

# C. System Performance Report

## Background

To comply with the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Rule (The Planning Rule), 23 USC 450<sup>1</sup>, a Metropolitan Planning Organizations (MPO) long range transportation plan must include a description of the performance measures and targets that apply to its planning area and a System Performance Report. The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports. The Capital Region Transportation Planning Agency (CRTPA) Regional Mobility Plan (RMP) was adopted on November 17, 2025. Per the Planning Rule, the System Performance Report for the CRTPA is included for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), Transit Asset Management, and Transit Safety targets.

## Highway Safety Measures (PM1)

### Highway Safety Performance Measures and Targets Overview

The first of the Federal Highway Administration's (FHWA) 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:

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

The Florida Department of Transportation (DOT) 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.

### 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 1 presents statewide performance for each PM1 measure in recent years and the 2025 targets established by FDOT.

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

**Table C-2. Statewide Highway Safety (PM1) Conditions and Performance**

Performance Measures	Five-Year Rolling Average				Florida CY 2025 Target
	2016-2020	2017-2021	2018-2022	2019-2023	
Number of Fatalities	3,190	3,305	3,391.2	3,441.8	0
Rate of Fatalities per 100 Million VMT	2	2	2	2	0
Number of Serious Injuries	18,978	18,012	17,137.2	16,381	0
Rate of Serious Injuries per 100 Million VMT	9	8	8	7	0
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	3,159	3,153	3,154	3,148	0

Table 2 presents performance in the MPO planning area for each safety measure in recent years.

**Table C-3. Capital Region Transportation Planning Agency Highway Safety (PM1) Conditions and Performance**

Performance Measures	Five-Year Rolling Average					Capital Region Transportation Planning Agency CY 2025 Target
	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	
Number of Fatalities	62.4	60.4	60.4	62.2	64.4	47
Rate of Fatalities per 100 Million VMT	1.380	1.350	1.354	1.394	1.428	1.036
Number of Serious Injuries	241.2	240.8	234.2	231.6	225.8	205
Rate of Serious Injuries per 100 Million VMT	5.323	5.365	5.236	5.187	5.016	4.489
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	40.2	39.8	41.4	43.4	44.4	34

Fatalities in the CRTPA region have trended up slightly, consistent with the statewide trend. Fatalities associated with crashes involving pedestrians and bicyclists have also trended up. Serious injuries, on the other hand, have trended down over the last five years, again, consistent with the statewide trend.

On February 18, 2025, the CRTPA established the 2025 targets shown in Table 2.2 for the planning area. In setting the MPO's PMI targets, CRTPA considered many factors. While the CRTPA's long-term target is very much consistent with the ambitious FDOT targets of zero fatalities and serious injuries, the CRTPA Board has elected to set realistic short-term targets based on a 5% annual reduction relative to historical safety performance.

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

The RMP increases the safety of the transportation system for motorized and non-motorized users as required. The RMP aligns with the SHSP and the 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 RMP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The RMP Cost Feasible Plan (CFP) includes a boxed fund with \$28 million dedicated to advancing safety improvements to address fatal and serious injury crashes, consistent with the Safety goal in Chapter 3.

## Pavement and Bridge Condition Measures (PM2)

### 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:

- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate National Highway System (NHS) pavements in good condition;
- Percent of non-Interstate NHS pavements in poor condition;
- Percent of NHS bridges (by deck area) classified as in good condition; and
- 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.

