



Citizens Advisory Committee  
Agenda Book

2:00 pm  
Wednesday, October 2, 2024

North Florida TPO Board Room  
980 North Jefferson Street  
Jacksonville, FL 32209



**Citizens Advisory Committee  
Meeting Agenda  
Wednesday, October 2, 2024  
2 p.m.**

**Call to Order  
Pledge of Allegiance  
Introductions  
Public Comment**

**Agenda**

**A. September 4, 2024 Minutes**

**ACTION ITEM**

These minutes are ready to review and approve.

**B. FDOT Requests Amending the FY 2024/25 – FY 2028/29 Transportation Improvement Program (TIP)**

**ACTION ITEM**

A copy of the request is included in Section C, which includes the following projects:

- **404020-2** – JTA 5307 Capital Operations Mass Transit Capital for Fixed Route/Jacksonville/Duval County
- **208202-5** – SR 15 (US 17) from Oak Street to Black Creek Resurfacing/FDOT/Clay County
- **209443-4** – SR 228 (Post St.) at SR 129 (McDuff Ave.) Roundabout Rail Safety Project/FDOT/Duval County

**C. Resolution Adopting Performance Targets for Transit Safety for Sunshine Bus Company**

**ACTION ITEM**

The targets for Sunshine Bus Company are included in Section C.

**D. Resolution Adopting Performance Targets for Transit Asset Management for Sunshine Bus Company**

**ACTION ITEM**

The targets for Sunshine Bus Company are included in Section D.

**E. Resolution Adopting Performance Targets for Transit Safety for JTA** **ACTION ITEM**

The targets for JTA are included in Section E.

**F. Resolution Adopting Performance Targets for Transit Asset Management for JTA** **ACTION ITEM**

The targets for JTA are included in Section F.

**G. Approval of the 2050 Long Range Transportation Plan (LRTP) Cost Feasible Plan** **ACTION ITEM**

The 2050 draft Cost Feasible Plan was presented at the September meeting for review and comment. Approval of the Cost Feasible Plan will complete adoption of the 2050 Long Range Transportation Plan (LRTP).

**H. City of Jacksonville, Vision Zero Action Plan, and JTA Creating Safe Spaces Action Plan** **Information Only**

Fred Jones of Haskell will give a brief presentation on the City of Jacksonville and JTA's Action Plans.

**I. Smart North Florida Update**

**J. Old Business**

- September 12, 2024 TPO Meeting Report

**K. New Business**

**L. CAC Comment**

**M. Public Comment**

**N. Adjournment**

**The next meeting will be November 6, 2024.**

**NOTICE**

In accordance with Section 286.01105, *Florida Statutes*, any person wishing to appeal a decision reached at this meeting will need a record of the proceedings. He may need to ensure that a verbatim record of the proceedings be made, which record would include the testimony and evidence upon which the appeal is to be made.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Marci Larson at 904-306-7513 at least seven days prior to the meeting.

# **Agenda Item A.**

**Minutes of September 4, 2024 Meeting**

***Action Item***





**CITIZENS ADVISORY COMMITTEE**  
**MEETING SUMMARY**

Wednesday, September 4, 2024 - 2 p.m.  
980 North Jefferson Street  
Jacksonville, FL 32209

**MEMBERS PRESENT:**

Mario Dipola, St. Johns County - **CHAIRMAN**  
Walter Kloss, Clay County – **VICE CHAIRMAN**  
Roy Buncome, Duval County  
Doug Conkey, Clay County  
Angel Corrales, Town of Orange Park  
Scott Cowitt, Duval County  
Chip Dobson, Clay County  
David Duckworth, Duval County  
James Green, Duval County  
Jim Hill, Duval County  
Patrick Keogh, Nassau County  
Bernie O'Connor, Duval County  
Charles Pappas, St. Johns County  
Barney Roberts, Duval County  
Oksana Spears, Nassau County  
John Stack, Nassau County  
Joe Trottie, Duval County  
Eugene Yerkes, Duval County

**MEMBERS ABSENT:**

Austin Chapman, St. Johns County  
Branch Davis, Duval County  
Joanne Kazmierski, Duval County  
Nichole Mobley, Duval County

**OTHERS PRESENT:**

Adam Storm, FDOT/Atkins Realis  
Clayton Levins, SNF

**TPO STAFF PRESENT:**

Jeff Sheffield, Executive Director  
Elizabeth De Jesus, Transportation Programs Manager  
Clark Letter, Director Planning and Analytics (via Zoom)  
Thalia Fuste, Transportation Planner  
Jennifer Lott, Executive Assistant

## **CALL TO ORDER**

Chairman Mario Dipola called the meeting to order at 2 p.m. and John Stack led the Pledge of Allegiance.

