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# System Performance Report TPO Long-Range Transportation Plan (LRTP)

## FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION (TPO)

Florida Department of Transportation (FDOT), District Three, and  
Alabama Department of Transportation (ALDOT)

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# Contents

<b>Purpose .....</b>	<b>2</b>
<b>1.0 Background .....</b>	<b>4</b>
<b>2.0 Highway Safety Measures (PM1) .....</b>	<b>6</b>
<b>3.0 Pavement and Bridge Condition Measures (PM2) .....</b>	<b>14</b>
<b>4.0 System Performance, Freight, &amp; Congestion Mitigation &amp; Air Quality Improvement Program Measures (PM3) .....</b>	<b>24</b>
<b>5.0 Transit Asset Management Measures .....</b>	<b>31</b>
<b>6.0 Transit Safety Performance .....</b>	<b>43</b>

## List of Tables

Table 2.1	Statewide Highway Safety (PM1) Conditions and Performance (Florida) .....	7
Table 2.2	Statewide Highway Safety (PM1) Conditions and Performance (Alabama) .....	8
Table 2.3	FL-AL TPO Highway Safety (PM1) Conditions and Performance .....	9
Table 2.4	FL-AL TPO 2050 LRTP Safety (PM1) Goal and Objectives .....	11
Table 3.1	Statewide Pavement Condition (PM2) Performance and Targets (Florida) .....	15
Table 3.2	Statewide Pavement Condition (PM2) Performance and Targets (Alabama) .....	16
Table 3.3	Statewide Bridge Condition (PM2) Performance and Targets (Florida) .....	17
Table 3.4	Statewide Bridge Condition (PM2) Performance and Targets (Alabama) .....	17
Table 3.5	FL-AL TPO Pavement Condition (PM2) Performance and Targets .....	19
Table 3.6	FL-AL TPO Bridge Condition (PM2) Performance and Targets .....	19
Table 3.7	FL-AL TPO 2050 LRTP Safety (PM2) Goal and Objectives .....	21
Table 4.1	Statewide System Performance and Freight Reliability (PM3) Performance and Targets (Florida).....	25
Table 4.2	Statewide System Performance and Freight Reliability (PM3) Performance Targets (Alabama) .....	26
Table 4.3	FL-AL TPO System Performance and Freight Reliability (PM3) Performance and Targets .....	27
Table 5.1	FTA TAM Performance Measures .....	31
Table 5.2	Florida Group TAM Plan Participants.....	32
Table 5.3	Alabama Group TAM Plan Participants.....	33
Table 5.4	FTA TAM Targets for Escambia County Area Transit (ECAT) .....	34
Table 5.5	FDOT Group Plan Transit Asset Management Targets for Tier II Providers .....	39
Table 5.6	ALDOT Group Plan Transit Asset Management Targets for Tier II Providers .....	37
Table 5.7	FL-AL TPO Transit Asset Management Targets.....	38
Table 6.1	2021 Transit Safety Performance Targets for BRATS and ECAT .....	44
Table 6.2	FL-AL TPO Transit Safety Performance Targets .....	45



# Purpose

# Purpose

This document provides language that Florida's transportation planning organizations (TPO) 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), Alabama Department of Transportation (ALDOT), and the Metropolitan Planning Organization Advisory Council (MPOAC). The Consensus Planning Document outlines the minimum roles of FDOT, ALDOT, the TPOs, and the public transportation providers in the TPO 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.



## Section 1

### Background



## 1.0 Background

To comply with the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Rule (The Planning Rule), 23 USC 450,<sup>1</sup> a TPO'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.

Since the Florida-Alabama TPO Planning Boundary crosses state lines, the TPO must plan and program projects to contribute towards separate targets—one set for each State in which the planning area boundary extends state lines. Florida and Alabama statewide performance measures are shown in separate tables throughout this System Performance Report.

The Florida-Alabama TPO includes the southern portions of Escambia and Santa Rosa counties and the cities of Gulf Breeze, Milton and Pensacola in Florida, and Orange Beach and the community of Lillian in Baldwin County Alabama.

The Florida-Alabama Transportation Planning Organization (FL-AL TPO) 2050 Long-Range Transportation Plan (LRTP) requires adoption by October 14, 2025. Per the Planning Rule, the System Performance Report for the FL-AL TPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

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<sup>1</sup> The Final Rule modified the Code of Federal Regulations at 23 CFR Part 450 and 49 CFR Part 613.



## Section 2

# Highway Safety Measures (PM1)



## 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 TPOs 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 and ALDOT publish statewide safety performance targets for the following calendar year in the Highway Safety Improvement Program (HSIP) Annual Report that it transmits to FHWA each August. The current safety targets established in the 2024 HSIP annual report are set at "0" for each performance measure to reflect Florida's vision of zero deaths. Alabama calculates safety through a trend line analysis of the 5-year rolling average for each performance measure. The Alabama 2025 statewide targets are<sup>2</sup>:

- 1,000 traffic fatalities;
- 1.400 for rate of fatalities per hundred million vehicle miles traveled (VMT);
- 6,300 for number of serious injuries;
- 9.800 for the rate of serious injuries per hundred million VMT; and
- 400 for the number of non-motorized fatalities and non-motorized serious injuries.

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

### 2.2 Highway Safety Baseline Performance and Established Targets

This System Performance Report discusses the performance for each measure as well as progress achieved in meeting targets over time. Table 2.1 presents FDOT statewide performance for each PM1 measure in recent years by five-year rolling average and the calendar year (CY) 2025 targets established by FDOT. Table 2.2 presents ALDOT statewide conditions and performance for each PM1 measure using a five-year rolling average along with the established CY 2025 target based on ALDOT's 2024 HSIP<sup>3</sup>.

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<sup>2</sup> Source: Resolution FL-AL 24-28; A Resolution of the Florida-Alabama Transportation Planning Organization Adopting Targets for Safety Measures. Adopted December 11, 2024.

<sup>3</sup> Source: [2024 Alabama Highway Safety Improvement Program](#)

**Table 2.1      Statewide Highway Safety (PM1) Conditions and Performance (Florida)**

	Five-Year Rolling Average				Florida CY 2025 Target
	2016-2020	2017-2021	2018-2022	2019-2023 <sup>4</sup>	
Number of Fatalities	3,190.0	3,304.8	3,391.2	3,441.8	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 people over the 7-year period. The FDOT performance measure trend decreases are helping FL-AL TPO reach the 0 death and injury targets.