### Pavement and Bridge Condition Baseline Performance and Established Targets

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

**Table C-4. 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 C-5. Statewide Bridge Condition (PM2) Performance and Targets**

Performance Measures	2019	2020	2021	2022	2023	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	65.5%	63.7%	61.5%	58.2%	55.3%	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	0.5%	0.7%	0.9%	0.6%	0.6%	<10%	<5%

**Table C-6. Capital Region Transportation Planning Agency Pavement Condition (PM2) Performance**

Performance Measures	2019	2020	2021	2022	2023	2024
Percent of Interstate pavements in good condition	54.5%	52.3%	55.9%	57.5%	30.4%	36.6%
Percent of Interstate pavements in poor condition	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%
Percent of non-Interstate NHS pavements in good condition	35.6%	n/a	50.4%	50.4%	54.0%	49.2%
Percent of non-Interstate NHS pavements in poor condition	0.5%	n/a	0.1%	0.1%	0.2%	0.2%

**Table C-7. Capital Region Transportation Planning Agency Bridge Condition (PM2) Performance**

Performance Measures	2019	2020	2021	2022	2023	2024
Percent of NHS bridges (by deck area) in good condition	30.2%	30.6%	24.1%	24.4%	20.7%	20.7%
Percent of NHS bridges (by deck area) in poor condition	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

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 all 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 approved on December 20, 2022. The percentage of Florida’s bridges in good condition is slowly decreasing, which is to be expected as the bridge inventory grows older.

In the Capital Region, pavement in good condition on Interstate-10 has decreased in the last two years, but pavement miles in poor condition have remained close to zero. For non-interstate roadways, pavement in good condition has held relatively steady around 50%, which is well above the FDOT goal of 40% or higher. The proportion of bridges in good condition in the region has decreased to 20.7% in recent years, there are no bridges in poor condition in the region, indicating most bridges are in fair condition.

The CRTPA agreed to support FDOT’s pavement and bridge condition performance targets on March 17, 2025. By adopting FDOT’s targets, the CRTPA agrees to plan and program projects that help FDOT achieve these targets.

The CRTPA 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 RMP 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 (Florida TAMP).

- 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 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 RMP seeks to address system preservation, identifies infrastructure needs within the metropolitan planning area, and provides funding for targeted improvements. The Preservation/Efficiency goal in the RMP is focused on both maintenance and operation strategies to improve the function of the existing transportation system, rather than expand it. The spirit of this goal is to maximize efficiency and optimize functionality of existing facilities within the region.

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

## System Performance/Freight/CMAQ Performance Measures and Targets Overview

FHWA's System Performance/Freight/ Congestion Mitigation & Air Quality (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)

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

### National Highway Freight Program (NHFP)

- Truck Travel Time Reliability index (TTTR);

### Congestion Mitigation and Air Quality Improvement Program (CMAQ)

- Annual hours of peak hour excessive delay per capita (PHED);
- Percent of non-single occupant vehicle travel (Non-SOV); and
- 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 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.

## PM3 Baseline Performance and Established Targets

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

**Table C–8. 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%	92%	88%	86%	83%	≥75%	≥75%
Percent of person miles traveled on the non-Interstate NHS that are reliable	87%	94%	93%	92%	89%	≥50%	≥60%
Truck Travel Time Reliability (Interstate only)	1.45	1.34	1.38	1.46	1.48	1.75	2.00

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

**Table C–9. Capital Region Transportation Planning Agency System Performance and Freight Reliability (PM3) Performance**

Performance Measures	2019	2020	2021	2022	2023	2024
Percent of person miles traveled on the Interstate that are reliable	100%	100%	100%	100%	100%	100%
Percent of person miles traveled on the non-Interstate NHS that are reliable	93%	96%	96%	96%	94%	98%
Truck Travel Time Reliability (Interstate only)	1.08	1.07	1.07	1.08	1.09	1.10

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, while reliability on the non-Interstate NHS improved over that period. The truck travel time reliability index declined between 2019 and the pandemic years of 2020 and 2021 and then increased in 2022 and 2023 to slightly higher levels than 2019. Actual performance for the three measures in 2023 was better than the 2023 targets.

The CRTPA agreed to support FDOT’s PM3 targets on March 17, 2025. By adopting FDOT’s targets, the CRTPA agrees to plan and program projects that help FDOT achieve these targets.

