enhance transit accessibility.

Performance Measure		Benchmark
2.1.1	Transit on-time performance	Maintain or improve the percent on-time arrival at transit stops.
2.1.2	Use of park-and-ride lots.	Maintain or increase the number of park and ride lots.

OBJECTIVE 2.2: Enhance bicycle and pedestrian quality of service throughout the region.

Policy		Benchmark
2.2.1	Create a network of connected bicycle and pedestrian facilities	Maintain or improve context appropriate bicycle and pedestrian facilities.
2.2.2	Pedestrian and bicycle Level of Traffic Stress (LTS)	Maintain or reduce pedestrian and bicycle LTS

OBJECTIVE 2.3: Reduce the impacts of investments on the natural environment.

Policy		Benchmark
2.3.1	Environmental screening and mitigation	Apply Efficient Transportation Decision Making (ETDM) Process to all projects in LRTP.

OBJECTIVE 2.4: Reduce emissions from automobiles.

Performance Measure		Benchmark
2.4.1	Carbon dioxide, nitrous oxides, and volatile organic compound emissions due to reduced delay.	Maintain or reduce emissions from vehicles caused by travel delays and vehicle-miles traveled the evaluation of projects/scenarios.
2.4.2	Emissions due to promoting alternative fuels.	Maintain or reduce emissions by expanding the market share of alternative fuel vehicles.[1]

[1] *The TPO has an Alternative Fuels Master Plan and a Clean Fuels Program promoting alternative fuels and alternative fuel vehicles.*

OBJECTIVE 2.5: Support regional evacuation needs.

Policy		Benchmark
2.5.1	Projects that improve evacuation routes.	Evaluation of projects.

OBJECTIVE 2.6: Provide more trails to connect destinations throughout the region, including the completion of existing regional and local trail systems.

Policy		Benchmark
2.6.1	Miles of multi-use trails that connect destinations	Maintain and increase the miles of multi-use trails.

OBJECTIVE 2.7: Provide more pedestrian facilities to connect destinations throughout the region.

Policy		Benchmark
2.7.1	Total sidewalk mileage	Maintain and increase the total miles of sidewalks.

OBJECTIVE 2.8: Provide more bicycle facilities to connect destinations throughout the regions.

Policy		Benchmark
2.8.1	Total bicycle network mileage	Maintain and increase the total miles of sidewalks.

GOAL 3: ENCOURAGE SAFE AND SECURE TRAVEL

Investing in projects and programs that enhance safety will lead to reduced crashes and lower crash severity for all modes.

OBJECTIVE 3.1: Reduce crashes for all modes.

Policy		Benchmark
3.1.1	Reduce the number of fatalities on the transportation network	Reduce the number of fatalities to zero.
3.1.2	Reduce the number of serious injuries	Reduce the number of serious injuries to zero.
3.1.3	Reduce the fatality rate.	Reduce the fatality rate on the transportation network to zero.
3.1.4	Reduce the serious injury rate.	Reduce the serious injury rate on the transportation system to zero.
3.1.5	Reduce the total number of non-motorized fatalities	Reduce the total number of non-motorized fatalities on the transportation network to zero.
3.1.6	Reduce the total number of non-motorized serious injuries.	Reduce he total number of non-motorized serious injuries on the transportation network to zero.

OBJECTIVE 3.2: Promote the implementation of safety and security improvements in the design or retrofit of all transportation systems.

Policy		
3.2.1	Implemented safety measures on high crash corridors identified in the Regional Strategic Safety Plan.	Reported in the Regional Strategic Safety Plan.

GOAL 4: ENHANCE MOBILITY AND ACCESSIBILITY

Enhancing mobility includes addressing the four dimensions of mobility – quantity of travel, quality of travel, system accessibility and system utilization. Several of these measures also support other goals and objectives (such as livability and sustainability).

Mobility is about more than increasing the volume of persons served and managing congestion. Users want a less stressful commute, but they also want improved reliability of their travel, more choices including transit, walking, and bicycling and to ensure we optimize system operations before we invest in new infrastructure. Understanding the trade-offs of these goals in the context of each corridor being considered is an essential element in identifying the right mobility solution for any project.

OBJECTIVE 4.1: Optimize the quantity of travel.

Performance Measure		Benchmark
4.1.1	Vehicle-miles traveled	Increase in vehicle occupancy.
4.1.2	Person-miles traveled	
4.1.3	Vehicle occupancy	
4.1.4	Transit ridership	Increase transit ridership
4.1.5	Air travel passengers	Increase air traffic passengers
4.1.6	Transit ridership	Increase transit riders

OBJECTIVE 4.2: Optimize the quality of travel.