<sup>4</sup> Source: [The FDOT Source Book, Federal Performance Measures, PM1](#)

**Table 2.2     Statewide Highway Safety (PM1) Conditions and Performance (Alabama)**

	Five-Year Rolling Average				Alabama CY
	2016-2020	2017-2021	2018-2022	2019-2023 <sup>5</sup>	2025 Target <sup>6</sup>
Number of Fatalities	969	949	966	961	1,000
Rate of Fatalities per 100 Million VMT	1.397	1.350	1.39	1.37	1.400
Number of Serious Injuries	6,817	6,222	7,515	5,268	6,300
Rate of Serious Injuries per 100 Million VMT	9.312	8.453	10.787	9.159	9.800
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	362	367	380	365	400

On a statewide basis, based on the 5-year rolling averages, Alabama recorded 961 fatalities between 2016 and 2023 while the rate of fatalities remained fairly constant. The number and rate of serious injuries decreased over the same timeframe. The number of non-motorized fatalities and non-motorized serious injuries decreased between 2016 and 2023 and remain under the CY 2025 target. Based on historical trends, the ALDOT 2025 target is expected to be achieved for all metrics. To further help ALDOT achieve performance goals, Alabama's Highway Safety Plan (FY 2024-2026)<sup>6</sup> includes countermeasure strategies to mitigate safety problems. Strategies include a communication campaign, drug recognition expert training, high visibility enforcement campaigns, prosecutor training, child restraint system inspection stations and child passenger training program, and high visibility seat belt law enforcement campaign.

The process used to develop the Florida-Alabama TPO's Long-Range Transportation Plan includes analysis of safety data trends, including the location and factors associated with crashes with emphasis on fatalities and serious injuries. These data are used to help identify regional safety issues and potential safety strategies for the LRTP and TIP.

Table 2.3 presents performance in the TPO planning area for each safety measure in recent years. Federal data for the TPO planning area is arranged by Escambia and Santa Rosa counties in Florida. For the analysis, Alabama data is repeated from Table 2.2. Non-Motorized numbers represent five-year totals for pedestrian and bicycle fatalities and serious injuries.

<sup>5</sup> Source: [Alabama Highway Safety Improvement Program- 2024 Annual Report](#)

<sup>6</sup> Source: [State of Alabama Highway Safety Plan, Fiscal Year 2024-2026](#)

**Table 2.3 FL-AL TPO Highway Safety (PM1) Conditions and Performance**

Performance Measures	Five-Year Rolling Average				FL-AL TPO CY 2025 Target
	2016-2020 (Escambia/Santa Rosa)/AL	2017-2021 (Escambia/Santa Rosa)/AL	2018-2022 (Escambia/Santa Rosa)/AL	2019-2023 (Escambia/Santa Rosa)/AL	
Number of Fatalities	(56/20)/ 969	(63/22)/ 949	(63/22)/ 966	(63/21)/ 961	0/ 1,000
Rate of Fatalities per 100 Million VMT	(1.567/0.890)/ 1.397	(1.735/0.960)/ 1.350	(1.745/0.955)/ 1.39	(1.722/0.909)/ 1.37	0/ 1.4000
Number of Serious Injuries	(257/104)/ 6,817	(241/99)/ 6,222	(225/95)/ 7,515	(230/92)/ 5,268	0/ 6,300
Rate of Serious Injuries per 100 Million VMT	(7.148/4.6920)/ 9.312	(6.689/4.413)/ 8.453	(6.175/4.165)/ 10.787	(6.235/3.942)/ 9.159	0/ 9.800
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	(60/11)/ 362	(62/9)/ 367	(59/8)/ 380	(57/10)/ 365	0/ 400

In the FL-AL TPO region, the fatality rate between 2016 and 2023 increased from 1.567% to 1.722% in Escambia County and from 0.890% to 0.909% in Santa Rosa County, while the serious injury rate decreased from 7.148% to 6.235% in Escambia County and 4.692% to 3.942% in Santa Rosa County. The number of non-motorized fatalities and serious injuries decreased since 2016 for both counties. Alabama data also indicates a decrease in serious injuries by 1,549 while the number of non-motorized fatalities and serious injuries decreased slightly. The TPO 2025 target for Alabama is expected to be achieved based on historical trends.

The FL-AL TPO agreed to support FDOT's and ALDOT's highway safety targets on December 11, 2024. By adopting these targets, the FL-AL TPO agrees to plan and program projects that help FDOT and ALDOT achieve these targets.

The FL-AL 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 FL-AL 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), the Florida Transportation Plan (FTP), the Alabama Highway Safety Improvement Plan (HSIP) and Alabama Statewide Transportation Plan.

- 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 TPOs and the MPOAC. The SHSP development process included review of safety-related goals, objectives, and strategies in TPO plans. The SHSP guides FDOT, TPOs, 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 of achieving 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. FDOT and ALDOT provide annual reports to FHWA on their respective programs.
- Transportation projects are identified and prioritized with the TPOs 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. TPOs and local governments consider safety data analysis when determining project priorities.
- The Alabama Highway Safety Improvement Plan FY 2024-2026 (HSIP) includes four main categories and emphasis areas under each category to address roadway safety in the state. The goal of the Plan is Toward Zero Deaths (TZD) program with the ultimate vision of eradicating the states roadway deaths and serious injuries. Categories addressing safety are:
  - Behavioral-Based Emphasis Areas;
  - Infrastructure-Based Emphasis Areas;
  - At-Risk Road Users; and
  - Data Systems
- The Alabama Statewide Transportation Plan is a long-range plan that assesses the State's multimodal transportation system and presents plans for improvement and maintenance. The plan forecasts a minimum of 20 years and involves engagement with both public and private entities. The plan is designed to meet the goals and other requirements required by federal legislation with its emphasis on performance management. The most recent Statewide Transportation Plan was completed in July 2017. Work is underway to update the Plan through 2040.

The FL-AL TPO 2050 LRTP increases the safety of the transportation system for motorized and non-motorized users as required. The LRTP aligns with the Florida and Alabama SHSP and the FDOT and ALDOT 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 transportation planning area and provides funding for targeted safety improvements. Aligning with the Federal Planning Emphasis Areas (2021), the FL-AL TPO 2050 LRTP includes seven Goals and Objectives (Goals A-G) adopted April 10, 2024. FL-AL TPO's Goal A addresses safety. Objectives to achieve Goal A and methods to achieve safety performance are shown in Table 2.4.