The CRTPA 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 RMP reflects the goals, objectives, performance measures, and targets as they are described in other state and public transportation plans and processes, including the 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 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 RMP seeks to address system reliability and congestion mitigation through various means, including capacity expansion and operational improvements. The RMP CFP includes a boxed fund with \$59 million dedicated to advancing Transportation System Management and Operations improvements to address travel time reliability challenges, consistent with the Maintenance and Operations (TSM&O) RMP goal in Chapter 3. Three sample candidate corridors for TSM&O were analyzed and specific strategies identified, including ITS system improvements with fiber optic communications, CCTV cameras for roadway coverage, Bluetooth Detection Systems to collect traffic data, DMS for disseminating traveler information, and connections with traffic signals for integration with the Tallahassee Traffic Management Center (TMC).

# Transit Asset Management Measures

## 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 9 below identifies the TAM performance measures.

**Table C-10. FTA TAM Performance Measures**

Asset Category	Performance Measure and Asset Class
<b>1. Equipment</b>	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
<b>2. Rolling Stock</b>	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
<b>3. Infrastructure</b>	Percentage of track segments with performance restrictions
<b>4. Facilities</b>	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 RMP (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). Two of these providers offer transit service in the CRTPA region, including:

- Big Bend Transit
- Wakulla Transportation

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 2024 were submitted to NTD in September 2024.

The CRTPA has three Tier II providers operating in the region:

**Tier II Transit Service Provider (NOT in FDOT Group TAM Plan)**

- StarMetro

**Tier II Transit Service Provider (in FDOT Group TAM Plan)**

- Big Bend Transit
- Wakulla Transportation

**Transit Agency Targets**

StarMetro established the transit asset management targets identified in Table 10 on March 17, 2025. The 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 C-11. FTA TAM Targets for StarMetro**

Asset Category Performance Measure	Asset Class	FY 2024 Asset Condition	FY 2029 Target
<b>Rolling Rock</b>			
<b>Age - % of revenue vehicles within a particular asset class that have met or exceeded their ULB</b>	Bus, Diesel, 35'	100%	100%
	Bus, Diesel, 40'	90%	100%
	Bus, CNG, 30'	0%	100%
	Bus, CNG, 35'	0%	0%
	Bus, Electric, 35'	0%	15%
	Bus, Electric, 40'	0%	0%
	Cutaway Bus, Gasoline	-	0%
	Cutaway Bus, CNG	100%	100%
	Cutaway Bus, CNG, Low Floor	100%	100%
	Cutaway Bus, Electric	75%	0%
	Van, ADA	0%	100%
	Van, ADA, Electric	-	0%
<b>Equipment</b>			
<b>Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB</b>	Non-Revenue/Service Auto	0%	0%
	Trucks/Rubber Tier Vehicles	20%	0%
	Contingency Fleet	100%	100%
	Van, Non-ADA	0%	0%
	Maintenance Equipment	0%	0%
	Charger, Fast Charge	0%	0%
	Charger, Depot Charger	17%	0%

Asset Category Performance Measure	Asset Class	FY 2024 Asset Condition	FY 2029 Target
<b>Facilities</b>			
<b>Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale</b>	Administration & Maintenance Facility	0%	100%
	Passenger Facilities	0%	0%
	Lifts	0%	0%
	Fueling Facility	0%	0%

Big Bend Transit and Wakulla Transportation are 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, FY23 Performance Data and 2024 targets for the Tier II providers are shown in Table 11. *Note: FDOT will provide an update once FY 2024 performance and FY 2025 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 C-12. FDOT Group Plan Transit Asset Management Targets for Tier II Providers**

Asset Category Performance Measure	Asset Class	FY 2022 Performance	FY 2023 Performance	FY2024 Target
<b>Revenue Vehicles</b>				
<b>Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</b>	Automobile	0%	67%	66%
	Bus	20%	12%	12%
	Cutaway Bus	9%	18%	18%
	School Bus	95%	100%	0%
	Mini-Van	19%	32%	31%
	SUV	19%	6%	6%
	Van	39%	36%	35%
<b>Equipment</b>				
<b>Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</b>	Non-Revenue Auto	71%	71%	71%
	Trucks and other Rubber Tire Vehicles	6%	9%	8%
<b>Facilities</b>				
<b>Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale</b>	Passenger/Parking Facilities	0%	0%	0%
	Administration/Maintenance Facilities	6%	9%	9%

On March 17, 2025, the CRTPA agreed to support StarMetro's transit asset management targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the transit provider targets.