## **PUBLIC COMMENT**

None.

### **▶ A. APPROVE THE AUGUST 7, 2024 MEETING MINUTES**

Chairman Mario Dipola asked for approval of the minutes of the August Citizens Advisory Committee meeting.

**Barney Roberts moved to approve the August 7, 2024 minutes as amended; Charles Pappas seconded; motion unanimously carried.**

### **B. LONG RANGE TRANSPORTATION (LRTP) UPDATE**

Clark Letter gave an update on the Cost Feasible Plan. This item will be brought before the Board next month for approval.

Mr. Letter asked for questions.

- Jeff Sheffield informed the group in an effort to address questions submitted by Jim Green in a timely manner, staff will provide those responses here today. **(See Attachment A)**
- John Stack wanted to know if there is a summary of the different phases and what they mean.

Mr. Letter responded staff will ensure they are included in a list of acronyms or identified somewhere in the document.

Mr. Sheffield responded CST is “for construction”.

- Bernie O’Connor wanted to know why all our projects are in the first band and not in any of the future bands depicted on the spreadsheet.

Mr. Letter responded he believes this was related to the limited horizon of the SIS plan. Mr. Letter will check with Wiley Paige and report back.

- Chairman Mario Dipola wanted to know if the spreadsheet depicts the LOPP or the draft Cost Feasible Plan. Chairman Dipola commented we can’t fund \$4 billion in projects.

Mr. Sheffield responded it represents the Cost Feasible Plan and is inclusive of the SIS.

- Jim Green commented the \$4 billion is a formula error or typo.
- Jim Green wanted to know if we will see costs by band and funding source vs. projected revenues by band and funding source. Mr. Green would like to know when that will be available.

Mr. Letter responded he will get with Wiley Page about providing that information to the group.

- Mr. Sheffield responded this is why we can only do the 20 projects on the LOPP. Everything else in the Cost Feasible Plan is associated with the SIS.
- Chairman Mario Dipola commented the dollar amount that is showing on the screen is more than what is shown on the spreadsheet. Could you explain the difference?

Mr. Green commented the last row is not a total amount.

- Bernie O'Connor wanted to know of the \$4 billion over the next five years, how much is focused on resiliency projects.

Mr. Sheffield responded there is not one specific project. There is an elaborate stretch of eligibility in that space.

- Bernie O'Connor commented he can imagine all kinds of things that could be considered a resiliency project.
- Walter Kloss commented without any projects listed under the resiliency program this is just a slush fund.

Mr. Sheffield responded a lot of these are going to be boxed funds. The ability within the LRTP process to box these funds enables us to drive how they are expended.

- Walter Kloss commented FDOT has said bridge construction is a form of resiliency because the bridges constructed last 50 years or more.
- Chairman Dipola wanted to know where the specific \$4,50,471,538 amount came from.
- Walter Kloss wanted to know how we know if our region is getting its fair share of the funding. Mr. Kloss wanted to know if it is being tracked.

Mr. Sheffield responded Central Office conducts a revenue forecast for the LRTP activity. Depending on the buckets, some are discretionary, and some are formula funds it trickles down to the districts. All rules are the same for projecting the LRTP revenues. Our own district looked at real time construction costs and said the number is wrong as construction is costing four times that amount.

- Walter Kloss wanted to know if we should be seeing this information.

Mr. Sheffield responded we need to accept the methodology. It is applied evenly across the state.

- Doug Conkey commented resiliency is a lot of things.

Mr. Sheffield responded the funding gets spent within the five years. Don't expect it to be a certainty that every dollar is being spent and every project is getting built.

- Bernie O'Connor commented he loves the new interactive TIP tool. Mr. O'Connor wanted to know if there is a plan in the area surrounding the JTB/I-295 interchange to make a continuous primary local road system to surround the interchange.
- Chairman Dipola commented the TPO controls the LOPP. In order for a project to be implemented, it needs to be on the Cost Feasible list.

Mr. Sheffield responded the project needs to be on the Cost Feasible list to be eligible to receive federal funds. The primary function of a LRTP is associated with federal funding.

- Chairman Dipola commented there are some Sun Trail and multi-use projects that he knows of that are not included.

