Transportation Performance Management

OVERVIEW

This document highlights key provisions of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) performance management requirements for state Departments of Transportation, Metropolitan Planning Organizations, and transit providers, including target setting, performance reporting, and deadlines.

PLANNING RULE FRAMEWORK

FHWA and FTA jointly issued a Planning Rule in 2016 to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America’s Surface Transportation (FAST) Act. Among other changes, this rule specifies the requirements for state DOTs and MPOs to implement a performance-based approach to planning and programming. Under this framework, the three FHWA performance measures (PM) rules and the FTA transit asset management and transit safety rules established various performance measures to assess roadway safety (PM1), pavement and bridge condition (PM2), system performance and freight movement (PM3), transit asset management (TAM), and transit safety. The Planning Rule and the performance measures rules also specify how MPOs should set targets, report performance, and integrate performance management into their Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP). FHWA and FTA are expected to issue an updated planning rule in 2022 to incorporate changes introduced in the Bipartisan Infrastructure Law passed in November 2021.

Long-Range Transportation Plans

The Planning Rule specifies how performance management is incorporated into the MPO’s LRTP. The LRTP must:

- Describe the federal performance measures and performance targets used in assessing the performance of the transportation system.
- Include a System Performance Report that:
  - Evaluates the condition and performance of the transportation system with respect to performance targets.
  - Documents the progress achieved by the MPO in meeting the targets in comparison to performance recorded in past reports.
- Integrate the goals, objectives, performance measures, and targets described in all the plans and processes required as part of a performance-based program.

Transportation Improvement Programs

The TIP must:

- Reflect the investment priorities established in the current long-range transportation plan.
- Be designed such that once implemented, it makes progress toward achieving the performance targets established.
- Include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the LRTP, linking investment priorities to those performance targets.

*Please refer to the five accompanying fact sheets to obtain key information for the three FHWA performance measures rules and FTA transit rules.
TIMELINE FOR MPO ACTIONS

<table>
<thead>
<tr>
<th>Year</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>FDOT establishes targets for the next calendar year in its Highway Safety Improvement Program (HSIP) annual report to FHWA.</td>
</tr>
<tr>
<td>2019</td>
<td>MPO establishes targets for the current calendar year (180 days after FDOT established targets).</td>
</tr>
<tr>
<td>2020</td>
<td>MPO establishes targets for the next calendar year.</td>
</tr>
<tr>
<td>2021</td>
<td>MPO establishes targets for the next calendar year.</td>
</tr>
<tr>
<td>2022</td>
<td>MPO establishes targets for the next calendar year.</td>
</tr>
<tr>
<td>2023</td>
<td>MPO establishes targets for the next calendar year.</td>
</tr>
</tbody>
</table>

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TARGET SETTING OPTIONS

The Florida Department of Transportation (FDOT), the MPOs, and providers of public transportation set their respective performance targets in coordination with one another. Each MPO establishes a target for each applicable performance measure. For the PM1, PM2, and PM3 measures, each MPO establishes targets by one of two options:

Support the statewide target established by FDOT.

If the MPO chooses to support the statewide target, the MPO provides documentation to FDOT stating that the MPO agrees to plan and program projects so that they contribute toward the accomplishment of FDOT’s statewide target for that performance measure.

Establish own target.

If the MPO chooses to establish its own target, the MPO coordinates with FDOT regarding the approach used to develop the target and the proposed target prior to establishing a final target. The MPO provides documentation to FDOT that includes the final target and the date the MPO established the target.

MPOs must establish their targets no later than 180 days after FDOT sets its target.

For the transit asset management and safety measures, MPOs may support the targets established by transit providers or establish their own targets. Initial action by the MPO must take place within 180 days of the transit provider action to establish targets. Subsequent MPO transit targets must be established when the MPO updates the LRTP. MPOs will reflect current provider targets in the updated TIP.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.
MAP-21 Performance Management

OVERVIEW

The first of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on April 14, 2016, establishing measures to assess the condition of road safety. This fact sheet summarizes the requirements of this rule, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