## **Transit Asset Management Performance**

The CRTPA 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 RMP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the StarMetro Transit Asset Management Plan and Transit Development Plan (TDP), and the current CRTPA 2045 RMP.

The CRTPA supports StarMetro's transit asset management and state of good repair through inclusion of capital investments in the TIP and RMP, channeling federal and state resources to addressing the agency's asset management needs and meeting its targets.

## **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.

## **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>2</sup>.

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 RMP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs).

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<sup>2</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 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 CRTPA must reflect those targets in RMP and TIP updates.

## Transit Agency Safety Targets

The following transit provider(s) operate in the Capital Region Transportation Planning Agency (CRTPA) planning area: StarMetro, Big Bend Transit, and Wakulla Transportation. Of these, StarMetro is responsible for developing a PTASP and establishing transit safety performance targets annually.

StarMetro established the transit safety targets identified in Table 12 on January 13, 2021:

**Table C-13. Transit Safety Performance Targets for StarMetro**

Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
<b>Transit Provider 1</b>							
Fixed Route Bus	0	0	5	0.2	7	0.28	9,500
ADA/Paratransit	0	0	2	0.1	1	0.1	68,456

On May 18, 2021, the CRTPA agreed to support StarMetro’s 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.

The targets for the MPO planning area reflect the targets established by StarMetro through their Public Transportation Agency Safety Plan (PTASP).

## Transit Safety Performance

The CRTPA 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 RMP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the StarMetro PTASP and the current CRTPA 2045 RMP. 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.

StarMetro employs a Safety Management System (SMS) to manage and mitigate safety risks in its operations. SMS includes the identification of hazards using a variety of resources, including:

- Employee Safety Reporting Program
- Review of vehicle/security camera footage
- Review of monthly performance data and safety performance targets
- Observations from supervisors
- DigiTally Reports
- Operator Inspection Cards
- Training Sessions
- Safety Committee, Drivers, and All-Hands meetings
- Review of audits and inspections of vehicles and facilities
- Review of training assessments
- Investigation into safety events, incidents, and occurrences
- Verbal or written reports to dispatch, supervisor, or safety officer
- Random compliance checks
- FDOT
- CRTPA
- Federal Transit Administration (FTA)
- Other oversight authorities

StarMetro's SMS program uses a Safety Assurance process to mitigate safety risks through monitoring, investigations of safety events, and extensive training of operators. The SMS investigations of safety events are focused on the identification of causal factors and include:

- Description of the event and investigation activities
- Description of any identified factors causing the event
- Identification of corrective actions required
- Assessment of whether the accident was preventable or non-preventable

SMS training programs employed by StarMetro are required for all StarMetro and contracted service provider employees directly responsible for safety, including:

- Coach Operators
- Paratransit Operators
- Dispatchers
- Maintenance Technicians
- Maintenance team
- Administrative staff
- Planning staff
- Call Center staff
- Communications/Special Projects staff
- Transit Trainers
- Supervisors
- Leadership Team
- SMS Manager
- Accountable Executive

Safety training programs include both policy training as well as roles and responsibilities training to ensure all employees are educated as to the agency's safety policies and have a clear understanding of their respective roles in the enactment of the policies. Specific training programs include:

- StarMetro's Safety Policy
- The SMS Safety Culture Policy
- The SMS manual
- The importance of conformance with SMS
- Individual roles and responsibilities specific to the SMS (safety accountabilities) 31
- General hazard reporting requirements of the SMS
- General risk assessment procedure of the SMS
- General accident/incident or near-miss reporting and investigation requirements
- General responsibilities with respect to the SMS emergency preparedness and response plan