Mr. Sheffield responded it may be because it is not a major capacity project.

### **C. TRAINFO PRESENTATION**

Adam Storm of FDOT/Atkins Realis gave a brief presentation of Trainfo's pilot project on the Southbank.

Mr. Storm asked for questions.

- Roy Buncome commented the data is to be provided by Waze.

Mr. Storm commented FDOT District 5 has been working with Waze. They have a system that uses traffic signal technology to detect a train, and are interested in a deployment if it is of a considerable size to make it worth their while. We are

also working with the Florida 511 application to let you know if a crossing is blocked.

- Bernie O'Connor wanted to know if there are any plans to expand the rail line in the U.S. 301 corridor.

Mr. Storm responded there is a project advertising soon that will be addressing some downtown Baldwin issues that will include technology. FDOT will probably push for train detection alerts and beacons to be included.

- John Stack wanted to know if there is a plan in Nassau County to monitor the east/west railroad.

Mr. Storm responded we are staying with the main U.S. highways and priority corridors. There are two crossings on top of each other in Yulee. The crossing on U.S. 17 that goes eastbound to Fernandina does not include passenger rail.

#### **D. SMART NORTH FLORIDA UPDATE**

Clayton Levins commented he is extremely pleased with the pilot project with Trainfo. Mr. Levins is looking forward to more prospects from FDOT.

#### **E. OLD BUSINESS**

#### **F. NEW BUSINESS**

#### **September 4, 2024 CAC Meeting – Response Needed from Staff/FDOT**

- Bernie O'Connor wanted to know why all our projects are in the first band and not in any of the future bands depicted on the spreadsheet.

***Mr. Letter responded he believes this was related to the limited horizon of the SIS plan. Mr. Letter will check with Wiley Paige and report back.***

- Jim Green wanted to know if we will see costs by band and funding source vs. projected revenues by band and funding source. Mr. Green would like to know when that will be available.

***Mr. Letter responded he will get with Wiley Page about providing that information to the group.***

- John Stack wanted to know if the FTP presentation is anything different from what we looked at and what will be presented September 18.

***Mr. Sheffield responded it is a more detailed overview of the FTP presentation you heard last month. There is no new information.***

**G. CAC COMMENT**

- Walter Kloss commented JTA announced today that the German-based manufacturer Holon will build a \$100 million manufacturing plant for autonomous and electric vehicles in Jacksonville, Florida.

**H. PUBLIC COMMENT**

**I. ADJOURNMENT**

There being no further business, the meeting was adjourned at 3:20 p.m. The next CAC meeting will be October 2, 2024.

## JTA Responses to Questions

### 2. General

Request JTA provide written explanations of the projects in the Transit section. See additional comments in the Transit section.

The request will be passed along to JTA

*The project descriptions have been updated for each project.*

### 9. Main Street Traffic Calming

The limits of this project overlap with another in this section: Main Street Corridor – State Street to MLK Parkway for Complete Streets Improvements for \$4.2M. This project's limits are from 1st Street to 17th Street also for Complete Streets Improvements for \$1.9M. Understood, we will confirm the limits with the City and JTA.

This project is from LOGT project list. City has it listed at \$1.2 million in legislation. The project limits are from 1<sup>st</sup> Street to 12<sup>th</sup> Street according to the legislation. Deleted Main Street from State Street to MLK this was previously included in our Complete Streets Prioritization Project.

### 10. University Blvd. / Merrill Road Corridor

Given the Project Limits – University Boulevard to Townsend Boulevard – this should be identified as Merrill Road for the Facility.

Understood, we will confirm the limits with the City and JTA.

*This project is from LOGT project list. Did the City also enter projects from the legislation?*

### 11. Lem Turner Road Corridor

The Project Limits are confusing "I-95 to I-95"

*The project limits have been revised.*

### 12. Philips Highway Corridor

Two projects have the same limits, just entered in the reverse: University to Baymeadows and Baymeadows to University. Both are shown as Complete Streets Improvements, but with significantly different costs \$6.7M and \$12.7M. Understood, we will confirm the projects limits with the City and JTA and make any necessary edits.

*This project is from LOGT project list. Deleted the \$12.7 million project that was a duplicate.*

16. General

All projects are shown in the TIP years FY2024-2029, with no activity beyond this period. This obviously cannot be true. Please provide accurate timeframes. These are the timeframes provided by JTA.

We will request clarification from JTA.