<table>
<thead>
<tr>
<th>Metric</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>NUMBER OF FATALITIES</td>
<td>The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.</td>
</tr>
<tr>
<td>RATE OF FATALITIES</td>
<td>The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.</td>
</tr>
<tr>
<td>NUMBER OF SERIOUS INJURIES</td>
<td>The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.</td>
</tr>
<tr>
<td>RATE OF SERIOUS INJURIES</td>
<td>The total number of serious injuries per 100 million VMT in a calendar year.</td>
</tr>
<tr>
<td>NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES</td>
<td>The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.</td>
</tr>
</tbody>
</table>

COORDINATION WITH OTHER PLANS

Updates to FDOT’s Florida Transportation Plan (FTP) and MPO’s Long-Range Transportation Plans (LRTP) must include most recently reported safety performance data and targets.

Updates to the Statewide Transportation Improvement Program (STIP) and Transportation Improvement Programs (TIP) must include a description of how the STIP/TIP contributes to achieving safety performance targets in the FTP/LRTP.

TIMELINE

- NO LATER THAN AUGUST 31 (Annually) FDOT Safety Office updates targets for the following calendar year for all five measures in its Highway Safety Improvement Program (HSIP) to FHWA.
- FEBRUARY 27 (Annually) Last day for MPOs to establish HSIP targets for the current calendar year (no later than 180 days after FDOT sets targets).

* Please refer to the fact sheet addressing MPO Requirements for information about MPO targets and planning processes.
STATEWIDE TARGETS

» FDOT annually establishes statewide safety targets for the following calendar year as part of the HSIP Annual Report, which must be submitted by August 31 each year.

» Targets are applicable to all public roads regardless of functional classification or ownership.

Given FDOT’s firm belief that every life counts, the target set for all safety performance measures is ZERO.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs must annually update their targets by February 27 of each year.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a state to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance.

Based on FHWA’s review, Florida is making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users. As requested by FHWA, FDOT has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of adopted and amended LRTPs, and approval of MPO TIPs.

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MAP-21 Performance Management

OVERVIEW

The second of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the condition of the pavements and bridges on the National Highway System (NHS). This fact sheet summarizes the requirements of this rule, the targets Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PAVEMENT PERFORMANCE MEASURES

» Percentage of pavements on the Interstate System in GOOD condition.
» Percentage of pavements on the Interstate System in POOR condition.
» Percentage of pavements on the non-Interstate NHS in GOOD condition.
» Percentage of pavements on the non-Interstate NHS in POOR condition.

BRIDGE PERFORMANCE MEASURES

» Percentage of NHS bridges (by deck area) classified as in GOOD condition.
» Percentage of NHS bridges (by deck area) classified as in POOR condition.

TIMELINE

FIRST Performance Period (January 1, 2018 to December 31, 2021)

- MAY 20, 2018: FDOT Baseline Performance Period Report was due; includes 2- and 4-year targets.
- OCTOBER 1, 2018: Mid Performance Period Progress Report was due; includes 2-year performance and progress towards achieving 2-year targets.
- NOVEMBER 14, 2018: 4-year targets established by MPOs for first performance period.
- OCTOBER 1, 2020: Full Performance Period Progress Report; includes 4-year performance and progress towards achieving 4-year targets. Must include baseline condition and FDOT targets for second performance period.

SECOND Performance Period (January 1, 2022 to December 31, 2025)

- OCTOBER 1, 2022: 4-year targets must be established by MPOs for second performance period.

* Please refer to the fact sheet addressing MPO Requirements for information about MPO targets and planning processes.
STATEWIDE TARGETS

FDOT established 2- and 4-year targets on May 18, 2018 for the full extent of the NHS in Florida. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period.

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2-Year Target</th>
<th>4-Year Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of Interstate pavements in GOOD condition</td>
<td>Not required</td>
<td>≥ 60%</td>
</tr>
<tr>
<td>% of Interstate pavements in POOR condition</td>
<td>Not required</td>
<td>≤ 5%</td>
</tr>
<tr>
<td>% of non-Interstate NHS pavements in GOOD condition</td>
<td>≥ 40%</td>
<td>≥ 40%</td>
</tr>
<tr>
<td>% of non-Interstate NHS pavements in POOR condition</td>
<td>≤ 5%</td>
<td>≤ 5%</td>
</tr>
<tr>
<td>Bridge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of NHS bridges (by deck area) classified in GOOD condition</td>
<td>≥ 50%</td>
<td>≥ 50%</td>
</tr>
<tr>
<td>% of NHS bridges (by deck area) classified in POOR condition</td>
<td>≤ 10%</td>
<td>≤ 10%</td>
</tr>
</tbody>
</table>

Note: Two-year targets were not required for Interstate pavement condition for the first performance period, but will be required for the second and subsequent performance periods.

ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine if FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- The actual condition/performance level is better than the baseline condition/performance; or
- The actual condition/performance level is equal to or better than the established target.

In January 2021, FHWA determined Florida had made significant progress toward the two-year bridge and pavement targets based on reported data for 2018 and 2019. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the Transportation Management Area (TMA) MPO certification reviews and reviews of adopted/amended LRTPs and TIPs.

MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting the statewide minimum condition requirements. If it is not, FDOT must obligate funds to meet minimum requirements.

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set pavement and bridge targets for the first performance period by November 14, 2018. FDOT will set the targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

FDOT IS ON TRACK TO MEET MINIMUM CONDITION REQUIREMENTS

- **Pavement**: No more than 5 percent of the Interstate System in Poor condition for most recent year.
- **Bridge**: No more than 10 percent of total deck area of NHS bridges classified as Structurally Deficient (Poor condition) for three consecutive years.

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The third of the three performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the performance of the National Highway System (NHS), freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). This fact sheet summarizes the requirements of this rule, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

### PERFORMANCE MEASURES

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Typically Referred to As</th>
<th>What It Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of person-miles traveled on the Interstate that are reliable</td>
<td>Interstate reliability</td>
<td>Seeks to assess how reliable the NHS network is by creating a ratio (called Level of Travel Time Reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable. Traffic volume and an average vehicle occupancy are factored in to determine the person miles that are reliable, and this is converted to a percent of total miles.</td>
</tr>
<tr>
<td>Percent of person-miles traveled on the non-Interstate NHS that are reliable</td>
<td>Non-Interstate reliability</td>
<td></td>
</tr>
<tr>
<td>Truck travel time reliability (TTTR) index</td>
<td>Truck reliability</td>
<td>Seeks to assess how reliable the Interstate network is for trucks by creating a ratio (called Truck Travel Time Reliability, or TTTR) that compares the very worst travel times for trucks against the travel time they typically experience.</td>
</tr>
</tbody>
</table>

This rule also contains measures addressing CMAQ Program. These are applicable only for areas that are designated as nonattainment or maintenance, of which Florida currently has none. Therefore, they are currently not applicable to FDOT or any of Florida’s MPOs.

### TIMELINE

**FIRST Performance Period** (January 1, 2018 to December 31, 2021)
- **MAY 20, 2018** Targets established by FDOT.
- **OCTOBER 1, 2018** FDOT Baseline Period Report was due, includes 2- and 4-year targets.
- **NOVEMBER 14, 2018** 4-year targets established by MPOs for first performance period.
- **OCTOBER 1, 2020** Mid Performance Period Progress Report was due, includes 2-year performance and progress towards achieving 2-year targets. FDOT chose to maintain the 4-year targets.

**SECOND Performance Period** (January 1, 2022 to December 31, 2025)
- **OCTOBER 1, 2022** Full Performance Period Progress Report; includes 4-year performance and progress towards achieving 4-year targets. Must include baseline condition and FDOT targets for second 4-year performance period.
- **BY APRIL 1, 2023** 4-year targets must be established by MPOs for second performance period.

*Please refer to the fact sheet addressing MPO Requirements for information about MPO targets and planning processes.*
STATEWIDE TARGETS

FDOT established the following 2- and 4-year targets on May 18, 2018. Two-year targets reflect the anticipated performance level at the end of calendar year 2019, while 4-year targets reflect anticipated performance at the end of 2021.