**Table 2.4 FL-AL TPO 2050 LRTP Safety (PM1) Goal and Objectives**

<b>GOAL A: A transportation system that is resilient, safe, and secure.</b>	
Objective	Statement
A.1	Increase safety for all motorized and non-motorized users in accordance with the Florida Department of Transportation "Target Zero" and the Alabama Department of Transportation "Towards Zero Deaths Initiative" standards, and the Strategic Highway Safety Plan / Highway Safety Improvement Program (HSIP).
A.2	Implement techniques and road design to achieve an acceptable level of performance, reduce congestion, and reduce fatalities and serious injuries from common intersection crashes and lane departures.
A.3	Strive for a resilient, sustainable regional transportation system to support emergency response and recovery efforts, to help achieve the national greenhouse gas reduction goals, and to increase resilience to extreme weather events.
A.4	Include projects that increase security for all users of transit (such as adequate lighting at bus stops, equipment on buses and transit facilities to monitor/prevent harmful activity, and adequate bicycle parking facilities).
A.5	Consider clearance times on roads that function as evacuation routes when establishing roadway improvement priorities.
A.6	Reduce the probability of service interruption during a natural disaster by identifying alternative routes before, during and after an incident.
A.7	Decrease the duration of interruptions in service by having assets prepositioned to deal with events.
A.8	Work with federal, state, and local agencies, the private sector, and other stakeholders in order to mitigate potential threats and vulnerabilities in the multi-modal transportation system.
A.9	Coordinate and cooperate with the Department of Defense, Department of Homeland Security, the U.S. Coast Guard, and other federal and state agencies including federal land management agencies, to enhance the security of the transportation system including the Strategic Highway Network (STRAHNet).



The TIP considers potential projects that fall into specific investment priorities.<sup>7</sup> 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 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 act on the additional targets and other requirements of the federal performance management process.

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<sup>7</sup> Source: Florida-Alabama TPO, FY 2025-2029 Transportation Improvement Program (TIP).



## Section 3

# Pavement & Bridge Condition Measures (PM2)

## 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 TPOs 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 poor condition.

Pavement conditions are 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. Since there are no interstates in the Alabama portion of the Florida-Alabama TPO, the following two targets are not applicable for Alabama: (1) Percent of Interstate pavements in good condition and (2) Percent of Interstate pavements in poor condition.

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 TPOs 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 for the PM2 measures. TPOs must establish four-year targets for all six measures. TPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the TPO's planning area. The two-year and four-year targets represent pavement and bridge conditions at the end of calendar years 2023 and 2025, respectively.

### 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 3.1 (Florida) and Table 3.2 (Alabama) present statewide performance for each pavement measure. 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. Therefore, the target dates are for 2025. Departments of Transportation have the option to adjust the 4-year targets in their Mid-Performance Period Progress Report which was due to FHWA on October 1, 2024. The 2023 and 2025 targets established by FDOT and ALDOT are included in their respective tables.

Safety Targets are established annually by the TPO by February 27. 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. On December 11, 2024, FL-AL TPO approved by Resolution 24-29 the Adjusting of Four-Year Targets (2025) for Bridge (PM 2) for the FDOT and ALDOT.

**Table 3.1 Statewide Pavement Condition (PM2) Performance<sup>8</sup> and Targets (Florida)**

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%

<sup>8</sup> Source: [FDOT Source Book Federal Measures-Pavement](#)

**Table 3.2 Statewide Pavement Condition (PM2) Performance and Targets<sup>9</sup> (Alabama)**

Performance Measures	2019	2020	2021	2022	2023	2025 Statewide Target
Percent of Interstate pavements in good condition <sup>1</sup>						Not Required
Percent of Interstate pavements in poor condition <sup>1</sup>						Not Required
Percent of non-Interstate NHS pavements in good condition	n/a	n/a	36.9 <sup>10</sup>	37.3	n/a	≥40%
Percent of non-Interstate NHS pavements in poor condition	n/a	n/a	2.6 <sup>11</sup>	2.8	n/a	≤5%

Interstates are not in the Alabama portion of the TPO. Therefore, performance measures for Alabama are not required. Performance data for ALDOT is not available prior to the 2021 baseline. ALDOT has lowered its target for Percentage of Non-Interstate Pavements in Good Condition from the targets established in the previous performance period. The percentage of Non-Interstate NHS pavements in good condition has been trending downward. ALDOT expects level funding for its federal-aid maintenance program and expects this to result in a continued downward trend. ALDOT has established a 4-year target that requires the current trend to be maintained or improved over the performance period.

Over the past performance period ALDOT maintained its percentage of pavements in poor condition at a constant level of 2.8 percent. ALDOT expects level funding for federal-aid maintenance through the new performance period but expects reduced accomplishment due to inflation. For this reason, ALDOT has chosen to maintain the Non-Interstate NHS pavements in poor condition targets that ALDOT established and met in the previous performance period.

Table 3.3 (Florida) and Table 3.4 (Alabama) present statewide performance for bridge conditions and targets.

<sup>9</sup> Source: 2022 TAMP. For Performance Period 2022-2025. ALDOT selected pavement condition targets to comply with the FHWA pavement condition performance measures final rule published on January 18, 2017.

<sup>10</sup> Source: FHWA 2022-2025 State Highway Infrastructure Report- Alabama  
<https://www.fhwa.dot.gov/tpm/reporting/state/condition.cfm?state=Alabama>.

<sup>11</sup> Ibid.

**Table 3.3 Statewide Bridge Condition (PM2) Performance<sup>12</sup> and Targets (Florida)**

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%

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. 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. Therefore, target dates are for 2025.

**Table 3.4 Statewide Bridge Condition (PM2) Performance and Targets<sup>13</sup> (Alabama)**

Performance Measures	2019	2020	2021	2022	2023	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	n/a	n/a	27.3%	>26.8%	n/a	≥25%
Percent of NHS bridges (by deck area) in poor condition	n/a	n/a	n/a	<3%	n/a	≤3%

<sup>12</sup> Source: [FDOT Source Book Federal Measures-Bridge](#).

<sup>13</sup> Source: 2022 TAMP. For Performance Period 2022-2025.



ALDOT established PM2 targets and were adopted by TPO's by April 2019. In the spring of 2022, ALDOT updated its [TAMP](#) to satisfy the requirement that State DOTs update and resubmit asset management plan development processes to the FHWA for a new process certification at least every four years, per Title 23, Code of Federal Regulations (CFR), Part 515.13(c). The TAMP was amended in December of 2022 to address additional requirements from the Infrastructure Investment and Jobs Act (IIJA).