All dates have been updated for "Committed" projects. "Year Funding Available" not included for those without committed funding.

17. General

What is included in "Implementation"? Is this just Operating Costs? Since implementation years are not shown, how is this cost calculated?

We will ask JTA for additional information.

*Project Phases have been updated to include Construction; Capital; Capital & Construction; and Planning, Design, Build for clarity.*

18. Mayport Ferry

The Phases Funded is shown as Implementation. Does this also include acquisition of a new vessel? If not, where and how much is this cost? See previous comment about Implementation.

We will ask JTA for additional information.

*Cost has been revised and description to match recent grant application, which includes a new vessel.*

19. Arlington Bike/Ped Bridge

From the Project Limits ("Eastside to Arlington") this sounds like the Mathews Bridge. But the cost of \$2.3M seems very low for a "New Bike/Ped Bridge" at this location. More information needed.

We will ask the City/JTA for additional information.

*This project is an improvement to the Mathews Bridge, not a new standalone bridge.*



20. U2C – AV's

There are five projects with this "Facility" name. The first one (Central to East) is listed with the Phase as "Implementation" and the Improvement as "New U2C Service." However, the other four "U2C – AV's" projects show the Phase as "Capital" and the Improvement as "20

Autonomous Vehicles" Please clarify.

We will ask JTA for additional information.

*All JTA Automation project descriptions and titles have been updated for clarity, along with associated details.*

21. U2C – AV's

With the four Capital projects, acquisition of 80 Autonomous Vehicles is identified (100 if the one discussed above is also a Capital project). Where will these AV's be stored and maintained? The plans for the Autonomous Innovation Center now under construction on West Bay Street show a capacity of around 20 AVs. If additional storage and maintenance space is needed, an additional facility must be listed as a project in the LRTP. As the West Bay Street site is constrained, this will likely include a ROW Phase, as well. The cost (\$1.6M) is clearly insufficient for a new Maintenance Facility for 100+ vehicles.

We will ask JTA for additional information.

*All JTA Automation project descriptions and titles have been updated for clarity, along with associated details.*

22. Commuter Rail – Northeast and Southeast

Costs are shown for CST. Does this include rolling stock, track, stations, and other capital costs? What about operating costs?

We will ask JTA for additional information.

*Updated Project Phase to include Capital and Construction to include all rolling stock, track, stations, and other capital costs. This does not include operating costs.*

23. Skyway Modernization

What is this \$382.8M project? Is this conversion of the existing guideway to accommodate the U2C vehicles, including providing the level-change mechanism?

Recommend identifying it more clearly as a U2C project. On the other hand, if it is "modernization" to accommodate Skyway-type vehicles, please explain.

We will ask JTA for additional information.

*Skyway Modernization project title and description have been updated to reflect that this is for the conversion of the Skyway for the U2C system.*

24. FSCJ AV Pilot

The County and Project Limits entries are confusing – St. Johns County and St. Augustine.

We will ask JTA for additional information.

*The project limits have been updated to better reflect the project. This project will expand to other FSCJ campuses across the region. Satellite campuses referenced in project limits.*

# **Agenda Item B.**

**FDOT Requests Amending the FY 2024/25 –  
FY 2028/29 Transportation Improvement  
Program (TIP)**

***Action Item***



**Florida Department of Transportation**

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.  
SECRETARY

September 13, 2024

Elizabeth DeJesus  
Transportation Planning Manager  
North Florida TPO  
980 North Jefferson Street  
Jacksonville, FL 32209

**Re: FDOT Amendment request for the North Florida TPO Transportation Improvement Program (TIP) for FY 2024/25 – FY 2028/29**

Dear Elizabeth:

The Florida Department of Transportation (FDOT) requests Board approval for an amendment to the Transportation Improvement Program (TIP) for FY 2024/25 through FY 2028/29. Please add the following TIP Amendment requests for action by the TPO Board at their October meeting.

Please include the amounts listed for the total project in the TIP amendment report.