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2-Year Target</th>
<th>4-Year Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate reliability</td>
<td>≥ 75%</td>
<td>≥ 70%</td>
</tr>
<tr>
<td>Non-Interstate NHS reliability</td>
<td>Not required</td>
<td>≥ 50%</td>
</tr>
<tr>
<td>Truck reliability</td>
<td>≤ 1.75</td>
<td>≤ 2.00</td>
</tr>
</tbody>
</table>

MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set system performance targets for the first performance period by November 14, 2018. FDOT will set its targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

» The actual condition/performance level is better than the baseline condition/performance; or

» The actual condition/performance level is equal to or better than the established target.

In January 2021, FHWA determined Florida had made significant progress toward the two-year targets for Interstate and truck reliability based on reported data. If FDOT does not make significant progress toward achieving a reliability target, it must document the actions it will take to achieve the target. For the truck reliability measure, it must provide additional freight analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated and amended Long-Range Transportation Plans (LRTP), and approval of MPO Transportation Improvement Programs (TIP).

EXISTING STATEWIDE CONDITIONS

Source: PM3 Report on Regional Integrated Transportation Information System (RITIS) platform using National Performance Management Data Research Data Set (NPMRDS)
The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces requirements for new State of Good Repair (SGR) performance measures and Transit Asset Management (TAM) Plans. This fact sheet describes these requirements and the role of the Metropolitan Planning Organizations (MPO) under this rule.

**OVERVIEW**

**STATE OF GOOD REPAIR PERFORMANCE MEASURES**

Transit agencies are required to report transit asset performance measures and targets annually to the National Transit Database (NTD). Targets should be supported by the most recent condition data and reasonable financial projections.

*Transit Asset Categories and Related Performance Measures*

<table>
<thead>
<tr>
<th>FTA Asset Categories</th>
<th>Type of Measure</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>EQUIPMENT</td>
<td>Age</td>
<td>Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark (ULB)</td>
</tr>
<tr>
<td>ROLLING STOCK</td>
<td>Age</td>
<td>Percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB</td>
</tr>
<tr>
<td>INFRASTRUCTURE</td>
<td>Performance</td>
<td>Percentage of track segments (by mode) with performance restrictions</td>
</tr>
<tr>
<td>FACILITIES</td>
<td>Condition</td>
<td>Percentage of facilities within an asset class rated below condition 3 on the Transit Economic Requirement Model (TERM) scale</td>
</tr>
</tbody>
</table>

"State of good repair" is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the asset:

1. Is able to perform its designed function.
2. Does not pose a known unacceptable safety risk.
3. Lifecycle investments have been met or recovered.

**TIMELINE**

<table>
<thead>
<tr>
<th>OCTOBER 1, 2018</th>
<th>Transit agencies and group sponsors develop TAM Plan. After this date, transit agencies and group sponsors must update their TAM targets annually.</th>
</tr>
</thead>
<tbody>
<tr>
<td>OCTOBER 1, 2019</td>
<td>MPOs may choose to update targets for their planning area when they update their TIPs or LRTPs.</td>
</tr>
<tr>
<td>OCTOBER 1, 2022</td>
<td>Update to Group TAM Plan due; individual TAM Plan updates by Tier 1 or Tier I or Tier II providers are due at the start of the provider’s fiscal year.</td>
</tr>
</tbody>
</table>

Transit providers set targets annually in October, January, or April, depending on the provider’s fiscal year.
By October 1, 2018 (two years from the effective date of the Final Rule), Transit Asset Management Plans (TAM Plan) were required for all providers. These plans are either developed by the providers or by a group sponsor on behalf of multiple providers. These plans must be updated every four years. The Group TAM Plan must be updated by October 1, 2022, and individual TAM Plans by Tier I and Tier II providers must be updated by the start of the provider’s fiscal year.

TIER I versus TIER II Agencies

The rule makes a distinction between Tier I and Tier II transit providers and establishes different requirements for them.

**TIER I**
- Owns, operates, or manages either:
  - $\geq 101$ vehicles in revenue service during peak regular service across **ALL fixed route modes** or **ANY one non-fixed route mode** OR
  - Rail transit

**TIER II**
- Owns, operates, or manages either:
  - $\leq 100$ vehicles in revenue service during peak regular service across **ALL non-rail fixed route modes** or in **ANY one non-rail fixed route mode** OR
  - Subrecipient under the 5311 program OR
  - Native American Tribe

A **TIER I** provider must develop its own TAM Plan. The Tier I provider must make the TAM plan, annual targets, and supporting materials available to the state DOTs and MPOs that provide funding to the provider.

