EMERALD COAST REGIONAL COUNCIL

System Performance Report

Bay County Transportation Planning Organization

2050 Long Range Transportation Plan

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

SYSTEM PERFORMANCE REPORT

FOR THE

2050 LONG-RANGE TRANSPORTATION PLAN UPDATE

Florida Department of Transportation (FDOT) District Three

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PURPOSE

This document provides language that Florida's metropolitan planning organizations (MPO) may incorporate in Long-Range Transportation Plan (LRTP) System Performance Reports to meet the federal transportation performance management rules. Updates or amendments to the LRTP must incorporate a System Performance Report that addresses these measures and related information.

The document is consistent with the Transportation Performance Measures Consensus Planning Document developed jointly by the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization Advisory Council (MPOAC). The Consensus Planning Document outlines the minimum roles of FDOT, the MPOs, and the public transportation providers in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR).

This document is organized as follows:

- Section 1 provides a brief background on transportation performance management;
- Section 2 covers the Highway Safety measures (PM1);
- Section 3 covers the Pavement and Bridge Condition measures (PM2);
- Section 4 covers System Performance measures (PM3);
- Section 5 covers Transit Asset Management (TAM) measures; and
- Section 6 covers Transit Safety measures.

1.0 BACKGROUND

To comply with the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Rule (The Planning Rule), 23 USC 450, an MPO's long range transportation plan must include a description of the performance measures and targets that apply to its planning area and a System Performance Report. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports.

The Bay County TPO 2050 Long-Range Transportation Plan was adopted on May 27, 2026. Per the Planning Rule, the System Performance Report for the Bay TPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

2.0 HIGHWAY SAFETY MEASURES (PM1)

2.1 HIGHWAY SAFETY PERFORMANCE MEASURES AND TARGETS OVERVIEW

The first of FHWA's performance management rules, referred to as the PM1 rule, establishes measures to assess fatalities and serious injuries on all public roads. The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

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

FDOT publishes statewide safety performance targets for the following calendar year in the HSIP Annual Report that it transmits to FHWA each August. The current safety targets established in the 2023 HSIP annual report are set at "0" for each performance measure to reflect Florida's vision of zero deaths.

TPOs must establish safety targets within 180 days of when FDOT establishes targets. TPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area.

2.2 STATEWIDE HIGHWAY SAFETY (PM1) AND ESTABLISHED TARGETS

This System Performance Report discusses the performance for each measure as well as progress achieved in meeting targets over time. **Table 1** presents statewide performance for each PM1 measure in recent years and the 2025 targets established by FDOT.

Table 1: Statewide Highway Safety (PM1) Conditions and Performance

Performance Measures	Five-Year Rolling Average				Florida CY 2025 Target
	2016-2020	2017-2021	2018-2022	2019-2023	
Number of Fatalities	3,190.0	3,304.8	3,391.2	3,448.8	0
Rate of Fatalities per 100 Million VMT	1.466	1.516	1.543	1.543	0
Number of Serious Injuries	18,978.4	18,012.4	17,137.2	16,380.6	0
Rate of Serious Injuries per 100 Million VMT	8.708	8.243	7.786	7.344	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,159.4	3,153.2	3,153.8	3,148.2	0

Statewide Florida has seen a slight increase in the number and rate of fatalities between 2016 and 2023. However, the number and rate of serious injuries has decreased over the same timeframe. The number of serious injuries decreased by 2,598 persons over the 7-year period. The FDOT performance measure trend decreases are helping Bay County TPO reach the 0 death and injury targets.

Table 2: Bay County TPO Highway Safety (PM1) Conditions and Performance

Performance Measures	Five-Year Rolling Average				Bay County TPO 2025 Target
	2016-2020	2017-2021	2018-2022	2019-2023	
Number of Fatalities	32	33.4	37	36.8	0.0
Rate of Fatalities per 100 Million VMT	1.617	1.665	1.829	1.806	0.000
Number of Serious Injuries	184.8	172.8	156.2	149	0.0
Rate of Serious Injuries per 100 Million VMT	9.278	8.596	7.724	7.289	0.000
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	34.8	31.2	32.2	31.8	0.0

In the Bay County TPO region, fatalities decreased from 37 to 36.8 from the 2018-2022 to 2019-2023 rolling average periods, while serious injuries decreased from 156.2 to 149 during the same period. These numbers follow the same trends seen from the statewide level as reported by FDOT. Although the current figures do not yet meet the statewide and TPO targets of zero fatalities and serious injuries on each network, the observed downward trends demonstrate meaningful progress toward achieving these goals.