Performance Measure		Benchmark
4.2.1	Average Vehicle Delay	Maintain or reduce the average vehicle delay
4.2.2	Average Commute Time	Maintain or reduce the average commute time

4.2.3	Interstate Level of Travel Time Reliability - Percent of person-miles traveled on the Interstate that are reliable	Maintain or improve the Interstate Level of Travel Time Reliability of 70%. This figure will be revisited every 4 years..
4.2.4	Non-Interstate Level of Travel Time Reliability - Percent of person-miles traveled on the Non-Interstate that are reliable	Maintain or improve the Non-Interstate Level of Travel Time Reliability of 50%. This figure will be revisited every 4 years.

4.2.5	Level of service on rural facilities	Maintain the level of service standard (FDOT standard for Strategic Intermodal System facilities and local government standards for other facilities)

OBJECTIVE 4.3: Optimize the utilization of the system.

Performance Measure		Benchmark
4.3.1	Percent of system heavily congested as defined in the FDOT Sourcebook	Maintain or reduce the percentage of miles congested by adding capacity for people vs cars.
4.3.2	Duration of congestion	Maintain or reduce the duration of congestion

OBJECTIVE 4.4: Deploy strategies to support First Mile/Last Mile travel options.

Policy	
4.4.1	Complete First Mile/Last Mile Plan

GOAL 5: ENHANCE EQUITY IN DECISION MAKING

Enhancing equity in decision-making emphasizes the principle of 'Environmental Justice'. The United States Environmental Protection Agency (EPA) defines Environmental Justice as follows.

> *Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. EPA has this goal for all communities and persons across this Nation [sic]. It will be achieved when everyone enjoys the same degree of protection from environmental and health hazards and equal access to the decision-making process to have a healthy environment in which to live, learn, and work.*

Additionally, the United States Department of Transportation defines three fundamental Environmental Justice principles for the Federal Highway Administration and the Federal Transit Administration as follows:

1. *To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.*

2. *To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.*

3. *To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.*

To address these goals, these three principles are adopted as objectives for this LRTP listed below. The performance measures associated with each objective are less quantifiable than the objectives associated with other goals and are more process-oriented. These three factors will be considered as part of the Needs Plan and Cost Feasible Plan and will be implemented using Geographic Information Systems techniques to identify the minority and low-income populations and by designing outreach programs to involve minority and low-income populations.

OBJECTIVE 5.1: Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects (including social and economic effects) on minority and low-income populations.

OBJECTIVE 5.2: Ensure full and fair participation by all potentially affected communities in the transportation decision-making process.

Policy	
5.2.1	Adherence to the Public Involvement Plan

OBJECTIVE 5.3: Prevent the denial of, reduction in, or significant delay of the receipt of benefits by minority and low-income populations.

Policy		Benchmark
5.3.1	Number of projects in low-income and minority census tracts	Evaluation of projects

GOAL 6: PRESERVE AND MAINTAIN OUR EXISTING SYSTEM

Preserving and maintaining the existing system is integral to the optimization of mobility. The Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) established formal goals and objectives for systems preservation that are proposed for adoption as part of this LRTP.

In addition, the objective of the systems preservation and maintenance goal is to provide a transit fleet that meets Federal Transit Administration's (FTA's) requirements for system preservation, vehicle age, and maintenance.

The objectives for preserving and maintaining the existing system are listed below.

OBJECTIVE 6.1: Maintain and update roadways to current standards.

Performance Measure		Benchmark
6.1.1	Percent of Interstate Pavement in Good Condition	Maintain or improve percent of interstate pavements in good condition > 60%
6.1.2	Percent of Interstate Pavement in Poor Condition	Maintain or reduce percent of interstate pavements in poor condition < 5%
6.1.3	Percent of Non-Interstate Pavement in Good Condition	Maintain or improve percent of non-Interstate NHS pavements in good condition > 40%
6.1.4	Percent of Non-Interstate Pavement in Poor Condition	Maintain or reduce percent of non-interstate NHS pavements in poor condition < 5%
6.1.5	Percent of NHS bridges classified as in good condition	Maintain or improve percent of NHS Bridges classified as in Good condition by deck area > 50%
6.1.6	Percent of NHS bridges classified as in Poor condition	Maintain or improve percent of NHS Bridges classified as in Poor condition by deck area - < 10%

