

Performance Measures – Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) requires State DOTs and TPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System;
- Improving Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

23 CFR 490.107 establishes timelines for State DOTs and TPOs to comply with the requirements of IIJA. State DOTs are required to establish statewide targets and TPOs have the option to support the statewide targets or adopt their own.

Safety. Safety (PM 1) is the first national goal identified in 23 CFR 49.207. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register*. The rule requires TPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Number of Fatalities;
- Number of Serious Injuries;
- Number of Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100 Million VMT.

The FDOT Highway Safety Improvement Plans (HSIP) focuses on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The HSIP development process included review of safety-related goals, objectives, and strategies in TPO plans. The HSIP guides FDOT, TPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State.

The Florida Department of Transportation Highway Safety Improvement Plan (HSIP) focused on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The HSIP development process included review of safety-related goals, objectives, and strategies in TPO plans. The HSIP guides FDOT, TPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout each State.

The HSIP highlights the commitment to a vision and initiative of zero deaths. The HSIP annual report documents the statewide performance measures toward that zero deaths vision and initiative. As such, the TPO supported the adoption of the HSIP safety performance measures, FDOT's 2018, 2019, 2020, 2021, 2022, 2023, 2024, and 2025 safety targets, which set the target at "0" for each performance measure to reflect FDOT's goal of zero deaths. The TPO supported the FDOT targets by approving Resolution 18-01 on February 21, 2018, Resolution 19-01 on February 6, 2019, Resolution 20-01 on February 5, 2020, Resolution 21-03 on February 24, 2021, Resolution 22-01 on February 2, 2022, Resolution 23-01 on January 4, 2023, Resolution 23-34 on November 1, 2023, and Resolution 24-19 on December 9, 2024 (see Bay County TPO Safety Performance Table).

Bay County TPO Safety Performance Targets

Entity	Number of Fatalities	Rate of Fatalities per Hundred Million Vehicle Miles Traveled	Number of Serious Injuries	Rate of Serious Injuries per Hundred Vehicle Miles Traveled	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries
FDOT (2018)	0	0	0	0	0
FDOT (2019)	0	0	0	0	0
FDOT (2020)	0	0	0	0	0
FDOT (2021)	0	0	0	0	0
FDOT (2022)	0	0	0	0	0
FDOT	0	0	0	0	0

(2023)					
FDOT (2024)	0	0	0	0	0
FDOT (2025)	0	0	0	0	0

Bridge and Pavement. Bridge and Pavement (PM 2) is the second national goal identified in 23 CFR 490.307 and 23 CFR 490.407 and was finalized in May 2017 and published in the *Federal Register*. The rule requires TPOs to set targets for the following bridge and pavement related performance measures and report progress to the State DOT. These performance measures were adopted again in 2023 and do not need to be adopted again until 2027.

- Percent of Interstate Pavements in Good Condition;
- Percent of Interstate Pavements in Poor Condition;
- Percent of Non-Interstate National Highway System Pavements in Good Condition;
- Percent of Non-Interstate National Highway System Pavements in Poor Condition;
- Percent of National Highway System Bridges classified as in Good Condition by Deck Area; and
- Percent of National Highway System Bridges classified as in Poor Condition by Deck Area.

System Performance. System Performance (PM 3) is the third national goal identified in 23 CFR 490.507 and 23 CFR 490.607 and was also finalized in May 2017 and published in the *Federal Register*. The rule requires TPOs to set targets for the following system performance related performance measures and report progress to the State DOT.

- Percent of Person Miles Traveled on Interstate System that is reliable;
- Percent of Person Miles Traveled on Non-Interstate National Highway System that is reliable; and
- Truck Travel Time Reliability Index.

Whereas, Safety Targets are established annually by the TPO by February 27th, Targets for Pavement, Bridge, and System Performance were adopted on September 26, 2018 by Resolution 18-12 for targets in 2021 which supported the FDOT targets and were adopted again in 2023 by Resolution 23-08 on April 19, 2023 and do not need to be adopted again until 2027. FDOT targets for 2021 for Pavement are: ≥ 60 for Percent of Interstate Pavements in Good Condition, ≤ 5 for Percent of Interstate Pavements in Poor Condition; ≥ 40 for Percent of Non-Interstate National Highway System Pavements in Good Condition; and ≤ 5 for Percent on Non-Interstate National Highway System