Performance data for ALDOT is not available prior to the 2021 baseline. ALDOT achieved the 2023 statewide target and is expected to achieve the 2025 statewide target. During the TAMP development process, ALDOT performed analysis of various bridge investment scenarios. The results of the analysis indicated that with the current level of funding the percentage of bridges in good condition would decline over the performance period. This is due to the age distribution of ALDOT's bridge inventory. The majority of ALDOT's bridges were constructed during the Interstate era of the 1960s and 1970s and a significant number of bridges are nearing, or have already exceeded, their original 50-year design life and will need to be replaced soon due to the increasing costs of maintaining their continued health. Level funding is expected for bridge maintenance over the new performance period and is expected to result in an increase in the percentage of bridges in poor condition based on ALDOT's life cycle planning analysis. By managing toward the targets selected, ALDOT aims to achieve the national infrastructure performance goal of maintaining the highway infrastructure in a state of good repair by minimizing the deterioration of its bridge assets.<sup>14</sup>

ALDOT and the TPOs have a cooperative agreement in place to coordinate the development of the targets, the sharing of information related to the transportation performance measures, selection of targets, and reporting requirements. Typical highway projects, such as highway capacity, system preservation, bridge and safety projects, support the established targets.

ALDOT's Pavement Preservation Policy, approved by FHWA on June 2, 2019, is the planned strategy of cost-effective treatments to an existing roadway system that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without significantly increasing the structural capacity of the pavement.

Table 3.5 and Table 3.6 present recent performance in the TPO planning area for the pavement and bridge measures with target dates of 2025. Interstates are not in the Alabama portion of the TPO. Therefore, performance measures for Alabama are not required in the pavement table.

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<sup>14</sup> Source: FHWA 2022-2025 State Highway Infrastructure Report- Alabama  
<https://www.fhwa.dot.gov/tpm/reporting/state/condition.cfm?state=Alabama>.

**Table 3.5 FL-AL TPO Pavement Condition (PM2) Performance<sup>15</sup> and Targets**

Performance Measures	2019	2020	2021	2022	2023	FL-AL TPO 2023 Target (FL/AL)	FL-AL TPO 2025 Target (FL/AL)
Percent of Interstate pavements in good condition	73.7%	67.9%	65.3%	73.8%	67.2%	>50%/Not Required	>50%/Not Required
Percent of Interstate pavements in poor condition	0.0%	1.6%	0.6%	1.8%	0.3%	<10%/Not Required	<10%/Not Required
Percent of non-Interstate NHS pavements in good condition	39.5%	n/a	46.1%	45.8%	53.7%	>40%/>25%	>40%/>25%
Percent of non-Interstate NHS pavements in poor condition	0.6%	n/a	1.2%	1.2%	0.4%	<5%/≤5%	<5%/≤5%

**Table 3.6 FL-AL TPO Bridge Condition (PM2) Performance<sup>16</sup> and Targets**

Performance Measures	2019	2020	2021	2022	2023	FL-AL TPO 2023 Target (FL/AL)	FL-AL TPO 2025 Target (FL/AL)
Percent of NHS bridges (by deck area) in good condition	46.6%	45.4%	45.3%	45.0%	36.3%	>50%/>25%	>50%/>20%
Percent of NHS bridges (by deck area) in poor condition	0.3%	0.3%	0.3%	0.6%	0.6%	<10%/<3%	<10%/<3%

<sup>15</sup> Source: [FDOT Source Book Federal Performance Measures- MPO Pavement](#)
<sup>16</sup> Source: [FDOT Source Book Bridge Condition](#)

FDOT established the statewide PM2 targets on December 16, 2022, and in September of 2024 adjusted the 2025 target for percent of NHS bridges (by deck area) in poor condition. 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.

The FL-AL TPO agreed to support FDOT's and ALDOT's pavement and bridge condition performance targets on April 12, 2023<sup>17</sup> and adjusted 4-year targets on December 11, 2024. By adopting these targets, the FL-AL TPO agrees to plan and program projects that help FDOT and ALDOT achieve these targets.

The FL-AL 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 FL-AL 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 and Alabama Transportation Asset Management Plans.

- 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 and Alabama Transportation Asset Management Plans (TAMP) explain 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 FL-AL TPO 2050 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. The LRTP, though Goal C: Objective C.1 and C.2, seek to address system preservation and PM2. Table 3.7 lists all objectives under Goal C.

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<sup>17</sup> Resolution FL-AL 23-05; A Resolution of the Florida-Alabama Transportation Planning Organization Adopting Targets for System Performance, Pavement, and Bridge Measures. Adopted April 12, 2023.

**Table 3.7 FL-AL TPO 2050 LRTP Safety (PM2) Goal and Objectives**

<b>GOAL C:</b> <b>A transportation system that is maintained and operated efficiently.</b>	
Objective	Statement
C.1	Direct sufficient resources to preserve and enhance the existing transportation infrastructures including roadway, bicycle, pedestrian, and transit infrastructure.
C.2	Replace structurally deficient facilities (such as, roads, bridges, buses, and shelters) that emphasize preservation of the existing system.
C.3	Strive to include appropriate stormwater measures in roadway projects.
C.4	Employ corridor management techniques that do not require additional travel lanes (such as the addition of turn lanes, roundabouts, TSM, and ITS). Identify recommendations for new Corridor Management Studies and incorporate results from previous Corridor Management Studies.

The focus of Florida-Alabama TIP's investments for bridge and pavement condition includes 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 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 2050 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 2050 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 2050 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.

On or before October 1, 2025, FDOT and ALDOT will provide FHWA and the FL-AL TPO a detailed report on pavement and bridge condition performance covering the period of January 1, 2023 to December 31, 2024. FDOT, ALDOT and the FL-AL TPO also will have the opportunity at that time to revisit the 2025 PM2 targets. Adjustments to the 4-year targets Bridge and Pavement targets for FDOT, ALDOT and FL-AL TPO are described earlier in this chapter.



## Section 4

# System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program Measures (PM3)



## 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 TPOs 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 (NO<sub>x</sub>, VOC, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) 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 and Alabama<sup>18</sup> meet current national air quality standards, the three **CMAQ measures do not apply in Florida or Alabama.**

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

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<sup>18</sup> Source: <https://www3.epa.gov/airquality/greenbook/ancl.html>

## System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

FDOT decreased their 4-year target (2025) System Performance target for Percent of Person Miles Traveled on Interstate System that is Reliable from >70% to >75% and the 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 4.1 presents recent statewide performance for each PM3 measure in Florida and the 2023 and 2025 targets established by FDOT.