The Bay County TPO agreed to support FDOT's highway safety targets on November 3, 2025. By adopting FDOT's targets, the Bay County TPO agrees to plan and program projects that help FDOT achieve these targets.

The Bay County TPO recognizes the importance of linking goals, objectives, and investment priorities to establish performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Bay County TPO 2050 LRTP 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), and the Florida Transportation Plan (FTP).

- Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC. The SHSP development process included review of safety-related goals, objectives, and strategies in TPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state. Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies.
- The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The program is managed by the Central Office with District staff performing project activities such as conducting safety studies, project scoping, public involvement, and coordinating with production staff on programming safety projects. To be eligible for HSIP funds, safety improvement projects must address a SHSP emphasis area, be identified through a data-driven process, and contribute to a reduction in fatalities and serious injuries.
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of

alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

The Bay County TPO 2050 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida SHSP and the FDOT HSIP with specific strategies to improve safety performance focused on prioritized safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements to address our goal to reduce fatalities and serious injuries.

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The Bay County TPO 2050 LRTP incorporates several goals and objectives which further aim to drive towards achieving the goal of zero fatalities and serious injuries along the roadway network within the region. These objectives can be seen below.

Goal: A multi-modal transportation system that is safe	
Objective 1.1	Develop projects that increase safety for all motorized and non-motorized users.
Objective 1.2	Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.
Objective 1.3	Implement techniques and road design to reduce fatalities and serious injuries from common intersection crashes and lane departures.
Objective 1.4	All future planning will incorporate appropriate measures for the safe transportation of hazardous materials.
Objective 1.5	Ensure roadway maintenance activities consider the human, vehicular, and roadway factors to provide safe facilities for the community.
Objective 1.6	Provide accurate and updated public transportation information such as wayfinding signage programs, online map tools, and informational brochures.
Objective 1.7	Encourage safety trainings such as Motorcycle Training and Drivers Ed for high school students or other vulnerable users.
Objective 1.8	Encourage proper use of autonomous and semi-autonomous vehicle features to prevent distracted driving and ensure the safety of all roadway users including vulnerable users such as motorcycles and cyclists.

3.0 PAVEMENT AND BRIDGE CONDITION MEASURES (PM2)

3.1 PAVEMENT AND BRIDGE CONDITION PERFORMANCE MEASURES AND TARGETS OVERVIEW

FHWA's Bridge & Pavement Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, requires state DOTs and MPOs to establish targets for 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;

Pavement condition is assessed based on roughness, cracking, rutting, and faulting. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge condition is assessed by inspecting each bridge deck, superstructure, substructure, and culverts. A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish two-year and four-year statewide targets, while MPOs must establish four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area.

3.2 PAVEMENT AND BRIDGE CONDITION BASELINE PERFORMANCE AND ESTABLISHED TARGETS

This System Performance Report discusses performance for each measure as well as progress achieved in meeting targets over time. **Table 3** and **Table 4** present statewide performance for each pavement and bridge measure and the 2023 and 2025 targets established by FDOT.

Table 3: Statewide Pavement Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of Interstate pavements in good condition	68.5%	68.8%	70.5%	73.4%	67.6%	≥60%	≥60%
Percent of Interstate pavements in poor condition	0.2%	0.6%	0.3%	0.2%	0.2%	≤5%	≤5%
Percent of non-Interstate NHS pavements in good condition	41.0%	n/a	47.5%	48.8%	50.8%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	0.2%	n/a	0.6%	0.6%	0.5%	≤5%	≤5%

Table 4: Statewide Bridge Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	65.5%	63.7%	61.5%	58.2%	55.3%	50%	50%
Percent of NHS bridges (by deck area) in poor condition	0.5%	0.7%	0.9%	0.6%	0.6%	10%	10%

Table 5 and **Table 6** present recent performance in the MPO planning area for the pavement and bridge measures.