The following are new individual projects added to the current STIP:

**404020-2 JTA 5307 Capital Operations Mass Transit  
Capital for Fixed Route/ /Jacksonville// Duval County**

**\*NON-SIS\***

<u>Fund</u>	<u>Phase</u>	<u>FY 2025</u>
FTA	CAP	\$12,000,000
LF	CAP	\$3,000,000

**208202-5 SR15 (US17) From Oak Street To Black Creek  
Resurfacing/ /FDOT// Clay County**

**\*SIS\***

<u>Fund</u>	<u>Phase</u>	<u>FY 2025</u>
SA	RRU	\$500,000

The following are terminus change projects:

**209443-4 SR228(Post St) At SR129(McDuff Ave) Roundabout  
Rail Safety Project/ /FDOT// Duval County**

**\*NON-SIS\***

<u>Fund</u>	<u>Phase</u>	<u>FY 2025</u>
CARU	CST	\$2,457,762
CM	CST	\$338,738
DDR	CST	\$2,756,726
DIH	CST	\$112,239
DS	CST	\$700,000

If you have any questions about this project or this amendment request, please call me at (904) 360.5668.

Sincerely,

*Victoria Kutney*

Victoria Kutney  
North Florida TPO Liaison  
FDOT District Two

cc: Achaia Brown

# **Agenda Item C.**

**Resolution Adopting Performance Targets for  
Transit Safety for Sunshine Bus Company**

***Action Item***



## MEMORANDUM

**To:** TPO Board, Citizens and Technical Advisory Committee Members  
**From:** Clark Letter, Director of Planning and Analytics  
**Date:** October 10, 2024  
**Subject:** **Adopting Transit Safety Performance Targets for St. Johns County/Sunshine Bus**

The Federal Transit Administration (FTA) has established requirements through 49 CFR 673 for Public Transportation Agency Safety Plans (PTASP) and related performance measures as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). This rule requires certain operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement PTASP based on a Safety Management Systems (SMS) approach. FTA defines the following Transit Safety Performance Targets:

Performance Measure	Description
<b>Fatalities</b>	Total number of reportable fatalities and rate per total vehicle revenue miles by mode
<b>Injuries</b>	Total number of reportable injuries and rate per total vehicle revenue miles by mode.
<b>Safety Events</b>	Total number of reportable events and rate per total vehicle revenue miles by mode.
<b>System Reliability</b>	Mean distance between major mechanical failures by mode

Public Transportation Providers are required to update their Transit Safety Performance targets annually. MPOs are required to update Transit Safety Performance targets with every LRTP update. St. Johns County/Sunshine Bus targets are presented in the resolution on the following page.





**RESOLUTION 2024-5  
ADOPTING NATIONAL TRANSIT SAFETY TARGETS FOR THE ST. JOHNS COUNTY –  
SUNSHINE BUS**

**WHEREAS**, St. Johns County is the Direct Recipient of Federal Transit Administration funding for the St. Augustine Urban Area funding the Sunshine Bus Company, public transit service provided by the St. Johns County Council on Aging; and

**WHEREAS**, as required by 49 CFR part 673, for Calendar Year 2024 St. Johns County adopted transit safety performance targets for the Sunshine Bus Company for number of fatalities, number of fatalities per 100,000 (100k) vehicle road miles (VRM), injuries, injuries per 100k VRM, safety events, safety events per 100k VRM and system reliability; and

**WHEREAS**, these targets were approved by St. Johns County Commission with the approval of the Public Agency Safety Plan and approved by the Florida Department of Transportation; and

**WHEREAS**, the North Florida TPO is also required to adopt performance targets for these measures concurrent with the adoption of the LRTP; and

**NOW, THEREFORE, BE IT RESOLVED** that the North Florida TPO adopts the following transit safety targets for the Sunshine Bus Company adopted by the St. Johns County Commission and approved by the Florida Department of Transportation.

<b>St. Johns County/Sunshine Bus Safety Performance Targets</b>							
	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
Fixed Route Bus	0	0	5	0.5	10	0.9	0.5
Paratransit	0	0	8	1.04	5	0.65	0.75



Adopted by the North Florida Transportation Planning Organization in regular meeting assembled in the City of Jacksonville the 10th day of October 2024.

**ATTEST:**

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**The Honorable Christian Whitehurst, Chairman**

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**Jeff Sheffield, Executive Director**

# **Agenda Item D.**

**Resolution Adopting Performance Targets for  
Transit Asset Management for Sunshine Bus  
Company**

***Action Item***



## MEMORANDUM

**To:** TPO Board, Citizens and Technical Advisory Committee Members

**From:** Clark Letter, Director of Planning and Analytics

**Date:** October 10, 2024

**Subject:** **Adopting Transit Asset Management Targets for St. Johns County/Sunshine Bus**

The Federal Transit Administration (FTA) Transit Asset Management rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule defines State of Good Repair (SGR) performance measures and establishes requirements for Transit Asset Management (TAM) Plans and performance targets.

