

**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 490.207. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures 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 Florida and Alabama Departments of Transportation Highway Safety Improvement Plans (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, ALDOT, 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, and 2024 safety targets, which set the target at "0" for each performance measure to reflect FDOT's goal of zero deaths, ALDOT's 2018 safety targets, which set the targets at 1,010 for Number of Fatalities; 1.490 for Rate of Fatalities per Hundred Million Vehicle Miles Traveled; 8,369 for Number of Serious Injuries; 12.420 for Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled, and 390 for Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries to reflect ALDOT's Towards Zero Death Initiative; ALDOT's 2019 safety targets, which set the targets at 932 for Number of Fatalities; 1.330 for Rate of Fatalities per Hundred Million Vehicle Miles Traveled; 8,469 for Number of Serious Injuries; 12.080 for Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled, and 394 for Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; ALDOT's 2020 safety targets, which set the targets at 964 for Number of Fatalities; 1.350 for Rate of Fatalities per Hundred Million Vehicle Miles Traveled; 8,143 for Number of Serious Injuries; 11.080 for Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled, and 384 for Number of Non-Motorized Fatalities and Non-Motorized Serious; ALDOT's 2021 safety targets, which set the targets at 961 for Number of Fatalities; 1.364 for Rate of Fatalities per Hundred Million Vehicle Miles Traveled; 6,595 for Number of Serious Injuries; 9.355 for Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled, and 366 for Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; ALDOT's 2022 safety targets which set the targets at 961 for Number of Fatalities; 1.400 for Rate of Fatalities per Hundred Million Vehicle Miles Traveled; 6,000 for Number of Serious Injuries; 9.000 for Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled; and 365 for Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; ALDOT's 2023 safety targets which set the targets at 1,000 for Number of Fatalities; 1.440 for Rate of Fatalities per Hundred Million Vehicle Miles Traveled; 6,500 for Number of Serious Injuries; 9.820 for Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled and to reflect ALDOT's Towards Zero Death Initiative; and 400 for Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries. ALDOT's 2024 safety targets which set the targets at 1,000 for Number of Fatalities; 1.400 for Rate of Fatalities per Hundred Million Vehicle Miles Traveled; 6,400 for Number of Serious Injuries; 9.800 for Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled and to reflect ALDOT's Towards Zero Death Initiative; and 400 for Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries. ALDOT's 2025 safety targets which set the targets at 1,000 for Number of Fatalities; 1.400 for Rate of Fatalities per Hundred Million Vehicle Miles Traveled; 6,300 for Number of Serious Injuries; 9.800 for Rate of Serious Injuries per Hundred Million Vehicle Miles Traveled and to reflect ALDOT's Towards Zero Death Initiative; and 400 for Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries. The TPO supported the FDOT and ALDOT targets by approving Resolution 18-01 on February 14, 2018; Resolution 19-01 on February 13, 2019, Resolution 20-01 on February 12, 2020, Resolution 21-12 on February 10,

2021, Resolution 22-01 on February 9, 2022; Resolution 23-01 on January 11, 2023, Resolution 23-23 on November 8, 2023, and Resolution 24-28 on December 11, 2024 (see Florida-Alabama TPO Safety Performance Table).

### Florida-Alabama 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 (2023)	0	0	0	0	0
FDOT (2024)	0	0	0	0	0
FDOT (2025)	0	0	0	0	0
ALDOT (2018)	1,010	1.490	8,369	12.420	390
ALDOT (2019)	932	1.330	8,469	12.080	394
ALDOT (2020)	964	1.350	8,143	11.080	384
ALDOT (2021)	961	1.364	6,595	9.355	366
ALDOT (2022)	961	1.400	6,000	9.000	365
ALDOT (2023)	1,000	1.440	6,500	9.820	400
ALDOT (2024)	1,000	1.400	6,400	9,800	400

ALDOT (2025)	1,000	1.400	6,300	9,800	400
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**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.