**Table 4.1      Statewide System Performance and Freight Reliability (PM3)  
Performance and Targets (Florida)**

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

## System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

Table 4.2 presents Alabama PM3 measures and targets. Since there are no interstates in the Alabama portion of the Florida-Alabama TPO, two targets are not applicable for Alabama: (1) Percent of Person Miles Traveled on the Interstate that are Reliable and, (2) Truck Travel Time Reliability Index. Alabama statewide target dates are for 2025.

**Table 4.2 Statewide System Performance and Freight Reliability (PM3) Performance and Targets (Alabama)**

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of person miles traveled on the Interstate that are reliable <sup>1</sup>						Not required	Not required
Percent of person miles traveled on the non-Interstate NHS that are reliable	n/a	n/a	95.5% <sup>19</sup>	94.9%	90.0%	90%	90%
Truck Travel Time Reliability (Interstate only) <sup>1</sup>						Not required	Not required

<sup>1</sup>Interstates are not in the Alabama portion of the TPO. Therefore, performance measures for Alabama are not required.

Performance data for Alabama is not available prior to the 2021 baseline. ALDOT's estimated annual funding for system performance is \$170 million dollars.<sup>20</sup> As the transportation system grows the percent of reliable person miles traveled is expected to increase as the newer roadways are expected to be more reliable. Additionally, roadway and safety improvements are also anticipated to come online further increasing the reliability of roadways. ALDOT continues to make progress towards achieving the 2023 and 2025 performance goals as the percent of reliable person miles traveled decreased over 5 percentage points since 2021 and the goals were met.

Table 4.3 presents recent performance in the TPO planning area for the PM3 measures.

<sup>19</sup> Source for 2021 and 2022 performance: FHWA State Highway Reliability Report- Alabama Performance Period 2022-2025 <https://www.fhwa.dot.gov/tpm/reporting/state/reliability.cfm?state=Alabama>

<sup>20</sup> Source: [ALDOT Program Performance Narrative FY 2024-2027](#).

**Table 4.3 FL-AL TPO System Performance and Freight Reliability (PM3)  
Performance and Targets**

Performance Measures	2019	2020	2021	2022	2023	FL-AL TPO 2023 Target (FL/AL)	FL-AL TPO 2025 Target (FL/AL)
Percent of person miles traveled on the Interstate that are reliable <sup>1</sup>	n/a	n/a	n/a	n/a	n/a	≥75%/Not Required	≥75%/Not Required
Percent of person miles traveled on the non-Interstate NHS that are reliable	n/a	n/a	n/a	n/a	n/a	≥50%/90%	≥60%/90%
Truck Travel Time Reliability (Interstate only) <sup>1</sup>	n/a	n/a	n/a	n/a	n/a	≤1.75/Not Required	≤2.00/Not Required

<sup>1</sup>Interstates are not in the Alabama portion of the TPO. Therefore, performance measures for Alabama are not required.

FDOT established the statewide PM3 targets on December 16, 2022, and in September 2024 adjusted the 2025 targets for percent of person miles traveled on the Interstate and on the non-Interstate NHS that are reliable. In setting the statewide targets, FDOT reviewed several external and internal factors that affect reliability in the near term. Statewide reliability decreased slightly from 2019 to 2023 and reliability on the non-Interstate NHS remained under the 2023 and 2025 targets..

The FL-AL TPO agreed to support FDOT's and ALDOT's PM3 targets on April 12, 2023.<sup>21</sup> By adopting these targets, the FL-AL TPO agrees to plan and program projects that help FDOT and ALDOT achieve these targets.

The FL-AL 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 FL-AL 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. ALDOT plans include Alabama's Statewide Long-Range Plan and Statewide Freight Plan (FP).

- 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.

<sup>21</sup> Resolution FL-AL 23-05; A Resolution of the Florida-Alabama Transportation Planning Organization Adopting Targets for System Performance, Pavement, and Bridge Measures. Adopted April 12, 2023.

## System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

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- 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 Alabama Statewide Long-Range Plan provides a high-level description of existing and projected travel and maintenance conditions of Alabama's infrastructure. This Plan places emphasis on the roadway system because it is the primary mode of transportation for the movement of people and goods. The targets support system reliability along Alabama's infrastructure system. Three goals in the 2022 plan relate to congestion reduction, system performance and freight:
  - Congestion Reduction- To achieve a significant reduction in congestion on the National Highway System (NHS)
  - System Reliability- To improve the efficiency of the surface transportation system.
  - Freight Movement and Economic Vitality- To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- The 2022 Alabama Statewide Freight Plan<sup>22</sup> (FP) provides an overview of existing and projected commodity flow by mode (truck, rail, waterway, air and pipeline) along existing and projected network characteristics through data analysis. In general, the FP provides an overall profile of Alabama's multimodal freight network, existing and projected freight flows by truck, and congested areas of concern throughout the state. The 2022 Alabama Statewide Freight Plan did not indicate truck bottleneck locations in the FL-AL TPO planning area.

The FL-AL TPO 2050 LRTP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements.

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<sup>22</sup> Source: ALDOT Freight Planning webpage. <https://www.dot.state.al.us/programs/FreightPlanning.html>

## System Performance, Freight, & Congestion Mitigation & Air Quality Improvement Program Measures (PM3)

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Both Florida and Alabama DOT's have numerous active resurfacing and safety projects on US and state roads within the FL-AL TPO. Larger highway projects are described below which are expected to have a more profound effect on system reliability and operational improvement.

FDOT efforts to address system performance in the FL-AL TPO include:<sup>23</sup>

- I-10/Highway 29 interchange reconfiguration, and seven miles of I-10 improvements including adding additional travel lanes (Project Number 222476-1) in Escambia County
- I-10 at Nine Mile Road bridge replacement (Project Number 442749-1) in Escambia County
- Bridge replacement on US 90 over Simpson River Bridge (Project Number 435816-1) in Santa Rosa County.

ALDOT transportation improvement projects to address system performance within the FL-AL TPO include:

- 2.75 miles of resurfacing County Road 99 in Lillian, Baldwin County, Alabama (Project Number RA-BCP HW24002).<sup>24</sup>
- In April 2024 the State of Alabama agreed to purchase the Foley Beach Express Bridge in Orange Beach. The bridge was formerly tolled. Upon the state's purchase the 14-mile-long bridge became toll free (May 2024). After the 2026 completion of the Intercoastal Waterway Bridge, currently under construction, the Beach Express Bridge will be converted to carry northbound traffic and the new ALDOT bridge will carry southbound traffic – creating "one-way pairs," parallel paired bridges to move traffic more efficiently to and from Alabama's beaches. ALDOT plans to improve local roadways in Orange Beach to achieve better traffic flow and efficiency in the city.<sup>25</sup>

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:

- 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.