“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 is able to perform its designed function, does not pose a known unacceptable safety risk and lifecycle investment needs have been met or recovered. The following categories and performance measures are defined by FTA:

FTA Asset Category	Performance Measure
<b>Equipment</b> Non-revenue support-service and maintenance vehicles	Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark (ULB)
<b>Rolling Stock</b> Revenue Vehicles	Percentage of revenue vehicles that have met or exceeded their ULB
<b>Infrastructure</b> Rail fixed-guideway	Percentage of track segments (by mode) with performance restriction
<b>Facilities</b> Buildings and structures	Percentage of facilities rated below condition 3 on the Transit Economic Requirement Model (TERM) scale

Public Transportation Providers are required to update their Transit Asset Management Plan every four years and state of good repair targets annually. MPOs are required to update Transit Asset Management targets with every LRTP update. St. Johns County/Sunshine Bus targets are presented in the resolution on the following page.



**RESOLUTION 2024-6  
ADOPTING THE ST. JOHNS COUNTY/SUNSHINE BUS  
2024 PERFORMANCE TARGETS FOR TRANSIT ASSET MANAGEMENT**

**WHEREAS**, in accordance with 23 CFR 450.306(d)

The metropolitan transportation planning process shall provide for the establishment and use of a performance based approach to transportation decision making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301 (c).

- (i) Each metropolitan planning organization shall establish performance targets that address the performance measures or standards established under 23 CFR part 490 (where applicable), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization.
- (ii) The selection of targets that address performance measures described in 23 U.S.C. 150(c) shall be in accordance with the appropriate target setting framework established at 23 CFR part 490, and shall be coordinated with the relevant State(s) to ensure consistency, to the maximum extent practicable.
- (iii) Further specified the selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).

**WHEREAS**, in accordance with 49 USC 625, St. Johns County/Sunshine Bus has adopted a Transit Asset Management Plan and transit asset management performance targets;

**NOW, THEREFORE, BE IT RESOLVED** that the North Florida Transportation Planning Organization approves and adopts the following St. Johns County/Sunshine Bus Transit Asset Management – State of Good Repair Targets:

Asset Category - Performance Measure	Asset Class	FY 2024 Target
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Cutaway	57%
	Minivan	50%
	Van	22%
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Trucks and other Rubber Tire Vehicles	0%
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Admin/Maintenance Facilities	0%

Adopted by the North Florida Transportation Planning Organization in regular meeting assembled in the City of Jacksonville the 10th day of October 2024.

**ATTEST:**

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**The Honorable Christian Whitehurst, Chairman**

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**Jeff Sheffield, Executive Director**

# **Agenda Item E.**

**Resolution Adopting Performance Targets for  
Transit Safety for JTA**

***Action Item***





## MEMORANDUM

**To:** TPO Board, Citizens and Technical Advisory Committee Members

**From:** Clark Letter, Director of Planning and Analytics

**Date:** October 10, 2024

**Subject:** **Adopting Transit Safety Performance Targets for the Jacksonville Transportation Authority**

The Federal Transit Administration (FTA) has established requirements through 49 CFR 673 for Public Transportation Agency Safety Plans (PTASP) and related performance measures as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21). This rule requires certain operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement PTASP based on a Safety Management Systems (SMS) approach. FTA defines the following Transit Safety Performance Targets:

Performance Measure	Description
<b>Fatalities</b>	Total number of reportable fatalities and rate per total vehicle revenue miles by mode
<b>Injuries</b>	Total number of reportable injuries and rate per total vehicle revenue miles by mode.
<b>Safety Events</b>	Total number of reportable events and rate per total vehicle revenue miles by mode.
<b>System Reliability</b>	Mean distance between major mechanical failures by mode

Public Transportation Providers are required to update their Transit Safety Performance targets annually. MPOs are required to update Transit Safety Performance targets with every LRTP update. JTA targets are presented in the resolution on the following page.