OBJECTIVE 6.2: Maintain and update bridges to current standards

Performance Measure		Benchmark
6.2.1	Percent of National Highway System Bridges in Good Condition	Maintain or improve Existing value is reported in the Congestion Management Process.
6.2.2	Percent of National Highway System Bridges in Poor Condition	Maintain or reduce Existing value is reported in the Congestion Management Process.
6.2.3	Percent of State Highway Bridges in Good Condition	Maintain or improve Existing value is reported in the Congestion Management Process.
6.2.4	Percent of State Highway Bridges in Poor Condition	Maintain or reduce Existing value is reported in the Congestion Management Process.
6.2.5	Percent of Non-State Highway Bridges in Good Condition	Maintain or improve Existing value is reported in the Congestion Management Process.
6.2.6	Percent of Non-State Highway Bridges in Poor Condition	Maintain or reduce Existing value is reported in the Congestion Management Process.

OBJECTIVE 6.3: Maintain and update transit systems to current standards

Performance Measure		Benchmark
6.3.1	Average Age of Rolling Stock	Percentage of revenue vehicle exceeding useful life benchmark
6.3.2	Average age of equipment	Percentage of nonrevenue service vehicles exceeding useful life benchmark
6.3.3	Conditions of transit facilities	Percentage of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale
6.3.4	Conditions of transit infrastructure	Percentage of track segments with performance restrictions.

GOAL 7: CREATE RELIABLE AND RESILIENT MULTIMODAL INFRASTRUCTURE

A reliable and resilient multimodal transportation infrastructure provides accessible and diverse transportation options that ensure mobility, and system preservation, supports evacuation needs, and addresses social equity.

The objectives for reliable and resilient multimodal infrastructure are listed below.

OBJECTIVE 7.1: Incorporate climate risk in project planning, system preservation and maintenance and determine appropriate measures to mitigate risk or repurpose threatened facilities.

Policy		Benchmark
7.1.1	Consideration for vulnerable, at-risk facilities	Evaluation of projects/scenarios

OBJECTIVE 7.2: Support regional evacuation needs as reflected in municipal Emergency Management Plans.

Policy		Benchmark
7.2.1	Number of projects on an evacuation route	Evaluation of projects/scenarios

OBJECTIVE 7.3: Address social equity in adaptation/resilience strategy implementation.

Policy		Benchmark
7.3.1	Number of projects in low-income census tracts	Evaluation of projects/scenarios

GOAL 8: ENHANCE TOURISM TRANSPORT MANAGEMENT

Tourism Transport Management involves improving transportation options for recreational, event, and general tourism travel to enhance the overall transportation system while improving mobility and transportation options.

The objectives for tourism transport management are listed below.

OBJECTIVE 8.1: Improve and provide diverse tourism transportation options.

Policy		Benchmark
8.1.1	Number of projects in high tourism areas	Evaluation of projects/scenarios
8.1.2	Support cruise line ridership	Maintain or increase the number of cruise passengers

OBJECTIVE 8.3: Encourage the integration of alternative transportation into tourist activities.

Policy	
8.2.1	County comprehensive plans include alternative transportation for tourists

GOAL 9: ENSURE NORTH FLORIDA IS READY FUTURE TECHNOLOGIES THAT SUPPORT TRANSPORTATION

The North Florida Region will continue to embrace emerging technologies while solidifying partnerships with public sector agencies to demonstrate and deploy emerging technologies. The goal is to improve process and create efficiencies in public sector while embracing new technologies that benefit transportation in North Florida. As technology continues to advance, the promotion of clean and sustainable vehicles is vital to enhancing our region's economic competitiveness and quality of life.

The objectives to ensure North Florida is ready for future transportation and mobility technologies are listed below.

Objective 9.1: Accelerate Public Sector Modernization in Transportation

Policy	
9.1.1	Engage public sector partners to deploy technologies to modernize process, improve efficiency, and find innovative solutions to transportation issues.
9.1.2	Use emerging transportation data to better plan and respond to transportation issues.

Objective 9.2: Promote clean and sustainable fuels, vehicles and infrastructure

Policy	
9.2.1	Reduce petroleum consumption by increasing alternative fuels, vehicles and infrastructure diversity in North Florida.
9.2.2	Collaborate with community organizations, non-profits, local governments, utilities, and private sector stakeholders to implement alternative fuel programs and initiatives that prioritize equity and inclusivity.