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<sup>23</sup> Source: FLDOT Northwest Florida Roads project search <https://www.nwflroads.com/search>

<sup>24</sup> Source: Association of County Commissioners of Alabama's Alabama 2024 County Transportation Plans, Baldwin County, <https://www.alabamacounties.org/rebuildal/county-transportation-plans/>

<sup>25</sup> Source: Office of the Governor, State of Alabama Press Release, April 18, 2024 <https://governor.alabama.gov/newsroom/2024/04/governor-ivey-announces-state-to-buy-foley-beach-express-bridge-in-baldwin-county-bridge-to-become-toll-free-immediately-upon-acquisition-by-state/>





## Section 5

# Transit Asset Management Measures

## 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 establish state of good repair standards and performance measures. Table 5.1 below identifies the TAM performance measures.

**Table 5.1 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 TPO in which the transit provider's projects and services are programmed in the TPO's TIP. TPOs are not required to establish TAM targets annually when the transit provider establishes targets. Instead, TPO targets must be established when the TPO updates the LRTP (although it is recommended that TPOs reflect the most current transit provider targets in the TIP if they have not yet taken action to update TPO targets).

When establishing TAM targets, the TPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the TPO planning area. TPO targets may differ from the targets established by a provider, especially if there are multiple providers in the TPO planning area. Public transit providers, states, and TPOs 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 or ALDOT) for the entire group.

A total of 19 transit providers participated in the [2022 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 5.2. The Group TAM Plan was adopted in September 2022 and covers fiscal years 2022-2023 through 2025-2026.

**Table 5.2 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	<i>No participating providers</i>
5	Flagler County Public Transportation Marion Transit Sumter County Transit
6	Key West Transit
7	<i>No participating providers</i>

As shown in the following Table 5.3, Alabama has a total of 28 transit providers participating in the 2020 ALDOT Group-Sponsored TAM Plan. The FY 2020 TAM Plan Update (published June 2021) 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 initial internal performance targets in January 2017. It was agreed that the performance targets would be reviewed and updated annually to reflect both the state of the fleet and the anticipated investments for the upcoming year. 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. The recommendations and implementation actions from the 2018 TAM Plan were reviewed, performance measurements were analyzed for suitability, and performance targets were assessed. The revised performance measures for FY 2020 Revenue Vehicles and Equipment Non-Revenue Service Vehicles are discussed and shown in Section 5.2 Transit Agency Targets in the ALDOT Group Plan area. ALDOT's TAM Plan will be updated, at a minimum every four years.

**Table 5.3 Alabama Group TAM Plan Participants<sup>26</sup>**

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

<sup>26</sup> Source: FY 2020 TAM Plan Update

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

- Tier I: None
- Tier II: Escambia County Area Transit (ECAT) and Tri-County Community Council in Florida, and Baldwin Regional Area Transit System (BRATS) in Alabama.

All three (3) providers are considered Tier II providers. Escambia County Area Transit (ECAT), a provider serving the greater Pensacola area, 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.

### 5.2 Transit Agency Targets

Escambia County Area Transit (ECAT) established transit asset targets identified in Table 5.4. The ECAT Transit Development Plan 2022-2031 includes a funded capital project to transition older fleet to electric vehicles. The proposed project is to start this transition in 2024 at a rate of two vehicles per year. The operations and maintenance facility is proposed to be expanded to support the growth of the system however, it is not funded or have a construction timeline.<sup>27</sup>

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. Based on FY 24 reporting to the National Transit Database, the table summarizes both existing conditions for the most recent year available, and the targets.

**Table 5.4 FTA TAM Targets for Escambia County Area Transit (ECAT)**

Asset Category Performance Measure	Asset Class	FY 2024 Asset Condition	FY 2024 Target
<b>Rolling Stock</b>			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Cutaway Bus	22.22%	10%
	Full Size Bus	33.33%	10%
	Body on Chassis	0	n/a
	Van	0	n/a
<b>Equipment</b>			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Automobiles	33.33%	33%
	Trucks and other Rubber Tire Vehicles	20%	30%
	Steel Wheel Vehicles	n/a	n/a
<b>Facilities</b>			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger/Parking Facilities	n/a	n/a
	Administrative/Maintenance Facilities	50%	50%

<sup>27</sup> Source: Escambia County Area Transit- Transit Development Plan 2022-2031

Tri-County Community Council is part of the Group TAM Plan for Fiscal Years 2022-2023 through 2025-2026 developed by FDOT for Tier II providers in Florida and coordinates with FDOT on reporting of group targets to NTD. The FY 2022 Performance Data, FY 2023 Performance Data and 2024 targets for the Tier II providers are shown in



Table 5.6 ALDOT Group Plan Transit Asset Management Targets for Tier II Providers. Note: FDOT will provide an update once FY 2024 performance and FY 2025 targets are available.

Baldwin Regional Area Transit System (BRATS) currently participates in the ALDOT 2020 Group TAM Plan along with for Fiscal Years 2022-2023 through 2025-2026. The TAM Plan was developed by ALDOT for Tier II providers in Alabama. The providers coordinate with ALDOT on reporting group targets to NTD. Based on findings in the ALDOT FY 2020 Group-Sponsored Transit Asset Management Plan<sup>28</sup>, published June 2021, FY 2020 performance targets, 2020 asset conditions and 2023 targets for Alabama Tier II providers are shown in Table 5.6.

The statewide group TAM targets for both FDOT and ALDOT 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 capital investment plans for improving these assets during the next fiscal year. FDOT FY 2021 performance targets were met for automobile, cutaway bus, mini-van and van Revenue Vehicles. Performance targets for Equipment Non-Revenue Vehicles-Trucks were met. ALDOT FY 2020 performance targets were met for van and bus Revenue Vehicles. Targets for Equipment Non-Revenue Vehicles and Facilities were both met for FY 2020. Tables 5.5 and 5.6 summarize both existing conditions for the most recent year available, and the current targets.