- 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 the 23 CFR.507 and 23 CFR.607 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 27<sup>th</sup>, Targets for Pavement, Bridge, and System Performance were adopted on September 12, 2018 by Resolution 18-24 for targets in 2021 which supported the DOT targets and were adopted again in 2023 by Resolutions 23-02 for Alabama on January 11, 2023 and 23-05 for Florida on April 12, 2023 and do not need to be adopted again until 2027 since they are four year targets; unless DOT adjusts its 4 year targets. FDOT targets for 2021 for Pavement are:  $\geq 60$  for Percent of Interstate Pavements in Good Condition,  $\leq 5$  for Percent of Interstate Pavements in Poor Condition;  $\geq 40$  for Percent of Non-Interstate National Highway System Pavements in Good Condition; and  $\leq 5$  for Percent on Non-Interstate National Highway System Pavements in Poor Condition. FDOT targets for 2021 for Bridges are:  $\geq 50$  for Percent of National Highway System Bridges Classified as in Good Condition by Deck Area and  $\leq 10$  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:  $\geq 60$  for Percent of Interstate Pavements in Good Condition,  $\leq 5$  for Percent of Interstate Pavements in Poor Condition;  $\geq 40$  for Percent of Non-Interstate National Highway System Pavements in Good Condition; and  $\leq 5$  for Percent on Non-Interstate National Highway System Pavements in Poor Condition. FDOT targets for 2025 for Bridges are:  $\geq 50$  for Percent of National Highway System Bridges Classified as in Good Condition by Deck Area and  $\leq 10$  for Percent of National Highway System Bridges Classified as in Poor Condition by Deck Area. FDOT's 2025 targets for System Performance are:  $\geq 70$  for Percent of Person Miles Traveled on Interstate System that is Reliable;  $\geq 50$  for Percent of Person Miles Traveled on Non-Interstate National Highway System that is Reliable; and  $\leq 2$  for Truck Travel Time Reliability Index.

ALDOT targets for 2021 for Pavement are: "Not Applicable" for Percent of Interstate Pavements in Good Condition since there is no Interstate System in the Alabama Portion of the Florida-Alabama TPO, "Not Applicable" for Percent of Interstate Pavements in Poor Condition since there is no Interstate System in the Alabama Portion of the Florida-Alabama TPO;  $>40$  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. ALDOT targets for 2021 for Bridges are:  $>27$  for Percent of National Highway System Bridges Classified as in Good Condition by Deck Area and  $<3$  for Percent of National Highway System Bridges Classified as in Poor Condition by Deck Area. ALDOT's 2021 targets for System Performance were: "Not Applicable" for Percent of Person Miles Traveled on Interstate System that is Reliable since there is no Interstate System in the Alabama Portion of the Florida-Alabama TPO; 93.6 for Percent of Person Miles Traveled on Non-Interstate National Highway System that is Reliable; and "Not Applicable" for Truck Travel Time Reliability Index since there is no Interstate System in the Alabama Portion of the Florida-Alabama TPO. However, ALDOT adjusted its 4-year targets in 2021 to better support the decision making progress for investment strategies which the TPO adopted by Resolution 21-02 ALDOT targets for 2024 for Pavement are: "Not Applicable" for Percent of Interstate Pavements in Good Condition since there is no Interstate System in the Alabama Portion of the Florida-Alabama TPO, "Not Applicable" for Percent of Interstate Pavements in Poor Condition since there is no Interstate System in the Alabama Portion of the Florida-Alabama TPO;  $>40$  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. ALDOT targets for 2024 for Bridges are:  $\geq 25$  for Percent of National Highway System Bridges Classified as in Good Condition by Deck Area and  $\leq 3$  for Percent of National Highway System Bridges Classified as in Poor Condition by Deck Area. ALDOT's 2024 targets for System Performance were: "Not Applicable" for Percent of Person Miles Traveled on Interstate System that is Reliable since there is no Interstate System in the Alabama Portion of the Florida-Alabama TPO; 90 for Percent of Person Miles Traveled on Non-Interstate National Highway System that is Reliable; and "Not Applicable" for Truck Travel Time

Reliability Index since there is no Interstate System in the Alabama Portion of the Florida-Alabama TPO (see Florida-Alabama TPO Bridge, Pavement, and System Performance Tables).