Table 5: Bay County TPO Pavement Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	Bay County TPO 2023 Target	Bay County TPO 2025 Target
Percent of Interstate pavements in good condition	-	-	-	-	-	60.0%	60.0%
Percent of Interstate pavements in poor condition	-	-	-	-	-	5.0%	5.0%
Percent of non-Interstate NHS pavements in good condition	28.3%	n/a	51.4%	513.4%	59.3%	40.0%	40.0%
Percent of non-Interstate NHS pavements in poor condition	0.2%	n/a	0.3%	0.3%	0.2%	5.0%	5.0%

Table 6: Bay County TPO Bridge Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	Bay County TPO 2023 Target	Bay County TPO 2025 Target
Percent of NHS bridges (by deck area) in good condition	52.2%	52.1%	18.8%	18.8%	19.0%	50.0%	50.0%
Percent of NHS bridges (by deck area) in poor condition	9.8%	9.8%	9.8%	9.8%	9.7%	10.0%	5.0%

FDOT established the statewide PM2 targets on December 16, 2022. FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. FDOT is also required by FHWA to develop a Transportation Asset Management Plan (TAMP) for the NHS pavements and bridges within the state. The TAMP includes investment strategies to make progress toward achievement of the state's targets. FDOT's current TAMP was submitted on December 20, 2022 and recertified by FHWA on February 23, 2023. The percentage of Florida's bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older. Based on analyses of the data, the previous statewide targets are still appropriate for 2023 and 2025.

The Bay County TPO agreed to support FDOT's pavement and bridge condition performance targets on April 19, 2023. By adopting FDOT's targets, the Bay County TPO agrees to plan and program projects that help FDOT achieve these targets.

The Bay County TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Bay County TPO 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.
- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of

operating, maintaining, and improving these assets effectively throughout their life cycle.

The Bay County TPO 2050 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. The Bay County TPO 2050 Long Range Transportation Plan (LRTP) establishes objectives and a goal focused on preserving regional roadways. These goals and objectives guide the identification and development of projects targeting structurally deficient roadways and bridges. The primary aim is to maintain optimal roadway performance throughout the Bay County TPO area, ensuring reliable transportation for all users.

Goal: A multi-modal transportation system that is operated and maintained efficiently.	
Objective 3.4	Replace structurally deficient facilities (such as roads, bridges, buses, and shelters) that emphasize preservation of the existing system.
Objective 3.5	Give priority and allocate funding to low-cost capital improvements designed to preserve and maintain existing thoroughfare capacity.

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

4.1 SYSTEM PERFORMANCE/FREIGHT/CMAQ PERFORMANCE MEASURES AND TARGETS OVERVIEW

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times to a normal travel time. The third performance measure assesses the reliability of truck travel on the Interstate system by comparing the worst travel times for trucks against the travel time they typically experience. An increasing TTTR means performance is worsening. Because all areas in Florida meet current national air quality standards, the three **CMAQ measures do not apply in Florida.**

The PM3 rule requires state DOTs and MPOs to coordinate when establishing performance targets for these measures and to monitor progress towards achieving the targets. FDOT must establish two-year and four-year statewide targets for the PM3 measures. MPOs must establish four-year targets for the measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area. The two-year and four-year targets represent reliability for calendar years 2023 and 2025, respectively. FDOT has elected to modify their 4-year targets to better support the decision-making process for investment strategies.

FDOT maintained their 4-year target (2025) System Performance target for Percent of Person Miles Traveled on Interstate System that is Reliable at >75% and increased the 4-year target for Percent of Person Miles Traveled on Non-Interstate System that is Reliable from >50% to >60%.