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<sup>28</sup> Source: ALDOT FY 2020 Group-Sponsored Transit Asset Management Plan

**Table 5.5 FDOT Group Plan Transit Asset Management Targets for Tier II Providers**

Asset Category - Performance Measure	Asset Class	FY 2022 Asset Conditions	FY 2021 Performance	FY 2024 Target
<b>Revenue Vehicles</b>				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	0%	66.67%	66.00%
	Bus	20.46%	12.22%	12.00%
	Cutaway Bus	9.32%	18.47%	18.00%
	School Bus	95.00%	100.0%	0%
	Mini-Van	18.61%	31.71%	31.00%
	SUV	19.00%	6.45%	6.00%
	Van	38.55%	35.71%	35.00%
<b>Equipment</b>				
Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue Auto	71.25%	71.43%	71.00%
	Trucks and other Rubber Tire Vehicles	5.94%	8.82%	8.0%
<b>Facilities</b>				
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%

**Table 5.6 ALDOT Group Plan Transit Asset Management Targets for Tier II Providers<sup>29</sup>**

Asset Category - Performance Measure	Asset Class	FY 2020 Asset Conditions	FY 2020 Performance	FY 2023 Target
<b>Revenue Vehicles</b>				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	0%	0%	0%
	Bus	63%	57%	reduce by 0% of current active inventory
	Cutaway Bus	42%	45%	reduce by 5% of current active inventory
	School Bus	0%	0%	0%
	Mini-Van	38%	41%	reduce by 5% of current active inventory
	SUV	0%	0%	0%
	Van	64%	62%	reduce by 5% of current active inventory
<b>Equipment</b>				
Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue Auto	43%	43%	reduce current inventory by 10%
	Trucks and other Rubber Tire Vehicles	0%	0%	0%
<b>Facilities</b>				
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	Met	Met	No more than 20% of FTA funded facilities with a condition rating below 3.0 (Adequate)

On September 12, 2018, the FL-AL TPO agreed to support Escambia County Area Transit (ECAT) 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.

<sup>29</sup> Source: FY 2020 TAM Plan Update

### 5.3 TPO Transit Asset Management Performance

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

On September 12, 2018 the FL-AL TPO established transit asset targets for the TPO planning area, by Resolution 18-30 which supported the DOT targets and are adopted annually by the transit provider. These targets are summarized in Table 5.7.

These targets for the TPO planning area reflect the targets established by ECAT through their Transit Asset Management Plans as well as the statewide targets established by FDOT and ALDOT for providers participating in the Group TAM Plan, which includes Tri-County Community Council and BRATS.

Table 5.7 provides the 2024 asset condition for ECAT. Targets for 2025 are for FDOT and ALDOT, respectively. Additional funding for revenue and non-revenue vehicles can assist transit providers in achieving performance targets through the purchase of newer vehicles.

**Table 5.7 FL-AL TPO Transit Asset Management Targets**

Asset Category - Performance Measure	Asset Class	FY 2024 Asset Condition <sup>30</sup>	FY 2024 Target	FY 2025 Target
<b>Revenue Vehicles</b>				
Age - % of revenue vehicles that have met or exceeded their useful life benchmark (ULB)	Cutaway Bus	22.22%	10.00%	Reduce by 0% of current inventory (both FL and AL)
	Full Size Bus	33.33%	10.00%	Reduce by 10% of current inventory/ (both FL and AL)
	Body on Chassis	n/a	n/a	Reduce by 0% of current inventory/ reduce by 10% of current inventory
	Van	0.00%	n/a	Reduce by 0% of current inventory/reduce by 10% of current inventory
<b>Equipment</b>				
Age - % of non-revenue vehicles that have met or exceeded their ULB	Automobile	33.33%	33.33%	Reduce by 10% that have met or exceeded their ULB (both FL and AL)
	Trucks and other Rubber Tire Vehicles	20.00%	30.00%	Reduce by 10% that have met or exceeded their ULB (both FL and AL)
<b>Facilities</b>				
Condition - % of facilities with a condition rating below 3.0	Passenger Facilities	n/a	n/a	Fund no more than 20% of FTA facilities with a condition rating below 3.0

<sup>30</sup> Source: National Transit Database, FY2024 Reporting-40038 Escambia County Board of County Commissioners, Florida- Transit Asset Management Performance Measure Targets (A-90)

### 5.4 Transit Asset Management Performance

Escambia County Area Transit (ECAT) provides public transportation throughout the Escambia County area including Pensacola Beach. Included in the mass transportation system is fixed-route bus service, ADA paratransit service, seasonal Pensacola Beach trolley service for the Santa Rosa Island Authority, and University of West Florida (UWF) on-campus trolley service. ECAT is not a part of the FDOT TAM Plan. The 2022 NTD annual agency profile for ECAT indicates since 2020 the operating expenses per vehicle have trended upward for both bus and demand response. The largest operating expense category is labor (51%) followed by purchased transportation (28%). This data contrasts with the downward trend for operating expenses per passenger mile. This metric peaked in 2021 for both bus and demand response. It is assumed after the Covid period in 2020 labor costs were higher due to employee hiring/training and new/additional processes. In 2022 Annual Passenger Miles Traveled was 4,610,071 compared to 2021 data of 4,127,510 miles; an 11 percent increase. To supply the increased ridership 45 vehicles were directly operated and 41 vehicles of purchased transportation (demand response). There are 121 vehicles available for maximum service to accommodate further increases in ridership (49 buses and 72 vehicles for demand response). The average age of the fleet vehicles is 9.4 years for buses and 3.8 years for demand response. NTD data for 2022 indicates revenue vehicles were the largest category for use of capital with \$2,081,530 or 65 percent of the total \$3,089,549 capital funds expended.<sup>31</sup> ECAT Based on NTD historical data including operating expense, use of capital funds and average age of revenue vehicles, it is assumed that ECAT will meet their established TAM performance goals.

Tri-County Community Council provides demand response service for disadvantages residents of Holmes, Walton, Washing and Santa Rosa Counties in Florida. Transportation services are available for all residents who meet eligibility requirements of sponsoring agencies<sup>32</sup>, therefore ridership is not directly impacted by service area population increases as it is with ECAT or BRATS. The NTD 2022 Annual Agency Profile for Tri-County Community Council indicates Annual Unlinked Trips increased by 2,829 trips from 2021 to 2022 reporting periods. All capital funds expended in 2022 went to the Federal government. Both Annual Vehicle Revenue Miles and Annual Vehicle Revenue Hours decreased from 2021 to 2022 while the number of vehicles operated in maximum service increase by four vehicles. The average fleet age is 6.8 years.<sup>33</sup> ECAT Based on NTD historical data including operating expense, use of capital funds and average age of revenue vehicles, it is assumed that the Tri-County Community Council will meet the FDOT established TAM performance goals primarily as a result of the service being wholly on demand and funded by other parties.