Pavements in Poor Condition. FDOT targets for 2021 for Bridges are: ≥ 50 for Percent of National Highway System Bridges Classified as in Good Condition by Deck Area and ≤ 10 for Percent of National Highway System Bridges Classified as in Poor Condition by Deck Area. FDOT's 2021 targets for System Performance are: ≥ 70 for Percent of Person Miles Traveled on Interstate System that is Reliable; ≥ 50 for Percent of Person Miles Traveled on Non-Interstate National Highway System that is Reliable; and ≤ 2 for Truck Travel Time Reliability Index

FDOT targets for 2025 for Pavement are: ≥ 60 for Percent of Interstate Pavements in Good Condition, ≤ 5 for Percent of Interstate Pavements in Poor Condition; ≥ 40 for Percent of Non-Interstate National Highway System Pavements in Good Condition; and ≤ 5 for Percent on Non-Interstate National Highway System Pavements in Poor Condition. FDOT targets for 2025 for Bridges are: ≥ 50 for Percent of National Highway System Bridges Classified as in Good Condition by Deck Area and ≤ 10 for Percent of National Highway System Bridges Classified as in Poor Condition by Deck Area. FDOT's 2025 targets for System Performance are: ≥ 70 for Percent of Person Miles Traveled on Interstate System that is Reliable; ≥ 50 for Percent of Person Miles Traveled on Non-Interstate National Highway System that is Reliable; and ≤ 2 for Truck Travel Time Reliability Index (see Bay County TPO Bridge, Pavement, and System Performance Tables).

Bay County TPO Bridge Targets

Entity	Percent of NHS Bridges classified as in Good Condition by Deck Area		Percent of NHS Bridges classified as in Poor Condition by Deck Area	
	2 Year (2019)	4 Year (2021)	2 Year (2019)	4 Year (2021)
FDOT	≥ 50	$\geq 50^*$	≤ 10	$\leq 10^*$

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-12 on September 26, 2018.

Entity	Percent of NHS Bridges classified as in Good Condition by Deck Area		Percent of NHS Bridges classified as in Poor Condition by Deck Area	
	2 Year (2023)	4 Year (2025)	2 Year (2023)	4 Year (2025)

FDOT	≥50	≥50*	≤10	≤5*
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*TPO only required to adopt 4-year targets. Adopted by Resolution 23-08 on April 19, 2023. However, FDOT adjusted its 4 year targets in 2025 which adopted by Resolution 24-20 on December 9 2024.

Bay County TPO Pavement Targets

Entity	Percent of Interstate Pavements in Good Condition		Percent of Interstate Pavements in Poor Condition		Percent of Non-Interstate NHS Pavements in Good Condition		Percent of Non-Interstate NHS Pavements in Poor Condition	
	2 Year (2019)	4 Year (2021)	2 Year (2019)	4 Year (2021)	2 Year (2019)	4 Year (2021)	2 Year (2019)	4 Year (2021)
FDOT	Not Required	≥60*	Not Required	≤5*	≥40	≥40*	≤5	≤5*

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-12 on September 26, 2018. Please note there are no interstates in Bay County.

Entity	Percent of Interstate Pavements in Good Condition		Percent of Interstate Pavements in Poor Condition		Percent of Non-Interstate NHS Pavements in Good Condition		Percent of Non-Interstate NHS Pavements in Poor Condition	
	2 Year (2023)	4 Year (2025)	2 Year (2023)	4 Year (2025)	2 Year (2023)	4 Year (2025)	2 Year (2023)	4 Year (2025)
FDOT	≥60	≥60*	≤5	≤5*	≥40	≥40*	≤5	≤5*

*TPO only required to adopt 4-year targets. Adopted by Resolution 23-08 on April 19, 2023. Please note there are no interstates in Bay County.

Bay County TPO System Performance Targets

Entity	Percent of Person Miles Traveled on Interstate System that is Reliable	Percent of Percent of Person Miles Traveled on Non-Interstate System	Truck Travel Time Reliability Index
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			that is Reliable			
	2 Year (2019)	4 Year (2021)	2 Year (2019)	4 Year (2021)	2 Year (2019)	4 Year (2021)
FDOT	75	≥70*	Not Required	≥50*	1.75	≤2.0*

*TPO only required to adopt 4-year targets. Adopted by Resolution 18-12 on September 26, 2018. Please note there are no interstates in Bay County.