4.2 PM3 BASELINE PERFORMANCE AND ESTABLISHED TARGETS

The System Performance Report discusses condition and performance of the transportation system for each applicable PM3 target as well as the progress achieved in meeting targets over time. **Table 7** presents recent statewide performance for each PM3 measure and the 2023 and 2025 targets established by FDOT.

Table 7: Statewide System Performance and Freight Reliability (PM3) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of person miles traveled on the Interstate that are reliable	83.4%	92.3%	87.5%	85.7%	82.8%	≥75%	≥75%
Percent of person miles traveled on the non-Interstate NHS that are reliable	86.9%	93.5%	92.9%	92.1%	89.1%	≥50%	≥60%
Truck Travel Time Reliability (Interstate only)	1.45	1.34	1.38	1.46	1.48	1.75	2.00

Table 8 presents recent performance in the MPO planning area for the PM3 measures.

Table 8: Bay County TPO System Performance and Freight Reliability (PM3) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	Bay County TPO 2023 Target	Bay County TPO 2025 Target
Percent of person miles traveled on the Interstate that are reliable	-	-	-	-	-	75.0%	75.0%
Percent of person miles traveled on the non-Interstate NHS that are reliable	98.4%	98.1%	95.9%	95.7%	92.6%	50%	60.0%
Truck Travel Time Reliability (Interstate only)	-	-	-	-	-	1.75%	2.0%

FDOT established the statewide PM3 targets on December 16, 2022. In setting the statewide targets, FDOT reviewed several external and internal factors that affect reliability in the near term. Statewide reliability increased from 2018 to 2022 on both the Interstate and non-Interstate NHS. The truck travel time reliability index declined between 2018 and the pandemic years of 2020 and 2021 and then increased in 2022. Actual performance in 2021 was better than the 2021 targets. Based on the data available and due to the uncertainty of future travel behavior, FDOT believes the previous 2021 targets are still appropriate for 2023 and 2025.

The Bay County TPO agreed to support FDOT's PM3 targets on April 19, 2023. By adopting FDOT's targets, the Bay County TPO agrees to plan and program projects that help FDOT achieve these targets.

The Bay County TPO recognizes the importance of linking goals, objectives, and investment priorities to established performance objectives, and that this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the Bay County TPO 2050 LRTP reflects the

goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP), Florida's Strategic Intermodal System (SIS), and the Florida Freight Mobility and Trade Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the policy framework for the expenditure of state and federal funds flowing through FDOT's work program. One of the seven FTP goals is Efficient and Reliable Mobility for People and Freight.
- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and include highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The SIS Policy Plan was updated in early 2022 consistent with the updated FTP. It defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investments needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, preservation, safety, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).
- The Florida Freight Mobility and Trade Plan presents a comprehensive overview of the conditions of the freight system in the state, identifies key challenges and goals, provides project needs, and identifies funding sources. Truck reliability is specifically called forth in this plan, both as a need as well as a goal. FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and

travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion

The Bay County TPO 2050 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. Goals and objectives were developed as part of the plan which outlined way in which the TPO is working to improve the systems performance and freight reliability throughout the region.

Goal: A multi-modal network of integrated transportation systems for the movement of people and goods.	
Objective 2.3	Develop and maintain facilities that facilitate the transfer of cargo between all modes of travel.
Objective 2.4	Reduce delays for people and goods through increased multi-modal system capacity.
Objective 2.5	Integrate mobility management with Intelligent Transportation Systems to enhance multi-modal integration of people and goods.
Objective 2.7	Pursue opportunities to support the state's economic competitiveness by establishing Priority Freight Corridors.
Objective 2.8	Clearly define traffic capacity of roads for use in development planning.
Goal: A multi-modal transportation system that is operated and maintained efficiently.	
Objective 3.1	Direct sufficient resources to preserve the existing transportation infrastructure, including roadway, bicycle, pedestrian, and transit infrastructure.
Objective 3.2	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, signage, Transportation System Management (TSM), and Intelligent Transportation Systems (ITS)).
Objective 3.3	Continue to implement a coordinated traffic signal system plan to improve road efficiency and to maintain traffic flow.
Objective 3.6	Integrate Complete Streets Policies into project development and maintenance programs.
Objective 3.7	Strive to include appropriate stormwater measures in roadway projects.