The ALDOT 2020 TAM Plan Update reported major mechanical system failures for transit providers. The NTD Policy Manual- Resource Data Requirements describes major mechanical system failures as failures of some mechanical element of the revenue vehicle not caused by a collision, natural disaster, or vandalism that prevents a vehicle from completing or starting a scheduled revenue trip because actual movement is limited or because of safety concerns. Baldwin County Commission (provider Baldwin Regional Area Transit System (BRATS)) reported eleven major mechanical failures in 2020 resulting in disruption of 31,851 passenger service miles in 2020. Service failures contribute to the system reliability performance and targets that are a part of the Public Transportation Agency Safety Plan. Appendix D of the ALDOT 2020 TAM Plan (Condition Analysis-Rolling Stock-Revenue Vehicles) indicates BRATS has 47 vehicles in service. ALDOT developed an evaluation tool to rank

<sup>31</sup> Source NTD 2022 and 2021 Annual Agency Profile- Escambia County Board of County Commissioners <https://www.transit.dot.gov/ntd/transit-agency-profiles/escambia-county-board-county-commissioners-fl>

<sup>32</sup> Source: Tri-County Community Council, Inc website [https://tricountycommunitycouncil.com/?page\\_id=82](https://tricountycommunitycouncil.com/?page_id=82)

<sup>33</sup> Source: NTD 2022 and 2021 Annual Agency Profile- Tri-County Community Council <https://www.transit.dot.gov/ntd/transit-agency-profiles/tri-county-community-council-inc-0>

and assess the replacement priority of a revenue vehicle. The tool considers, in combination, age, mileage and condition of the vehicles. Three vehicles are categorized by the provider as being in Poor condition with high mileage and major mechanical flaws needing major repairs to keep the vehicle in service. Thirty-three vehicles are categorized as being in Fair condition with high mileage and noticeable mechanical flaws. Eleven vehicles are categorized in Good condition with average mileage in relation to age and minor mechanical flaws. BRATS does not identify any vehicles in Excellent condition with low mileage in relation to age and no visible mechanical flaws. Of the 39 vehicles ALDOT identified in 2020 as high priority replacement vehicles, two vehicles were identified for BRATS.

BRATS 2022 NTD Annual Report indicates an upward trend line since 2020 (Covid period) with operating expenses per passenger mile approaching \$2.50. The fleet average is 6.5 years. BRATS operating expense is based on a service area of 59 square miles and a population approaching 77,000.<sup>34</sup> Achieving TAM performance goals in the FL-AL TPO may be challenging in the short-term until more reliable revenue vehicles for BRATS are put into service.

The FL-AL 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 L RTP 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 FL-AL TPO 2050 L RTP.

The Transit Projects identified in the Florida- Alabama TIP will assist in keeping the transit vehicles and facilities in State of Good Repair. In the future, the TPO will provide an analysis of TAM in the TIP as multiple years of history are available. Currently, this type of analysis is not required in the TIP. The L RTP also contained a multimodal Cost Feasible Plan scenario that contained several transit projects for transit capital funds. Escambia Area Transit received CARES (Coronavirus Aid, Relief, and Economic Security) Act funds and monies from the Local Option Gas Tax. The 2050 Long Range Transportation Plan also references 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 L RTP 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 2050 Long Range Transportation Plan which was adopted on October 14, 2020. The 2050 Long Range Transportation Plan also included a Systems Performance Report for Performance Measures.

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<sup>34</sup> Source: NTD 2022 and 2021 Annual Agency Profile-Baldwin County Commission  
<https://www.transit.dot.gov/ntd/transit-agency-profiles/baldwin-county-commission>



## Section 6

# Transit Safety Performance



## 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, and updated in April 2024. 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.<sup>35</sup>

In Alabama, transit agencies develop their own Public Transportation Agency Safety Plans. The transit agency's governing body adopts their respective safety plan. The ALDOT reviews, approves and monitors the implementation of the Public Transportation Agency Safety Plan to ensure compliance with the oversight agency's program standard at each transit agency.

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 TPOs to aid in the planning process. TPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, TPO targets must be established when the TPO updates the LRTP (although it is recommended that TPOs reflect the current transit provider targets in their TIPs).

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<sup>35</sup> FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at [ptasp-14-90-guidance-document\\_09112019.docx \(live.com\)](#)

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

### 6.2 Transit Agency Safety Targets

The following transit provider(s) operate in the FL-AL TPO planning area: Escambia County Area Transit (ECAT) and Tri-County Community Council both operate in Florida with Baldwin Regional Area Transit System (BRATS) operating in Alabama. Tri-County Community Council provides demand response service and does not receive FTA Urbanized Area Formula Grant funding, therefore, safety plans that include the process and procedures to implement Safety Management Systems (SMS) are not required. BRATS and ECAT are responsible for developing a PTASP and establishing transit safety performance targets annually. BRATS and ECAT established their 2021 transit safety targets as shown in Table 6.1. 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.

**Table 6.1 2021 Transit Safety Performance Targets for BRATS and ECAT**

Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Events (rate)	System Reliability
BRATS Demand Response	0	0	5	<1	5	<1	49,080
ECAT Demand Response	0	0	0	0	0	0	71,053
ECAT Fixed Route	0	0	0	0	0	0	30,361

Since the Florida-Alabama TPO Planning Boundary crosses state lines, the TPO must plan and program projects to contribute towards separate targets—one set for each State in which the planning area exists.

On January 13, 2021, by Resolution 21-07, the FL-AL TPO agreed to support Baldwin Regional Area Transit System (BRATS) and Escambia County Transit System (ECAT) 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 TPO Transit Safety Targets

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

On January 13, 2021 by Resolution 21-07, the FL-AL TPO established transit safety targets for the TPO planning area. Table 6.2 presents the FL-AL TPO transit safety targets for BRATS and ECAT services based on their 2021 performance targets. 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.

**Table 6.2 FL-AL TPO Transit Safety Performance Targets**

Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
BRATS Demand Response	0	0	5	<1	5	<1	49,080
ECAT Demand Response	0	0	0	0	0	0	71,053
ECAT Fixed Route	0	0	0	0	0	0	30,361

The targets for the TPO planning area reflect the same targets established by Baldwin Regional Area Transit System (BRATS) and Escambia County Transit System (ECAT) through their Public Transportation Agency Safety Plan(s).

### 6.4 Transit Safety Performance

The FL-AL 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 Florida-Alabama TPO FY 2025-2029 TIP, the current Florida-Alabama TPO 2050 LRTP, the 2022-2031 Escambia County Transit Development Plan, and the FL-AL TPO 2050 LRTP. FTA funding, as programmed by the region's transit providers, FDOT and ALDOT, is used for programs and products to improve the safety of the region's transit systems.