For comparative purposes, baseline (2017) statewide conditions are as follows:

- 82.2 percent of person-miles traveled on the Interstate are reliable;
- 84.0 percent of person-miles traveled on the non-Interstate are reliable; and
- 1.43 truck travel time reliability index.

In establishing these targets, FDOT reviewed external and internal factors that may affect reliability, analyzed travel time data from the National Performance Management Research Dataset (NPMRDS) for the years 2014 to 2017, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable.

The federal travel time reliability measures follow a new methodology that differ from prior Florida efforts. In addition, beginning in 2017, the NPMRDS expanded its coverage of travel segments, and a new vendor began to supply the dataset, creating a difference in reliability performance results on non-Interstate NHS segments between pre-2017 trends and later trends. These factors create challenges for establishing a confident trend line to inform target setting for the next two to four years.

In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial statewide system performance and freight targets.

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. During 2018 and 2019, the percentage of person-miles that are reliable improved over the 2017 baseline on both the Interstate and non-Interstate NHS. The truck travel time reliability index improved slightly from the 2017 baseline to 2018 but declined slightly in 2019. Actual performance in 2019 was better than the 2019 targets, and in early 2021 FHWA determined that FDOT made significant progress toward the 2019 targets. Performance improved for all measures in 2020. FHWA's determination of significant progress toward the 2021 bridge and pavement targets is anticipated in 2023.

System performance and freight are addressed through several statewide initiatives:

- 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 includes 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. The SIS Policy Plan 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, safety, preservation, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).

- In addition, FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high priority projects support the statewide freight vision. In February 2018, FHWA approved the FMTP as FDOT's State Freight Plan. FDOT updated the plan in spring 2020.
- 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.

#### Florida-Alabama 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	≥50*	≤10	≤10*
ALDOT	>27	>27*	<3	<3*

- \*TPO only required to adopt 4-year targets. Adopted by Resolution 18-24 on September 12, 2018.

#### Florida-Alabama 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	4 Year	2 Year	4 Year
FDOT	≥50 (2023)	≥50 (2025)*	≤10 (2023)	≤10 (2025)*
ALDOT	≥25 (2022)	≥20 (2024)*	≤3 (2022)	≤3 (2024)*

- \*TPO only required to adopt 4-year targets. Adopted by Resolution 23-02 on January 11, 2023



for Alabama and Resolution 23-05 on April 12, 2023 for Florida. However, FDOT adjusted its 4 year targets in 2025 which adopted by Resolution 24-29 on December 11 2024. However, ALDOT adjusted its 4 year targets in 2024 which adopted by Resolution 24-29 on December 11 2024.

### Florida-Alabama 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*
ALDOT	Not Required	I-10 not in TPO Study* Area*	Not Required	I-10 not in TPO Study Area *	>40	>40*	<5	<5*

- \*TPO only required to adopt 4-year targets. Adopted by Resolution 18-24 on September 12, 2018..

### Florida-Alabama 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 (2022)	4 Year (2024)	2 Year (2022)	4 Year (2024)	2 Year (2022)	4 Year (2024)	2 Year (2022)	4 Year (2024)
FDOT	≥60 (2023)	≥60* (2025)	≤5 (2023)	≤5 (2025)*	≥40 (2023)	≥40* (2025)	≤5 (2023)	≤5* (2025)
ALDOT	Not Required	I-10 not in TPO Study* Area*	Not Required	I-10 not in TPO Study Area *	≥25 (2022)	≥25 (2024)*	≤5 (2022)	≤5* (2024)

- \*TPO only required to adopt 4-year targets. Adopted by Resolution 23-02 on January 11, 2023 for Alabama and Resolution 23-05 on April 12, 2023 for Florida.