**RESOLUTION 2024-7  
ADOPTING NATIONAL TRANSIT SAFETY PERFORMANCE TARGETS  
FOR THE TRANSIT SERVICES PROVIDED BY THE  
JACKSONVILLE TRANSPORTATION AUTHORITY**

**WHEREAS**, as required by 49 CFR part 673, for Calendar Year 2024 the Jacksonville Transportation Authority adopted transit safety performance targets for number of fatalities, number of fatalities per 100,000 (100k) vehicle road miles (VRM), injuries, injuries per 100k VRM, safety events, safety events per 100k VRM and system reliability; and

**WHEREAS**, these targets were approved by the Jacksonville Transportation Authority in its Public Transportation Agency Safety Plan and approved by the Florida Department of Transportation; and

**WHEREAS**, the North Florida TPO is also required to adopt performance targets for these measures concurrent with the adoption of the LRTP; and

**NOW, THEREFORE, BE IT RESOLVED** that the North Florida TPO adopts the following transit safety targets adopted by the Jacksonville Transportation Authority and approved by the Florida Department of Transportation.

<b>Jacksonville Transportation Authority Safety Performance Targets</b>							
	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
Fixed Route Bus	0	0	63	0.6	35	3.5	20,000 VRM
ADA/Paratransit	0	0	9	0.2	190	4	27,500 VRM
Rail	0	0	4	3	16	12	9,440 VRM
Ferry	0	0	1	NA	1	NA	NA



Adopted by the North Florida Transportation Planning Organization in regular meeting assembled in the City of Jacksonville the 10th day of October 2024.

**ATTEST:**

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**The Honorable Christian Whitehurst, Chairman**

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**Jeff Sheffield, Executive Director**

# **Agenda Item F.**

**Resolution Adopting Performance Targets for  
Transit Asset Management for JTA**

***Action Item***



## MEMORANDUM

**To:** TPO Board, Citizens and Technical Advisory Committee Members

**From:** Clark Letter, Director of Planning and Analytics

**Date:** October 10, 2024

**Subject:** **Adopting Transit Asset Management Targets for the Jacksonville Transportation Authority**

The Federal Transit Administration (FTA) Transit Asset Management rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule defines State of Good Repair (SGR) performance measures and establishes requirements for Transit Asset Management (TAM) Plans and performance targets.

“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 is able to perform its designed function, does not pose a known unacceptable safety risk and lifecycle investment needs have been met or recovered. The following categories and performance measures are defined by FTA:

FTA Asset Category	Performance Measure
<b>Equipment</b> Non-revenue support-service and maintenance vehicles	Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark (ULB)
<b>Rolling Stock</b> Revenue Vehicles	Percentage of revenue vehicles that have met or exceeded their ULB
<b>Infrastructure</b> Rail fixed-guideway	Percentage of track segments (by mode) with performance restriction
<b>Facilities</b> Buildings and structures	Percentage of facilities rated below condition 3 on the Transit Economic Requirement Model (TERM) scale

Public Transportation Providers are required to update their Transit Asset Management Plan every four years and state of good repair targets annually. MPOs are required to update Transit Asset Management targets with every LRTP update. JTA targets are presented in the resolution on the following page.



**RESOLUTION 2024-8**  
**ADOPTING THE JACKSONVILLE TRANSPORTATION AUTHORITY'S 2024**  
**PERFORMANCE TARGETS FOR TRANSIT ASSET MANAGEMENT**

**WHEREAS**, in accordance with 23 CFR 450.306(d)

The metropolitan transportation planning process shall provide for the establishment and use of a performance based approach to transportation decision making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301 (c).

- (i) Each metropolitan planning organization shall establish performance targets that address the performance measures or standards established under 23 CFR part 490 (where applicable), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization.
- (ii) The selection of targets that address performance measures described in 23 U.S.C. 150(c) shall be in accordance with the appropriate target setting framework established at 23 CFR part 490, and shall be coordinated with the relevant State(s) to ensure consistency, to the maximum extent practicable.
- (iii) Further specified the selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).

**WHEREAS**, in accordance with 49 USC 625 the Jacksonville Transportation Authority has adopted a Transit Asset Management Plan and transit asset management performance targets;

**NOW, THEREFORE, BE IT RESOLVED** that the North Florida Transportation Planning Organization approves and adopts the following Jacksonville Transportation Authority Transit Asset Management – State of Good Repair Targets:



Asset Category - Performance Measure	Asset Class	FY 2024 Target
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Buses (JTA/CC)	27%
	Cutaways (JTA/CC)	73%
	Vans (JTA/CC)	10%
	Automated Guideway Vehicle	67%
	Ferryboat	0%
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Automobile	100%
	Trucks and other Rubber Tire Vehicles	83%
	SUVs	81%
	Trucks	83%
	Vans	100%%
	Boats	100%%
% of track segments with performance restrictions	Rail Fixed Guideway	0%
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Admin/Maintenance Facilities	0%
	Passenger Parking Facilities	3%
	Passenger Facilities	0%
	Parking Facilities	4%

Adopted by the North Florida Transportation Planning Organization in regular meeting assembled in the City of Jacksonville the 10th day of October 2024.