**TIER II** agencies may develop their own plans or participate in a group TAM plan, which is compiled by a group TAM plan sponsor. State Departments of Transportation (DOT) that pass FTA funds to subrecipients are required to be group TAM plan sponsors. The unified targets and narrative report for group plan participants are submitted on behalf of all participating agencies by the sponsor. Group plan sponsors must make the group plan, targets, and supporting materials available to the state DOTs and MPOs that program projects for any participants of the group plan. The Florida Department of Transportation (FDOT) developed a group plan for all subrecipients in 2018. The plan included collective targets for subrecipients.

**MPO COORDINATION**

- Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider operates services.
- MPOs are required to establish initial transit asset management targets within 180 days of the date that public transportation providers establish initial targets. However, MPOs are not required to establish transit asset management targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. MPOs will reflect current provider TAM targets in the updated TIP.
- When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider’s targets, or establish its own separate regional targets for the MPO planning area. MPO targets may differ from provider targets, especially if there are multiple transit agencies in the MPO planning area.
- MPOs are required to coordinate with transit providers and group plan sponsors when selecting targets to ensure alignment of targets.
- FTA will not assess MPO progress toward achieving transit targets. However, the Federal Highway Administration (FHWA) and FTA will review MPO adherence to performance management requirements as part of periodic transportation assessment process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated LRTPs, and approval of MPO TIPs.

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**TAM Plan Elements**

- **ALL PROVIDERS** (Tiers I and II)
  1. Inventory of Capital Assets
  2. Condition Assessment
  3. Decision Support Tools
  4. Investment Prioritization

- **TIER I ONLY**
  5. TAM and SGR Policy
  6. Implementation Strategy
  7. List of Key Annual Activities
  8. Identification of Resources
  9. Evaluation Plan
The Federal Transit Administration (FTA) has established requirements through 49 CFR 673 for Public Transportation Agency Safety Plans (PTASP) and related performance measures as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP–21). This rule requires certain operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement PTASP based on a Safety Management Systems (SMS) approach. Development and implementation of agency safety plans will help ensure that public transportation systems are safe nationwide. This fact sheet summarizes the requirements of this rule and the responsibilities of Florida’s transit providers and Metropolitan Planning Organizations (MPOs) in implementing the rule.
**RELATIONSHIP OF PTASP TO FLORIDA REQUIREMENTS**

Florida requires each Section 5307 and/or 5311 transit provider to have an adopted System Safety Program Plan (SSPP) (Chapter 14-90, Florida Administrative Code). The FTA PTASP rule and Florida’s SSPP requirements are similar, but have some differences. Because Section 5307 providers in Florida must already have a SSPP, FDOT recommends that transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

FDOT has issued guidance to providers to assist them with revising existing SSPPs to be compliant with the FTA requirements.

While the PTASP rule requires transit providers to establish safety performance targets, the SSPP does not.

**COORDINATION WITH METROPOLITAN, STATEWIDE, AND NON-METROPOLITAN PLANNING PROCESSES**

- Public transit providers will coordinate with FDOT and affected MPOs in the selection of transit safety performance targets.
- Providers will give written notice to the MPO(s) and FDOT when the provider establishes transit safety targets. This notice will provide the established targets and the date of establishment.
- MPOs that establish their own transit safety targets will coordinate with the public transit provider(s) and FDOT in the selection of transit safety performance targets. The MPOs will give written notice to the public transit providers and FDOT when the MPO establishes its own transit safety targets.
- MPOs that agree to support a public transit provider’s safety targets will provide FDOT and the public transit providers documentation that the MPO agrees to do so.
- Public transit providers that annually draft and certify a PTASP must make the PTASP and underlying safety performance data available to FDOT and the MPOs to aid in the planning process.
- Public transit providers will update the PTASP and establish transit safety targets annually. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. MPOs will reflect current provider PTASP targets in the updated TIP.
- If two or more providers operate in an MPO planning area and establish different safety targets for a measure, the MPO may establish a single target for the MPO planning area or establish a set of targets for the MPO planning area that reflect the differing transit provider targets.

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