5.0 TRANSIT ASSET MANAGEMENT MEASURES

5.1 TRANSIT ASSET PERFORMANCE

FTA's Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of FTA funding that own, operate, or manage public transportation capital assets. The regulations require that public transportation providers develop and implement TAM plans, and established state of good repair standards and performance measures. **Table 9** below identifies the TAM performance measures.

Table 9: FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the FTA Transit Economic Requirements Model (TERM) Scale

Public transportation providers are required to establish TAM targets annually for the following fiscal year and must share its targets with each MPO in which the transit provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually when the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update MPO targets).

When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from the targets established by a provider, especially if there are multiple providers in the MPO planning area. Public transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

FTA defines two tiers of public transportation providers based on number of vehicles and mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (FDOT) for the entire group.

A total of 19 transit providers participated in the FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD). These are FDOT's Section 5311 Rural Program subrecipients and are listed in **Table 10**. The Group TAM Plan was adopted in September 2022 and covers fiscal years 2022-2023 through 2025-2026. Group TAM Plan targets for fiscal year 2023 were submitted to NTD in September 2023.

Table 10: Florida Group TAM Plan Participants

District	Participating Transit Providers
1	Central Florida Regional Planning Council Hendry County
2	Baker County Council on Aging Levy County Transit Nassau County Council on Aging/Nassau TRANSIT Ride Solution (Putnam County) Suwannee River Economic Council Suwannee Valley Transit Authority
3	Big Bend Transit Calhoun County Senior Citizens Association Gulf County ARC JTRANS Liberty County Transit Tri-County Community Council Wakulla Transportation
4	*No participating providers*
5	Flagler County Public Transportation Marion Transit Sumter County Transit
6	Key West Transit
7	*No participating providers*

The MPO has the following Tier I and Tier II providers operating in the region:

- Tier I: None

- Tier II: Bayway and Bayway On Demand

Bayway is considered a Tier II provider. Bayway is not part of the FDOT Group TAM Plan.

5.2 TRANSIT AGENCY TARGETS

Bayway established the transit asset targets identified in **Table 11** on September 26, 2018:

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the targets.

Table 11: FTA TAM Targets for Bayway

Asset Category Performance Measure	Asset Class	FY 2024 Asset Condition	FY 2025 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Articulated Bus	N/A	N/A
	Bus	38%	34% or less
	Mini-Bus	0%	43% or less
	Van	0%	0%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue/Service Auto	22%	20% or less
	Trucks & other Vehicles	22%	20% or less
	Maintenance Equipment	N/A	N/A
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	25% or less
	Maintenance	0%	25% or less
	Parking Structures	N/A	N/A
	Passenger Facilities	N/A	N/A
	Storage	N/A	N/A

Table 12: FDOT Group Plan Transit Asset Management Targets for Tier II Providers

Asset Category - Performance Measure	Asset Class	FY 2022 Asset Conditions	FY 2021 Performance	FY2024 Target
Revenue Vehicles				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	0.00%	66.67%	66.00%
	Bus	20.46%	12.22%	12.00%
	Cutaway Bus	9.32%	18.47%	18.00%
	School Bus	95.00%	100.00%	0.00%
	Mini-Van	18.61%	31.71%	31.00%
	SUV	19.00%	6.45%	6.00%
	Van	38.55%	35.71%	35.00%
Equipment				
Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue Auto	71.25%	71.43%	71.00%
	Trucks and other Rubber Tire Vehicles	5.94%	8.82%	8.00%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger/Parking Facilities	0%	0%	0%
	Administration/ Maintenance Facilities	6.34%	9.09%	9.00%

On September 12, 2018 the Bay County TPO agreed to support Bayway's transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

5.3 MPO TRANSIT ASSET MANAGEMENT TARGETS

As discussed above, MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional TAM

targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area

On September 12, 2018 the Bay County TPO adopted transit asset targets for the MPO planning area and continues to annually adopt these through the Transportation Improvement Program (TIP), as summarized in **Table 13**. These targets for the MPO planning area reflect the targets established by Bayway through their Transit Asset Management Plans.