**ATTEST:**

\_\_\_\_\_  
**The Honorable Christian Whitehurst, Chairman**

\_\_\_\_\_  
**Jeff Sheffield, Executive Director**

# **Agenda Item G.**

**Approval of the 2050 Long Range Transportation Plan (LRTP) Cost Feasible Plan**

***Action Item***



## MEMORANDUM

**To:** TPO Board, Citizens and Technical Advisory Committee Members  
**From:** Clark Letter, Director of Planning and Analytics  
**Date:** October 10, 2024  
**Subject:** **Adoption of the 2050 Cost Feasible Plan**

Thank you for your support in development of the North Florida TPO's 2050 Long Range Transportation Plan (LRTP). At today's meeting you will be asked to approve the 2050 Cost Feasible Plan that will guide the investment decisions of the TPO and its partners. The 2050 draft Cost Feasible Plan was presented at the September meeting for review and comment. A steering committee meeting was held on September 25<sup>th</sup> to address additional comments and questions. The summary report and technical documents were updated and posted to the LRTP website for any final comment.

Approval of the Cost Feasible Plan will complete adoption of the 2050 Long Range Transportation Plan. The TPO will have 90 days to complete any supporting documentation following adoption. The updated Travel Demand Model and related training will be made available in early 2025.

# **Agenda Item J.**

**Old Business**

- **September 12, 2024 TPO Meeting Report**



# North Florida TPO Meeting Report



## Meeting Agenda

Thursday, September 12, 2024

10 a.m.

Call to Order

Pledge of Allegiance

Introductions

Public Comment

### 1. North Florida TPO Minutes of June 13, 2024

**APPROVED**

## TPO Agenda

### A. Finance Committee Report

Information  
Only

- June Monthly Financial Statement
- July Monthly Financial Statement

### B. FDOT Requests Amending the Transportation Improvement Program (TIP) for FY 2024/25 – FY 2028/29 to Include Projects in the Roll Forward Report – **Board Approved**

**ACTION ITEM**  
**TAC and CAC**  
**Approved**

The Roll Forward Amendment includes projects or phases of projects that were approved in the FY 2023/24 – FY 2027/28 TIP but were authorized or begun prior to July 1, 2024. These projects then “Roll Forward” into the first year of the new FY 2024/25 – FY 2028/29 TIP. A copy of the request is included in Section B.

### C. Urban Area Coordination Agreement with River to Sea TPO – **Board Approved**

**ACTION ITEM**

A copy of the agreement is included in Section C.

### D. Urban Area Boundary and Functional Classification Maps – **Board Approved**

**ACTION ITEM**  
**TAC and CAC**  
**Approved**

Based on the 2020 Census Bureau update, FDOT has updated the urban area boundaries and functional classification of the roadways within the TPO area.

- E. Updated Process for the Annual List of Priority Projects (LOPP)** Information Only  
 The LOPP identifies potential projects to be funded in the FDOT Tentative Work Program. Staff will provide an update on the process related to the Transportation Alternatives Program and Sun Trail priorities.
  
- F. Long Range Transportation Plan (LRTP) Update** Information Only  
 Wiley Page of Atkins Realis will give a brief update on the LRTP Cost-Feasible Plan.
  
- G. Smart North Florida** Information Only
  - **Trainfo Presentation** - Adam Storm of FDOT will give a brief presentation.
  - **Post Storm Impact Assessment Pilot Project Presentation** – Shawn Barnett of ETM will give a brief presentation.
  
- H. Executive Director’s Report** Information Only
  
- I. Secretary of Transportation’s Report** Information Only
  
- J. Authority Reports** Information Only
  
- K. Old Business**
  
- L. New Business**
  - Bylaws Committee
  
- M. Public Comment**
  
- N. Adjourn**
  
- O. Information**
  - Status Report of FDOT Projects in the North Florida TPO area

**The next meeting will be October 10, 2024**

**NOTICE**

In accordance with Section 286.01105, *Florida Statutes*, any person wishing to appeal a decision reached at this meeting will need a record of the proceedings. He may need to ensure that a verbatim record of the proceedings be made, which record would include the testimony and evidence upon which the appeal is to be made.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Marci Larson at 904-306-7513 at least seven days prior to the meeting.