Entity	Percent of Person Miles Traveled on Interstate System that is Reliable		Percent of Percent of Person Miles Traveled on Non-Interstate System that is Reliable		Truck Travel Time Reliability Index	
	2 Year (2023)	4 Year (2025)	2 Year (2023)	4 Year (2025)	2 Year (2023)	4 Year (2025)
FDOT	≥75	≥75*	≥50	≥60*	≤1.75	≤2.0*

*TPO only required to adopt 4-year targets. Adopted by Resolution 23-08 on April 19, 2023. Please note there are no interstates in Bay County. However, FDOT adjusted its 4 year targets in 2025 which adopted by Resolution 24-20 on December 9, 2024.

Transit Asset Management (TAM). The TPO is also required to adopt State of Good Repair Performance Measures for Transit Asset Management (TAM). The TAM rule from the Federal Transit Administration became effective on October 1, 2016. The rule requires TPOs to set targets for the following transit related performance measures and report progress to the State DOT.

- Rolling Stock (Percentage of revenue vehicles that have met or exceeded their Useful Life Benchmark);
- Equipment (Percentage of non-revenue, support-service vehicles and maintenance vehicles that have met or exceeded their Use Life Benchmark);
- Facilities (Percentage of facilities within an asset class rated below condition 3 on the Transit Economics Requirements Model Scale); and
- Infrastructure. (Percentage of track segments with performance restrictions).

Similarly, TAM targets were adopted by the TPO on September 26, 2018 by Resolution 18-13 which supported the FDOT targets and are adopted annually by the transit provider. The TPO must reference the TAM targets annually in the TIP. The Infrastructure category

does not apply to the TPO since there is no rail fixed guideway track in the TPO area. The Rolling Stock category consists of Buses and Cutaway Buses. The targets for these categories are Buses (20 Percent or less) and Cutaway Buses (20 Percent or less). The Equipment category consists of Vans and Trucks. The targets for these categories are Vans (20 Percent or less) and Trucks (20 Percent or less). Facilities category consists of Administration and Maintenance. The targets for these categories are Administration (25 Percent or less) and Maintenance (25 Percent or less) (See Bay County TPO Transit Asset Management (TAM) Table)

Bay County TPO Transit Asset Management (TAM) Targets

Entity	Percent of Revenue Vehicles that have met or exceed their Useful Life Benchmark		Percent of Service Vehicles that have met or exceed their Useful Life Benchmark		Percent of FTA-funded facilities with a condition rating below 3.0 (Good) on the FTA Transit Economic Modal Scale	
	Buses	Cutaway Buses	Vans	Trucks	Administration	Maintenance
Bay County (2018)*	20%” or less	20%” or less	20%” or less	20%” or less	25%” or less	25%” or less
Bay County (2019)	20%” or less	20%” or less	20%” or less	20%” or less	25%” or less	25%” or less
Bay County (2020)	20%” or less	20%” or less	20%” or less	20%” or less	25%” or less	25%” or less
Bay County (2021)	20%” or less	20%” or less	20%” or less	20%” or less	25%” or less	25%” or less
Bay County (2022)	20%” or less	20%” or less	20%” or less	20%” or less	25%” or less	25%” or less
Bay County (2023)	38%” or less	20%” or less	20%” or less	22%” or less	25%” or less	25%” or less

Bay County (2024)	20%” or less	20%” or less	20%” or less	20%” or less	25%” or less	25%” or less
Bay County (2025)						

*Adopted by Resolution 18-13 on September 26, 2018.

Public transportation agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets, TAM, and asset condition information with each TPO in which the transit provider’s projects and services are programmed in the TPO’s TIP.

To the maximum extent practicable, transit providers, states, and TPOs must coordinate with each other in the selection of performance targets.

The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group.

A total of 20 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) (See Table below). The participants in the FDOT Group TAM Plan are comprised of the Section 5311 Rural Program and open-door Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities FDOT subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022. Updated targets were submitted to NTD in 2019.

Florida Group TAM Plan Participants

District	Participating Transit Providers	
1	Hendry County Central Florida Regional Planning Council	
2	Suwannee Valley Transit Authority Suwannee River Economic Council	Levy County Transit Big Bend Transit

	Baker County Council on Aging Nassau County Council on Aging/Transit Ride Solution (Putnam County)	
3	Tri-County Community Council Big Bend Transit Gulf County ARC Calhoun County Senior Citizens Association	Liberty County Transit JTRANS Wakulla Transit
4	<i>No participating providers</i>	
5	Flagler County Public Transportation Sumter Transit Marion Transit	
6	Key West Transit	
7	<i>No participating providers</i>	

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

- Tier I: none
- Tier II: Bayway and Bayway On Demand

The Bay County TPO is served by two Tier II transit service providers: Bayway and Bayway On Demand. These providers are not part of the FDOT Group TAM Plan and, therefore are responsible for reporting targets to NTD.

The statewide group TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities over the next year. 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 during the next fiscal year.

As required by FTA, FDOT will update their respective TAM Plan at least once every four years. FDOT will update the statewide performance targets for the participating agencies on an annual basis and will notify the participating transit agencies and the TPOs in which they operate when the targets are updated.

Public Transit Safety Performance. The Federal Transit Administration (FTA) Public Transportation Agency Safety Plan (PTASP) rule established transit safety performance management requirements for certain providers of public transportation that receive federal financial assistance. The PTASP rule requires operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a safety management systems approach. Development and implementation of PTSAPs is anticipated to help ensure that public transportation systems are safe nationwide.

The rule 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 rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The transit agency sets targets in the PTASP based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP). The required transit safety performance measures are:

1. Total number of reportable fatalities.
2. Rate of reportable fatalities per total vehicle revenue miles by mode.
3. Total number of reportable injuries.
4. Rate of reportable injuries per total vehicle revenue miles by mode.
5. Total number of reportable safety events.
6. Rate of reportable events per total vehicle revenue miles by mode.
7. System reliability - Mean distance between major mechanical failures by mode.

Each provider of public transportation that is subject to the rule must certify it has a PTASP, including transit safety targets for the above measures, in place no later than July 20, 2020. However, on April 22, 2020, FTA issued a Notice of Enforcement Discretion that extends the PTASP deadline to December 31, 2020 due to the extraordinary operational challenges presented by the COVID-19 public health emergency.

Once the public transportation provider establishes targets, it must make the targets available to TPOs to aid in the planning process. TPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the TPO planning area. In addition, the Bay County TPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021. The transit safety targets need to be adopted annually by the transit provider. The TPO must reference the transit safety targets annually in the TIP.

In Florida, each Section 5307 and 5311 transit 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 new FTA PTASP requirement.

The Targets for Transit Safety Measures were approved by the TPO on January 13, 2021 by Resolution 21-06: Demand Response (DR) and Fixed Route (FR): Fatalities = (FR) 0; (DR) 0; Fatalities per Revenue Mile = (FR) 0/0; (DR) 0/0; Injuries = (FR) 7; (DR) 1; Injuries

per Revenue Mile = (FR) 1/177,228; (DR) 1/229,935; Safety Events = (FR) 5;(DR) 0;
 Safety Events per Revenue Mile = (FR) 1/106,337; and (DR) 0/0; System Reliability =
 (FR) 27,179 Miles; and (DR) 86,768 Miles.

Transit Safety Performance Targets

Mode of Service	Fatalities (Total)	Fatalities per Revenue Mile (Rate)	Injuries (Total)	Injuries per Revenue Mile (Rate)	Reportable Events (Total)	Reportable Events per Revenue Mile (Rate)	Mean Distance between Mechanical Failures (System Reliability)
Fixed Route (FR) (2021)*	0	0/0	7	1/177,228	5	1/106,337	27,179 Miles
Demand Response (DR) (2021)*	0	0/0	1	1/229,935	0	0/0	86,768 Miles
Fixed Route (FR) (2022)	0	0/0	15	1/100,000	4	1/150,000	75,000 Miles
Demand Response (DR) (2022)	0	0/0	0	1/234,112	0	1/234,112	100,000 Miles
Fixed Route (FR) (2023)	0	0/0	1	1/494,953	2	2/494,953	164,984 Miles
Demand Response (DR) (2023)	0	0/0	1	1/257,265	1	1/257,256	85,755 Miles
Fixed Route (FR) (2024)	0	0/0	1	1/482,464	4	4/482,464	80,411
Demand Response (DR) (2024)	0	0/0	1	1/301,575	0	0/301,575	75,394
Fixed Route (FR)							

(2025)							
Demand Response (DR) (2025)							

*Adopted by Resolution 21-06 on January 13, 2021.

Safety. For the Bay County TPO, this includes the Safe Routes to School and the Bay County Community Traffic Safety Team Programs; and Bridge, Capacity, Bicycle/Pedestrian, Transportation Alternative, Transportation System Management, Public Transportation, Resurfacing, Aviation, Port, and other Miscellaneous categories in the TIP. The expectation of the TIP projects in each of these categories is to improve safety and to reduce fatalities once these projects are constructed for highway, sidewalk, bicycle lane, and multi-use path, and transit improvements. The Florida SHSP and the Florida Transportation Plan (FTP) both highlight the commitment to a vision of zero deaths. The FDOT Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide interim performance measures toward that zero deaths vision. As such, the TPO is supporting the adoption of the FDOT statewide HSIP interim safety performance measures and FDOT's safety targets, which set the target at "0" for each performance measure to reflect the Department's goal of zero deaths. The TIP considers potential projects that fall into specific investment priorities established by the TPO in the Long-Range Transportation Plan (LRTP). For the Bay County TPO, this includes safety programs such the Bay County Community Traffic Safety Team (CTST) and Safe Routes to Schools (SRTS) Team and address infrastructure or behavior safety. Infrastructure examples: Installation of school flashing signals, roadway lighting, traffic calming, traffic signals. Behavioral safety examples: SRTS education/enforcement activities, pedestrian/bicycle safety education. The TIP includes specific investment priorities that support all of the TPO's goals including safety, using a prioritization and project selection process established in the LRTP. This process evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. The TPO's goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements. The TPO will continue to coordinate with FDOT and transit providers to take action on the additional targets and other requirements of the federal performance management process.

Bridge and Pavement. The focus of Bay County TIP's investments that bridge and pavement condition include Bridge, Roadway Capacity, and Resurfacing projects. These improvements include pavement replacement or reconstruction (on the NHS); new lanes or widenings of NHS facilities, including resurfacing existing NHS lanes associated with new capacity; bridge replacement or reconstruction; new bridge capacity on the NHS; and system resiliency projects that improve NHS bridge components (e.g., upgrading

culverts). The Bay County TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the statewide pavement and bridge performance targets. The Bridge Projects identified in the TIP will maintain the bridges classified in Good Condition and assist in improving the bridges classified in Poor Condition. Resurfacing Projects in the TIP will assist in improving the Interstate and Non-Interstate National Highway System pavements that are classified in Poor Condition as well as improving reliability of freight movement for interstate and Non-Interstate National Highway System roadways. System preservation is one of the Federal Planning Factors and the Objectives in the 2045 Long Range Transportation support this Planning Factor are: Objectives 3.1, 3.4, 3.5, 3.6, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 5.1, 5.3, 5.4, 5.5, 5.6, 5.7, 5.9, and 8.3. Some of the bridges mentioned in the 2045 LRTP that need to be annually monitored are the DuPont Bridge and Mill Bayou Bridge on SR 390. This corresponds to the 2045 Long Range Transportation Plan Objective 3.4. The focus of Bay County TPO's investments in bridge and pavement condition include:

- Pavement replacement or reconstruction (on the NHS)
- New lanes or widenings of NHS facilities, including resurfacing existing NHS lanes associated with new capacity
- Bridge replacement or reconstruction
- New bridge capacity on the NHS.

The focus of Bay County TPO's investments that address system performance and freight include programs and strategies or major projects funded in the TIP and the LRTP that address system performance and freight on the Interstate and non-Interstate NHS in the TPO area, such as those in the following categories:

- Corridor Management/ Complete Street improvements
- Intersection improvements (on NHS roads)
- Investments in transit, bicycle, or pedestrian systems that promote mode shift
- Freight improvements (Interstate) that increase reliability (could include improved weigh stations, addressing identified truck bottlenecks on the Interstate, etc.).
- TSMO/ITS projects or programs

Transit Asset Management (TAM). The Transit Projects identified in the Bay County TIP will assist in keeping the transit vehicles and facilities in State of Good Repair. The LRTP also contained a multimodal Cost Feasible Plan scenario that contained several transit projects and box funds for transit capital funds. However, only the boxed funds made it to the Cost Feasible Plan, These dollars and the Federal Transit Administration dollars identified in the Long Range Transportation help maintain the vehicles and facilities in the

State of Good Repair.

The TIP includes specific investment priorities that support the TPO's goals including safety, efficiency, connectivity, economic vitality, security, quality of life, and the planning process which guide the Evaluation Criteria. The Evaluation Criteria in the LRTP filters down to Project Priorities, and the TIP.

As identified in CFR 450.326(d), a description of the anticipated effect of the TIP toward achieving the performance targets in the metropolitan transportation plan was included in the 2045 Long Range Transportation Plan which was adopted on June 16, 2021. The 2045 Long Range Transportation Plan also included a Systems Performance Report for Performance Measures.