### Florida-Alabama TPO System Performance Targets

Entity	Percent of Person Miles Traveled on Interstate	Percent of Percent of Person Miles	Truck Travel Time Reliability Index
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	System that is Reliable		Traveled on Non-Interstate System 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*
ALDOT	96.4	I-10 not in TPO Study Area *	93.7	93.6*	1.20	I-10 not in TPO Study Area *

- \*TPO only required to adopt 4-year targets. Adopted by Resolution 18-24 on September 12, 2018. However, ALDOT adjusted its 4 year targets in 2021 which adopted by Resolution 21-02 on January 13, 2021.

### Florida-Alabama 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 that is Reliable		Truck Travel Time Reliability Index	
	2 Year	4 Year	2 Year	4 Year	2 Year	4 Year
FDOT	≥75 (2023)	≥75 (2025)*	≥50 (2023)	≥60 (2025)*	≤1.75 (2023)	≤2.00 (2025)*
ALDOT	92 (2022)	I-10 not in TPO Study Area (2024) *	90 (2022)	90.0 (2024)*	1.30 (2022)	I-10 not in TPO Study Area 2024) *

- \*TPO only required to adopt 4-year targets. Adopted by Resolution 23-02 on January 11, 2023 for Alabama and Resolution 23-05 on April 12, 2023 for Florida. However, FDOT adjusted its 4 year targets in 2025 which adopted by Resolution 24-29 on December 11 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 and maintenance vehicles that have met or and 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 12, 2018 by Resolution 18-30 which supported the DOT targets and are adopted annually 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. For Florida, the Rolling Stock category consists of Vans, Cutaway Buses, Body on Chassis, and Full Size Buses. The targets for these categories are Vans (reduce by 0 Percent of current inventory), Cutaway Buses (reduce by 0 Percent of current inventory), Body on Chassis (reduce by 0 Percent of current inventory), and Full Size Buses (reduce by 10 Percent of current inventory). The Equipment category is to reduce Service Vehicles by 10 Percent that have met or exceeded their Useful Life Benchmark. Facilities Category is to fund no more than 20% of FTA facilities with a condition rating below 3 (Good) on the Transit Economics Requirements Model Scale. For Alabama, the Rolling Stock category consists of Vans, Cutaway Buses, Body on Chassis, and Full Size Buses. The targets for these categories are Vans (reduce by 10 Percent of current inventory), Cutaway Buses (reduce by 10 Percent of current inventory), Body on Chassis (reduce by 10 Percent of current inventory), and Full Size Buses (reduce by 10 Percent of current inventory). The Equipment category is to reduce Service Vehicles by 10 Percent that have met or exceeded their Useful Life Benchmark. Facilities Category is to fund no more than 20% of FTA facilities with a condition rating below 3 (Good) on the Transit Economics Requirements Model Scale (see Florida-Alabama TPO Transit Asset Management (TAM) Table).

#### **Florida-Alabama TPO Transit Asset Management (TAM) Targets**

<b>Entity</b>	<b>Percent of Revenue Vehicles that have met or exceed their Useful Life Benchmark</b>				<b>Percent of Service Vehicles that have met or exceed their Useful Life Benchmark</b>	<b>Percent of FTA-funded facilities with a condition rating below 3.0 (Good) on the FTA Transit Economic Modal Scale</b>
	<b>Vans</b>	<b>Cutaway Buses</b>	<b>Body on Chassis</b>	<b>Full Size Buses</b>		
Escambia County (2018)	reduce by "0%"	reduce by "0%"	reduce by "0%"	reduce by "3%"	reduce by "10%"	no more than "20%"