In establishing the TMPO's TAM targets, Bay County TPO considered several factors. The TPO worked in conjunction with Bayway to establish targets which met the needs of the TPO and Transit Agency.

Table 13: Bay County TPO Transit Asset Management Targets

Asset Category - Performance Measure	Asset Class	FY 2022 Asset Condition	FY2025 Target
Revenue Vehicles			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Articulated Bus	N/A	N/A
	Bus	38%	34% or less
	Mini-Bus	0%	43% or less
	Van	0%	0%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue/Service Auto	22%	20% or less
	Trucks and other Rubber Tire Vehicles	22%	20% or less
	Maintenance Equipment	N/A	N/A
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	25% or less
	Maintenance	0%	25% or less
	Parking Structures	N/A	N/A
	Passenger Facilities	N/A	N/A

5.4 TRANSIT ASSET MANAGEMENT PERFORMANCE

The Bay County TPO 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 TAM Plans, and the current Bay County TPO 2050 LRTP.

The LRTP also contained a multimodal Cost Feasible Plan scenario that contained several transit projects for transit capital funds. One project specifically addresses administrative and operational challenges that Bayway faces. These projects serve as a start towards achieving the targets set out by the Bay County TPO and Bayway.

6.0 TRANSIT SAFETY PERFORMANCE

FTA's Public Transportation Agency Safety Plan (PTASP) regulation establishes transit safety performance management requirements for certain providers of public transportation that receive federal financial assistance under 49 U.S.C Chapter 53.

The regulation applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

6.1 TRANSIT SAFETY PERFORMANCE MEASURES

The provider's PTASP must include targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 26, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 public transportation provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida's transit agencies revise their existing SSPPs to be compliant with the FTA PTASP requirements.

Each provider of public transportation that is subject to the PTASP regulation must certify that its SSPP meets the requirement for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and transit safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO planning area. In addition, the Bay County TPO must reflect those targets in LRTP and TIP updates.

6.2 TRANSIT AGENCY SAFETY TARGETS

The following transit provider(s) operate in the Bay County TPO planning area: Bayway and Bayway On-Demand. Bayway is responsible for developing a PTASP and establishing transit safety performance targets annually.

Bayway established the transit safety targets identified in **Table 14** on January 13, 2021:

Table 14: Transit Safety Performance Targets for Bayway

Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
Fixed Route Bus	0	0	12	3/100,000	4	1/150,000	75,000
Community Bus	0	0	0	1/234,112	0	1/234,112	100,000

On January 13, 2021, the Bay County TPO agreed to support Bayway transit safety targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the targets.

6.3 MPO TRANSIT SAFETY TARGETS

As discussed above, MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO's must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area that are subject to the PTASP requirements.

On January 13, 2021, the Bay County TPO established transit safety targets for the MPO planning area and continues to annually adopt transit safety targets through the TIP. **Table 15** presents the Bay County TPO transit safety targets.

Table 15: Bay County TPO Transit Safety Performance Targets

Transit Mode	Fixed Route Bus	Demand Response Bus
Major Events (total)	4	0
Major Events (rate)	1/150,000	1/234,112
Pedestrian Collisions (rate)	0	0
Vehicle Collisions (rate)	0	0
Fatalities (total)	0	0
Fatalities (rate)	0	0
Transit Worker Fatalities (rate)	0	0
Injuries (total)	12	0
Injuries (rate)	3/100,000	1/234,112
Transit Worker Injuries (rate)	0	0
Assaults on Transit Workers (total)	0	0
Assault on Transit Workers (rate)	0	0
Mean Distance between Major Mechanical Failures	75,000	100,000

The targets for the MPO planning area reflect the targets established by Bayway through their Public Transportation Agency Safety Plan.

6.4 TRANSIT SAFETY PERFORMANCE

The Bay County TPO 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 Bayway PTASP, and the current Bay County TPO 2050 LRTP. FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems.