

System Performance Report: North Florida TPO Long-Range Transportation Plan (LRTP)

October 2024



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Purpose

Purpose

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

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

This document is organized as follows:

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

Section 1

Background

1.0 Background

To comply with the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Rule (The Planning Rule), 23 USC 450,¹ an MPO's long range transportation plan must describe the performance measures and targets that apply to its planning area and a System Performance Report. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports.

The North Florida TPO 2050 Long-Range Transportation Plan was adopted on November 6, 2024. Per the Planning Rule, the System Performance Report for the North Florida TPO is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

¹ 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 MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

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

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

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

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 statewide performance for each PM1 measure in recent years and the 2024 targets established by FDOT.

Table 2.1 Statewide Highway Safety (PM1) Conditions and Performance

Performance Measures	Five-Year Rolling Average					Florida CY 2024 Target
	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023	
Number of Fatalities	3,110.6	3,191.6	3,306.4	3,387.2	3,441.8	0
Rate of Fatalities per 100 Million VMT	1.429	1.467	1.517	1.541	1.543	0
Number of Serious Injuries	20,181.0	18,993.8	18,030.0	17,146.2	16,380.6	0
Rate of Serious Injuries per 100 Million VMT	9.297	8.716	8.251	7.790	7,344	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,290.2	3,193.8	3,190.4	3,153.8	3,148.2	0

Table 2.2 presents performance in the TPO planning area for each safety measure in recent years.

Table 2.2 North Florida TPO Highway Safety (PM1) Conditions and Performance

Performance Measures	Five-Year Rolling Average				2019-2023	North Florida TPO CY 2024 Target
	2015-2019	2016-2020	2017-2021	2018-2022		
Number of Fatalities	226.4	235.8	242.2	244.0	251.4	0
Rate of Fatalities per 100 Million VMT	1.323	1.377	1.411	1.406	1.424	0
Number of Serious Injuries	1,103	991.2	936.8	869.4	860.6	0
Rate of Serious Injuries per 100 Million VMT	6.478	5.780	5.446	4.997	4.870	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	180.6	177.0	180.2	178.4	172.0	0

In the North Florida TPO region, fatalities continue to increase on a 5 year rolling average while serious injuries and serious injury rate have trended down.

The North Florida TPO agreed to support FDOT's highway safety targets February 8, 2024. By adopting FDOT's targets, the North Florida TPO agrees to plan and program projects that help FDOT achieve these targets.

The North Florida 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 North Florida TPO 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are available and described in other state and public transportation plans and processes; specifically, the Florida Strategic Highway Safety Plan (SHSP), the Florida Highway Safety Improvement Program (HSIP), and the Florida Transportation Plan (FTP).

- Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state. Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to

think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies.

- The HSIP is a core Federal-aid program to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The program is managed by the Central Office with District staff performing project activities such as conducting safety studies, project scoping, public involvement, and coordinating with production staff on programming safety projects. To be eligible for HSIP funds, safety improvement projects must address a SHSP emphasis area, be identified through a data-driven process, and contribute to a reduction in fatalities and serious injuries.
- Transportation projects are identified and prioritized with the MPOs and non-metropolitan local governments. Data are analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The FDOT Project Development and Environment Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. MPOs and local governments consider safety data analysis when determining project priorities.

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

The LRTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The TPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing these links are critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2050 LRTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including:

- *Interagency Partnering (Ongoing)* – For many years, the North Florida TPO has participated in various partnerships to promote safety awareness and to identify and address safety concerns throughout the community.
- *Congestion Management Process and Plan (June 2024)* - The congestion management process requires establishing and using a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs. In addition to congestion resulting from traffic volume, this report incorporated additional transportation measures used in performance management.
- *Strategic Safety Plan (June 2023)* - This plan developed a process to identify and mitigate the causes of crashes at high crash locations throughout the planning area.
- *Bicycle and Pedestrian Master Plan (June 2023)* – This plan provides regionally significant connections and practical bicycle and pedestrian-specific improvements for all ages and abilities to increase the safety and transportation options throughout the four counties.

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 MPOs to establish targets for the following six performance measures:

1. Percent of Interstate pavements in good condition
2. Percent of Interstate pavements in poor condition
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition
4. Percent of non-Interstate NHS pavements in poor condition
5. Percent of NHS bridges (by deck area) classified as in good condition
6. Percent of NHS bridges (by deck area) classified as in poor condition

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

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

Federal rules require state DOTs and MPOs to coordinate when setting pavement and bridge condition performance targets and monitor progress towards achieving the targets. States must establish two-year and four-year statewide targets for the PM2 measures. MPOs must establish four-year targets for all six measures. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area. The two-year and four-year targets represent pavement and bridge condition 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 and Table 3.2 present statewide performance for each pavement and bridge measure and the 2023 and 2025 targets established by FDOT.

Table 3.1 Statewide Pavement Condition (PM2) Performance and Targets

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

Table 3.2 Statewide Bridge Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	65.6%	74.2%	71.0%	58.2%	66.0%	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	0.5%	0.4%	0.7%	0.6%	0.4%	≤10%	≤5%

Table 3.3 and Table 3.4 present recent performance in the MPO planning area for the pavement and bridge measures.

Table 3.3 North Florida TPO Pavement Condition (PM2) Performance and Targets

Performance Measures	2019	2020	2021	2022	2023	North Florida TPO 2023 Target	North Florida TPO 2025 Target
Percent of Interstate pavements in good condition	47.0%	49.4%	49.6%	58.4%	53.3%	≥60%	≥60%
Percent of Interstate pavements in poor condition	0.4%	0.6%	0.3%	0.2%	0.5%	≤5%	≤5%
Percent of non-Interstate NHS pavements in good condition	31.0%	NA	42.1%	42.1%	42.0%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	0.6%	NA	1.6%	1.6%	1.4%	≤5%	≤5%

Table 3.4 North Florida TPO Bridge Condition (PM2) Performance and Targets

Performance Measures	2018	2019	2020	2021	2022	North Florida TPO 2023 Target	North Florida TPO 2025 Target
Percent of NHS bridges (by deck area) in good condition	51.5%	67.4%	67.7%	51.0%	77.0%	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	0.7%	1.6%	1.7%	0.7%	4.3%	≤10%	≤5%

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

The percent of interstate pavements in good condition continues to increase in the TPO boundary trending toward the target of 60%. The percentage of interstate pavements in poor conditions continues to stay below the 5% threshold. The percent of non-interstate pavements in good condition continues to increase in the TPO boundary and is currently above the target of 40%. The percentage of interstate pavements in poor conditions continues to stay below the 5% threshold. The Percent of NHS bridges (by deck area) in good condition continues to maintain above the target of 50%. The percent of NHS bridges (by deck area) in poor condition continues to be well below the 10% target.

The North Florida TPO agreed to support FDOT's pavement and bridge condition performance targets February 9, 2023. The mid-year 2025 targets were adjusted in February 2025. By adopting FDOT's targets, the North Florida TPO agrees to plan and program projects that help FDOT achieve these targets.

The North Florida 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 North Florida TPO 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP) and the Florida Transportation Asset Management Plan.

- The FTP is the single overarching statewide plan guiding Florida's transportation future. It defines the state's long-range transportation vision, goals, and objectives and establishes the

policy framework to expend state and federal funds flowing through FDOT's work program. One of the seven goals defined in the FTP is Agile, Resilient, and Quality Infrastructure.

- The Florida Transportation Asset Management Plan (TAMP) explains the processes and policies affecting pavement and bridge condition and performance in the state. It presents a strategic and systematic process of operating, maintaining, and improving these assets effectively throughout their life cycle.

The North Florida TPO 2050 LRTP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. Goal Six in the LRTP is to Optimize and Preserve Existing Infrastructure, which includes the following objectives:

- OBJECTIVE 6.1: Maintain and update roadways to current standards
- OBJECTIVE 6.2: Maintain and update bridges to current standards

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 MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

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

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO_x, VOC, CO, PM₁₀, and PM_{2.5}) for CMAQ funded projects.

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

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

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 and the 2023 and 2025 targets established by FDOT.

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

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

Table 4.2 presents recent performance in the TPO planning area for the PM3 measures.

**Table 4.2 North Florida TPO System Performance and Freight Reliability (PM3)
Performance and Targets**

Performance Measures	2019	2020	2021	2022	2023	North Florida TPO 2023 Target	North Florida TPO 2025 Target
Percent of person miles traveled on the Interstate that are reliable	84.6%	98.4%	94.0%	93.0%	91.5%	≥75%	≥75%
Percent of person miles traveled on the non-Interstate NHS that are reliable	86.7%	94.2%	93.2%	95.9%	93.2%	≥50%	≥60%
Truck Travel Time Reliability (Interstate only)	1.64	1.34	1.39	1.49	1.53	1.75	2.00

FDOT established the statewide PM3 targets December 16, 2022. In setting the statewide targets, FDOT reviewed several external and internal factors that affect reliability in the near term. FDOT adjusted their 2025 targets in October 2024. Statewide reliability increased from 2019 to 2023 on both the Interstate and non-Interstate NHS. The truck travel time reliability index declined between 2019 and the pandemic years of 2020 and 2021 and then increased in 2022 and 2023. Actual performance in 2021 was better than the 2021 targets. Based on the data available and due to the uncertainty of future travel behavior, FDOT believes the previous 2021 targets are still appropriate for 2023 and 2025.

The percent of person miles traveled on the Interstate that are reliable and the percent of person miles traveled on the non-Interstate NHS that are reliable continue to be above the

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

identified thresholds of 7% and 60% respectively. The truck travel time reliability continues to operate well below the two and four year targets.

The North Florida TPO agreed to support FDOT's PM3 targets on February 9, 2023. These targets were adjusted to match FDOT's in February 2025. By adopting FDOT's targets, the North Florida TPO agrees to plan and program projects that help FDOT achieve these targets.

The North Florida 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 North Florida TPO 2050 LRTP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the Florida Transportation Plan (FTP), Florida's Strategic Intermodal System (SIS), and the Florida Freight Mobility and Trade Plan.

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

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

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

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

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

A total of 19 transit providers participated in the [FDOT Group TAM Plan](#) and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD). These are FDOT's Section 5311 Rural Program subrecipients and are listed in Table 5.2. The Group TAM Plan was adopted in September 2022 and covers fiscal years 2022-2023 through 2025-2026. Group TAM Plan targets for fiscal year 2023 were submitted to NTD in September 2023.

Table 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>

The North Florida TPO is served by three (3) transit service providers: Jacksonville Transportation Authority (JTA), St. Johns County Sunshine Bus, and Nassau County Transit. JTA and St. Johns/Sunshine Bus are considered Tier I providers and, as such, each must develop a TAM Plan. Nassau County Transit is considered a Tier II provider and is included in the group TAM plan developed by the FDOT Public Transit Office in Tallahassee. JTA also provides transit service in Clay and Nassau Counties as the Community Transportation Coordinator for both counties.

5.2 Transit Agency Targets

The Jacksonville Transportation Authority (JTA) established TAM targets for each of the applicable asset categories on February 14, 2019 as part of their transit asset management plan. These targets have been updated annually. Table 5.3 presents the most recent targets adopted for Transit Asset Management. The St. Johns County Sunshine Bus established TAM targets for each of the applicable asset categories on October 20, 2018. Table 5.4 presents the most recent targets adopted for Transit Asset Management.

Nassau County Council on Aging/Nassau TRANSIT is part of the Group TAM Plan for Fiscal Years 2022/2023 – 2025/2026 developed by FDOT for Tier II providers in Florida. The FY 2022 asset conditions and FY 2023 targets for the Tier II providers are shown in Table 5.5.

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and

expectations and capital investment plans for improving these assets. The table summarizes both existing conditions for the most recent year available, and the targets.

Table 5.3 FTA TAM Targets for JTA

Asset Category - Performance Measure	Asset Class	FY 2023 Asset Condition	FY 2024 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Buses (JTA/CC)	19%	27%
	Cutaways (JTA/CC)	75%	73%
	Vans (JTA/CC)	18%	10%
	Automated Guideway Vehicle	0%	67%
	Ferryboat	0%	0%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Automobile	100%	100%
	Trucks and other Rubber Tire Vehicles	56%	83%
	SUVs	41%	81%
	Trucks	70%	83%
	Vans	100%	100%
	Boats	100%	100%
Infrastructure			
% of track segments with performance restrictions	Rail Fixed Guideway	0%	0%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Admin/Maintenance Facilities	0%	0%
	Passenger Parking Facilities	3%	3%
	Passenger Facilities	0%	0%
	Parking Facilities	4%	4%

Table 5.4 Transit Asset Management Targets for St. Johns County Sunshine Bus

Asset Category - Performance Measure	Asset Class	FY 2022 Asset Condition	FY 2023 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB	Cutaway	54%	57%
	Minivan	100%	50%
	Van	22%	22%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Trucks and other Rubber Tire Vehicles	50%	0%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Admin/Maintenance Facilities	0%	0%

Nassau County Council on Aging/Nassau TRANSIT 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 asset conditions and 2023 targets for the Tier II providers are shown in Table 5.5. *Note: FDOT will provide an update once FY 2023 performance and FY 2024 targets are available.*

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 capital investment plans for improving these assets during the next fiscal year. The table summarizes both existing conditions for the most recent year available, and the current targets.

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

Asset Category - Performance Measure	Asset Class	FY 2021 Asset Conditions	FY 2022 Performance	FY2023 Target
Revenue Vehicles				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	0%	0%	0%
	Bus	21.54%	16.42%	16.0%
	Cutaway Bus	9.81%	7.19%	7.0%
	School Bus	100.0%	100.0%	100.0%
	Mini-Van	19.59%	30.85%	30.0%
	SUV	20%	9.09%	9.0%
	Van	40.58%	39.68%	39.0%
Equipment				
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	75%	100%	100.0%
	Trucks and other Rubber Tire Vehicles	6.25%	6.25%	6.0%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger/ Parking Facilities	0%	0%	0%
	Administration/ Maintenance Facilities	6.67%	6.67%	6.0%

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

The North Florida TPO agreed October 11, 2018 to support St. Johns County Sunshine Bus and Tier II transit agencies asset targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the provider's targets.

The North Florida TPO agreed February 14, 2019 to support the JTA's TAM targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the provider's targets.

The North Florida TPO agreed to support JTA and St. Johns County Sunshine Bus transit agency asset targets concurrent with adopting the 2050 LRTP November 6, 2024.

5.3 Transit Asset Management Performance

The North Florida 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 JTA TAM plan, the St. Johns County/Sunshine Bus TAM plan, and the North Florida TPO 2050 LRTP.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. The focus of the North Florida TPO's investments that address transit state of good repair include bus and other vehicle purchases and replacement, equipment purchases and replacements, retrofits and repair, rehabilitation, and replacing transit facilities and infrastructure.

The North Florida TPO TIP is developed and is managed in cooperation with JTA, St. Johns County Sunshine Bus, and Nassau Transit. It reflects the investment priorities established in the adopted Long Range Transportation Plan.

For FY2023, JTA reports asset performance against targets for 11 asset classes. The table below reports performance against target of each class. In total, JTA met or exceeded performance targets for 9 of the 11 asset classes.

Table 5.6 JTA State of Good Repair Performance by Asset Class – FY2023

Category	Class	Target*	Actual*	Calc SGR	Performance Measure
Rolling Stock	Buses	18%	19%	81%	% of fleet exceeds UL of 12 yrs. or 500k miles
	Cutaway Buses	67%	75%	25%	% of fleet exceeds UL of 5 yrs. or 150k miles
	Vans	25%	18%	82%	% of fleet exceeds UL of 4 yrs. or 100k miles
	Monorail Cars	0%	0%	100%	% of fleet exceeds UL of 25 yrs.
	Ferry	0%	0%	100%	% of fleet exceeds UL of 25 yrs.
Equipment (Non-Revenue Fleet)	Automobiles	100%	100%	0%	% of non-revenue service vehicles exceeds UL of 4yrs or 100k miles
	Other Rubber Tire Vehicles	58%	56%	44%	% of non-revenue service vehicles exceeds UL of 4yrs or 100k miles
	Boats	100%	100%	0%	% of non-revenue service vehicles exceeds UL of 18yrs
Infrastructure	Fixed Rail Guideway	8%	0%	100%	% of track segments under performance restriction
Facilities	Admin/Maintenance	0%	0%	100%	% of facilities rated under 3.0 on TERM scale
	Parking/Passenger	3%	3%	97%	% of facilities rated under 3.0 on TERM scale

* Target and Actual performance levels, per FTA & NTD requirements, is represented as the inverse of the expected SGR level, i.e. the expected percentage out of SGR

For FY2022, St. Johns County reports asset performance against targets for 5 asset classes. The table below reports performance against target of each class.

Table 5.7 St. Johns County/Sunshine Bus State of Good Repair Performance by Asset Class – FY2022

Category	Class	Target*	Actual*	Performance Measure
Rolling Stock	Cutaway	56%	54%	% of revenue vehicles that have met or exceeded their useful life benchmark
	Minivan	0%	100%	% of revenue vehicles that have met or exceeded their useful life benchmark
	Van	0%	22%	% of revenue vehicles that have met or exceeded their useful life benchmark
Equipment	Trucks and Other Rubber Tire Vehicles	0%	100%	% of service vehicles that have met or exceeded their useful life benchmark
Facilities	Admin/Maintenance	0%	0%	% of facilities rated below 3.0 on TERM scale

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. 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.²

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

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

² FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at [ptasp-14-90-guidance-document_09112019.docx \(live.com\)](#)

6.2 Transit Agency Safety Targets

The following transit provider(s) operate in the North Florida TPO planning area: JTA, St. Johns County Sunshine Bus, and Nassau County Transit. Of these, JTA and St. Johns County Sunshine Bus are responsible to develop a PTASP and establishing transit safety performance targets annually.

The JTA and St. Johns County/Sunshine Bus both established the transit safety targets identified in Table 6.1 in July 2020. These targets are updated or affirmed annually. The values displayed in the Table reflect the latest annual update from December 2023.

Table 6.1 Transit Safety Performance Targets for JTA and St. Johns County/Sunshine Bus

Transit Mode	Fatalities (total)	Fatalities (per 100k VRM)	Injuries (total)	Injuries (per 100k VRM)	Safety Events (total)	Safety Events (per 100k VRM)	System Reliability
JTA							
Fixed Route Bus	0	0	63	0.6	365	3.5	20,000 VRM
ADA/Paratransit	0	0	9	0.2	190	4	29,500 VRM
Rail	0	0	4	3	16	12	9,440 VRM
Ferry	0	0	1	NA	1	NA	NA
Transit Mode	Fatalities (total)	Fatalities (per 600k Annual VRM)	Injuries (total)	Injuries (per 100k VRM)	Safety Events (total)	Safety Events (per 100k VRM)	System Reliability (failures per 100k VRM)
St. Johns County/Sunshine Bus							
Fixed Route Bus	0	0	5	0.5	10	0.9	0.5
Paratransit	0	0	8	1.04	5	0.65	0.75

The North Florida TPO agreed November 6, 2024 to support both the Jacksonville Transportation Authority and St. Johns County/Sunshine Bus 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 Transit Safety Performance

The North Florida 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 JTA PTASP, the Sunshine Bus PTASP, and the current North Florida TPO 2050 LRTP. FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems.

In St Johns County, performance targets are based on the safety performance measures established under the National Public Transportation Safety Plan. Targets are based on the average of the Sunshine Bus safety performance data for fiscal years 2020-2021.

JTA has remained below target for all measures. The safety events for JTA bus and paratransit service from 2018 - 2024 are shown in Figures 6-1 through 6-4.

Figure 6.1 JTA Bus Safety Events

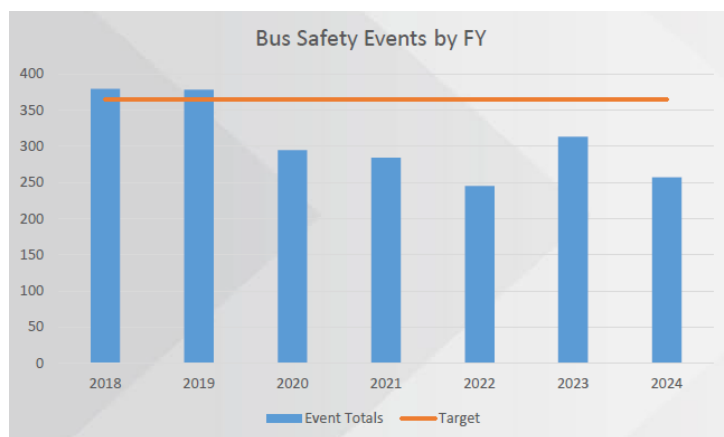


Figure 6.2 JTA Bus Safety Event Rates

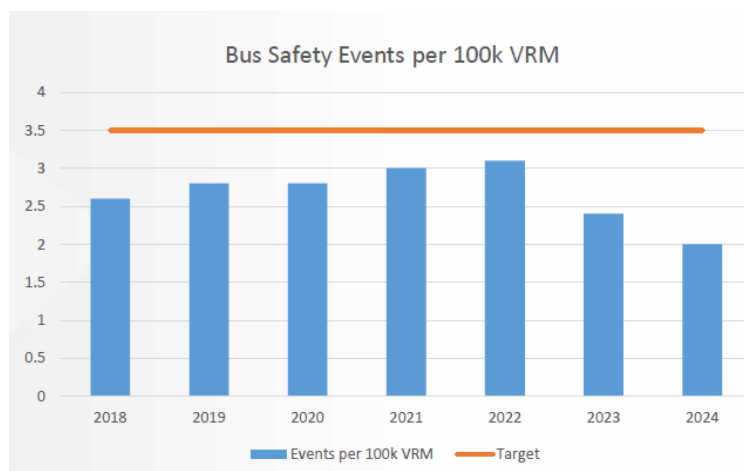


Figure 6.3 JTA Paratransit Safety Events

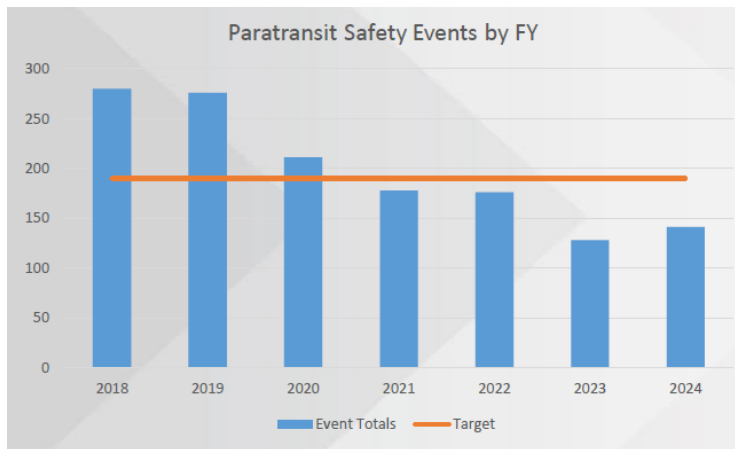


Figure 6.4 JTA Paratransit Safety Event Rates