ALDOT (2018)	<b>reduce by “10%” (of current inventory)</b>	<b>reduce by “10%” (of current inventory)</b>	<b>reduce by “10%” (of current inventory)</b>	<b>reduce by “10%” (of current inventory)</b>	<b>reduce by “10% (of current inventory)</b>	<b>no more than “20%”</b>
Escambia County (2019)	<b>reduce by “0%”</b>	<b>reduce by “0%”</b>	<b>reduce by “0%”</b>	<b>reduce by “3%”</b>	<b>reduce by “10%”</b>	<b>no more than “20%”</b>
ALDOT (2019)	<b>reduce by “7%” (of current inventory)</b>	<b>reduce by “7%” (of current inventory)</b>	<b>reduce by “7%” (of current inventory)</b>	<b>reduce by “7%” (of current inventory)</b>	<b>reduce by “7% (of current inventory)</b>	<b>no more than “20%”</b>
Escambia County (2020)	<b>reduce by “0%”</b>	<b>reduce by “0%”</b>	<b>reduce by “0%”</b>	<b>reduce by “3%”</b>	<b>reduce by “10%”</b>	<b>no more than “20%”</b>
ALDOT (2020)	<b>reduce by “5%” (of current inventory)</b>	<b>reduce by “5%” (of current inventory)</b>	<b>reduce by “5%” (of current inventory)</b>	<b>reduce by “5%” (of current inventory)</b>	<b>reduce by “5% (of current inventory)</b>	<b>no more than “20%”</b>
Escambia County (2021)	<b>reduce by “0%”</b>	<b>reduce by “0%”</b>	<b>reduce by “0%”</b>	<b>reduce by “3%”</b>	<b>reduce by “10%”</b>	<b>no more than “20%”</b>
ALDOT (2021)	<b>reduce by “5%” (of current inventory)</b>	<b>reduce by “5%” (of current inventory)</b>	<b>reduce by “5%” (of current inventory)</b>	<b>reduce by “5%” (of current inventory)</b>	<b>reduce by “5% (of current inventory)</b>	<b>no more than “20%”</b>
Escambia County (2022)	<b>reduce by “10%”</b>	<b>reduce by “10%”</b>	<b>reduce by “10%”</b>	<b>reduce by “10%”</b>	<b>reduce by “10%”</b>	<b>no more than “20%”</b>
ALDOT (2022)**	<b>reduce by “5%” (of current inventory)</b>	<b>reduce by “5%” (of current inventory)</b>	<b>reduce by “5%” (of current inventory)</b>	<b>reduce by “5%” (of current inventory)</b>	<b>reduce by “5% (of current inventory)</b>	<b>no more than “20%”</b>
Escambia County (2023)	<b>reduce by “10%”</b>	<b>reduce by “0%”</b>	<b>reduce by “0%”</b>	<b>reduce by “1%”</b>	<b>reduce by “5%”</b>	<b>no more than “20%”</b>

ALDOT (2023)	<b>reduce by “5%”</b> (of current inventory)	<b>reduce by “5%”</b> (of current inventory)	<b>reduce by “5%”</b> (of current inventory)	<b>reduce by “0%”</b> (of current inventory)	<b>reduce by “5%”</b> (of current inventory)	<b>no more than “20%”</b>
Escambia County (2024)	<b>Reduce by 10%</b>	<b>Reduce by 0%</b>	<b>Reduce by 0%</b>	<b>Reduce by 13%</b>	<b>Reduce by 35%</b>	<b>No more than 20%</b>
ALDOT (2024)	<b>reduce by “5%”</b> (of current inventory)	<b>reduce by “5%”</b> (of current inventory)	<b>reduce by “5%”</b> (of current inventory)	<b>reduce by “0%”</b> (of current inventory)	<b>reduce by “5%”</b> (of current inventory)	<b>no more than “20%”</b>
Escambia County (2025)	<b>Reduce by 11%</b>	<b>Reduce by 10%</b>	<b>Reduce by 33%</b>	<b>Reduce by 33%</b>	<b>Reduce by 35%</b>	<b>No more than 50%</b>
ALDOT (2025)	<b>reduce by “5%”</b> (of current inventory)	<b>reduce by “5%”</b> (of current inventory)	<b>reduce by “5%”</b> (of current inventory)	<b>reduce by “2%”</b> (of current inventory)	<b>reduce by “10%”</b> (of current inventory)	<b>no more than “20%”</b>

\*Adopted by Resolution 18-30 on September 12, 2018.

\*\*ALDOT’s Group TAM Plan was adopted in January 2022

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). 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 Baker County Council on Aging Nassau County Council on Aging/Transit Ride Solution (Putnam County)	Levy County Transit Big Bend Transit
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>	

As shown in the table below, Alabama has a total of 28 transit providers participating in the ALDOT Group TAM Plan. The TAM Plan was developed with and covers ALDOT's Tier II transit providers, specifically organizations that are recipients of Sections 5311 and 5307 FTA program funding. The Subrecipients included in this TAM Plan provide Demand Response and Fixed Route Service. ALDOT and its Subrecipients adopted internal performance targets in January 2017. It was agreed that the performance targets would be reviewed and updated annually. Each Subrecipient formally agreed to be part of the Group TAM Plan process and remained in close contact with ALDOT staff throughout the plan development. ALDOT's TAM Plan will be updated every four years with the next update scheduled for October 2022

### Alabama Group TAM Plan Participants

Formal Agency Name	Business Entity
Alabama-Tombigbee Regional Commission	ATRC Rural Transportation

Area Referral and Information Service for the Elderly	A.R.I.S.E. Inc.
Autauga County Commission	Autauga County Rural Transportation
Baldwin County Commission	Baldwin Regional Area Transit System (BRATS)
Birmingham Regional Paratransit Consortium	ClasTran
Blount County Commission	Blount County Public Transportation
Chilton County Commission	Chilton County Transit
City of Eufaula	Eufaula/Barbour Transit Authority
City of Guntersville	Guntersville Public Transportation
City of Troy	Pike Area Transit System (PATS)
Covington County Commission	Covington Area Transit System (CATS)
Cullman County Commission	Cullman Area Rural Transportation System (CARTS)
Dekalb County Commission	Dekalb County Rural Transportation
East Alabama Regional Planning and Development Commission	Area Wide Community Transportation Service (ACTS)
Educational Center for Independence	Educational Center for Independence
Escambia County Commission	Escambia County Alabama Transit System (ECAT)
Etowah County Commission	Etowah County Rural Area Transportation
H.E.L.P. Inc.	H.E.L.P. Inc.
Jackson County Commission	Jackson County Rural Transportation
Lee-Russell Council of Governments	Lee County Express (LETA) Phenix City Express (PEX)
Macon County Commission	Macon County Rural Transportation Program
Madison County Commission	Transportation for Rural Areas of Madison County (TRAM)
North Central Alabama Regional Council of Governments	NARCOG Regional Transit Agency
Northwest Alabama Council of Local Governments	NACOLG Transit
SE AL Regional Planning and Development Commission	Wiregrass Transit Authority
St. Clair County Commission	St. Clair County Rural Transportation Program
Walker County Commission	Walker County Rural Transportation Program
West Alabama Health Services, Inc.	West Alabama Public Transportation

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

- Tier I: None
- Tier II: Escambia County Area Transit and Tri County Community Council (FL) & Baldwin Regional Area Transit System (AL)

All three (3) providers are considered Tier II providers. Escambia County Area Transit is not part of the FDOT Group TAM Plan. The other two transit providers, Tri County Community Council (FL) & Baldwin Regional Area Transit System (AL) are included in group TAM plans developed by the FDOT Public Transit Office in Tallahassee and the ALDOT office in Montgomery.

Tri County Community Council (FL) & Baldwin Regional Area Transit System are part of the Group TAM Plan for Fiscal Years 2018/2019-2022/2023 developed by FDOT and ALDOT for Tier II providers in Florida and Alabama and coordinates with FDOT and ALDOT on reporting of group targets to NTD. The FY 2019 asset conditions and 2020 targets for the Florida and Alabama Tier II providers are shown in the following Tables above.

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 and ALDOT will update their respective TAM Plan at least once every four years. FDOT and ALDOT will update the statewide performance targets for the participating agencies on an annual basis by June 1<sup>st</sup> 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. Providers initially were required to certify a PTASP and targets by July 20, 2020. However, on April 22, 2020, FTA extended the deadline to December 31, 2020 to provide regulatory flexibility due to the extraordinary operational challenges presented by the COVID-19 public health emergency. On December 11, 2020, FTA extended the PTASP deadline for a second time to July 20, 2021.

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 Florida-Alabama TPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021. The transit safety targets will 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 requirements.

The Targets for Transit Safety Measures were approved by the TPO on January 13, 2021 by Resolution 21-07 which supported the DOT targets: Demand Response (DR) and Fixed Route (FR): Fatalities = BRATS (DR) 0; ECAT (DR) 0; ECAT (FR) 0; Injuries = BRATS (DR) 0; ECAT (DR) 0; and ECAT (FR) 0; Safety Events = BRATS (DR) 0; ECAT (DR) 0; ECAT (FR) 0; and System Reliability = BRATS (DR) 185,235; ECAT (DR) 70,632; and ECAT (FR) 90,850. Since the target for total number of reportable fatalities, total number of reportable injuries and total number of reportable safety events is zero, the corresponding rates are also zero.

### **Transit Safety Performance Targets**

<b>Entity</b>	<b>Fatalities</b>	<b>Injuries</b>	<b>Safety Events</b>	<b>System Reliability</b>
BRATS (DR 2021)	0	0	0	185,235
ECAT (DR 2021)	0	0	0	70,632
ECAT (FR 2021)	0	0	0	90,850

BRATS (DR 2022)	0	0	0	67,486
ECAT (DR 2022)	0	0	0	76,621
ECAT (FR 2022)	0	0	0	91,469
BRATS (DR 2023)	0	4	4	76,759
ECAT (DR 2023)	0	0	0	48,888
ECAT (FR 2023)	0	0	0	52,030
BRATS (DR 2024)	0	5	5	49,080
ECAT (DR 2024)	0	0	0	71,053
ECAT (FR 2024)	0	0	0	30,361
BRATS (DR 2025)	0	4	4	62,677
ECAT (DR 2025)	0	0	0	20,272
ECAT (FR 2025)	0	0	0	5,234

- Adopted by Resolution 21-07 on January 13, 2021.

Investment Priorities in the TIP. The TIP considers potential projects that fall into specific investment priorities.

**Safety.** For the Florida-Alabama TPO, this includes the Safe Routes to School and the Escambia-Santa Rosa 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, 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 Florida-Alabama TPO, this includes safety programs such as the Escambia-Santa Rosa 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 a 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 Florida-Alabama TIP's investments regarding bridge and pavement condition includes Bridge, Roadway Capacity, and Resurfacing projects. These projects can 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 Florida-Alabama 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 A.8, B.2, B.3, C.1, C.2, C.3, C.4, E.2, and F.6. Some of the bridges mentioned in the 2045 LRTP that need to be annually monitored are the US 98 Bridge to Lillian, Alabama, Theo Baars Bridge in Perdido Key, Quintette Bridge between Escambia and Santa Rosa Counties, Bob Sikes Bridge to Pensacola Beach, and the Navarre Beach Bridge. This corresponds to the 2045 Long Range Transportation Plan Objective C.2. The focus of Florida-Alabama 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.

**System Performance.** The focus of Florida Alabama 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.); and
- ITS projects or programs.

**Transit Asset Management (TAM).** The Transit Projects identified in the Florida-Alabama 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. Escambia Area Transit received CARES (Coronavirus Aid, Relief, and Economic Security) Act funds and monies from the Local Option Gas Tax. The Long Range Transportation Plan also references that Federal Transit funds that flow through the designated transit provider (Escambia County Area Transit) that also have monies that go to Baldwin Regional Area Transit in Baldwin County Alabama. These dollars 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 October 14, 2020. The 2045 Long Range Transportation Plan also included a Systems Performance Report for Performance Measures.