



Appendix N

INCORPORATING FAST ACT REQUIREMENTS INTO THE LONG RANGE TRANSPORTATION PLAN



Background of the Transportation Planning Rule

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation (FAST) Act enacted in 2015, state Departments of Transportation (DOTs) and Metropolitan/Transportation Planning Organizations (M/TPOs) must incorporate certain planning activities into the planning processes of the organization and they must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan/Metropolitan Transportation Planning Final Rule (The Planning Rule). This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the incorporation of new planning factors, planning activities and transportation performance management provisions. Additional guidance has been provided by the FHWA Florida Division and the Florida DOT Office of Policy Planning.

Long Range Planning Activities

During development of the 2040 LRTP, the River to Sea TPO considered eight planning factors as established by federal requirements. Goals established in the plan were linked to these planning factors (*See Chapter 2 – Table 2, Page 13*). At that time, the new planning rules had been established, however, guidance had not been provided regarding the implementation of these new requirements. The new planning factors include:

- *Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation*
- *Enhance travel and tourism*

Additional planning activities are also required by the new planning rule. These include:

- *Incorporating intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers.*
- *Including public ports and intercity bus operators, and employer-based commuting programs, such as carpool or vanpool programs, transit benefit programs, parking cash-out programs, shuttle programs, or telework programs, to the list of interested parties for the MPO's Public Participation Plan.*
- *Add tourism and natural disaster risk reduction agencies to the list of agencies the MPO should consult with when developing the LRTP and TIP.*

The following few sections of this appendix address the planning factors, as well as the additional planning considerations as they've been incorporated into the planning activities of the River to Sea TPO.

Improving Resiliency and Reliability

The River to Sea TPO planning area is shaped by the presence of water; the Atlantic Ocean, Intracoastal Waterway, St. Johns River and numerous canals, springs and lakes weave through our communities. Proximity to these beautiful waterways is what attracts many of us to live here and encourages so many others to visit. In planning for our communities, it's important that we monitor, predict, plan for, and live with the water that surrounds us.

In October 2016, the coastal area was hit by Hurricane Matthew. The resulting storm surge caused significant damage to SR A1A in Flagler County and northern Volusia County, which left the road impassable in many locations. Emergency management organizations responded immediately to secure the area. FDOT also worked quickly to stabilize the shoreline, construct temporary travel lanes and re-open the road in record time. The damage caused by Hurricane Matthew and the subsequent response provide a valuable example of effective cooperation, communication and action.

Severe weather events are predicted to become more commonplace in future years. If these predictions are correct, the strength and success of our community will be defined by our ability to respond effectively to unpredictable and potentially disruptive events. Severe weather events include flooding from rising tides and extreme rainfall, significant fluctuations in temperature, high winds, heatwaves, droughts and windstorms (including tornadoes and tropical storms). The consequences of these events can include damage and deterioration of existing infrastructure, interference with evacuation plans, reduced effectiveness of storm water systems, limited access to property and reduced bridge clearances for vessels. Preparing for future events will require adaptation and resiliency. Adaptation involves changing or modifying our community to suit new conditions in order to reduce potential negative effects. Resiliency is the ability to anticipate, prepare for, and withstand changing conditions and recover rapidly from disruptions.

Creating more adaptive and resilient communities will require a variety of actions involving planning efforts, infrastructure changes, operations and response activities, and proactive governance. The River to Sea TPO has been proactive in addressing issues of transportation resiliency and reliability including the following activities:

- **Project Ranking Criteria in the 2040 LRTP (January 2016)** – Emergency evacuation in response to crisis events has been an emphasis area for the River to Sea TPO for many years. In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for improvements to evacuation routes identified by local emergency agencies (see Chapter 6, Table 21 and Appendix I).
- **2016 Sea Level Rise Vulnerability Assessment (August 2016)** – In partnership with the East Central Florida Regional Planning Council, the River to Sea TPO completed an initial and conservative assessment of the potential vulnerabilities of the planning area for issues associated with sea level rise.
- **River to Sea TPO Fiscal Year 2015/16 Annual Report (December 2016)** – In a follow-up to coastal damage resulting from flooding and storm surge, the annual report was used as a mechanism to promote awareness of resiliency and system reliability.
- **River to Sea TPO Annual Planning Retreat (March 3, 2017)** - In partnership with Volusia/Flagler Association for Responsible Development (V/FCARD), the River to Sea TPO held a planning workshop to discuss transportation issues associated with sea level rise.
- **2017 Resilient Volusia County Assessment (September 2017)** - In partnership with the East Central Florida Regional Planning Council, the River to Sea TPO analyzed impact areas resulting from 100-year coastal flooding levels inclusive of storm surge based on sea level rise projections from the Sea Level Scenario Sketch Planning Tool, identified a resiliency stakeholder working group, and identified implementation strategies and educational materials to enhance community resiliency.
- **2018 Resilient Flagler County Assessment (September 2018)** - In partnership with the Northeast Florida Regional Council, the River to Sea TPO analyzed impact areas resulting from 100-year coastal

flooding levels inclusive of storm surge based on sea level rise projections from the Sea Level Scenario Sketch Planning Tool, identified a resiliency stakeholder working group, and identified implementation strategies and educational materials to enhance community resiliency.

- **Interagency Partnering (Ongoing)** – The River to Sea TPO continues to partner with local Emergency Management agencies/departments, local governments, regional planning councils, and other agencies that meet periodically to review and assess resiliency efforts.
- **Incorporation of Resiliency in Project Ranking Criteria (January 2019)** – In updates currently being considered by the TPO transportation improvement projects that address resiliency have been added to the project application criteria used to rank projects during the annual call for projects.

Enhancing Travel and Tourism

Tourism represents a significant portion of the local and state economy. The River to Sea TPO has considered tourism as an integral part of the transportation planning efforts of the organization and actively partners with local tourism agencies during the development of the LRTP. The following activities represent the efforts of the River to Sea TPO to ensure transportation matters involving travel and tourism are considered in the transportation planning activities of the TPO:

- Considerations in the 2040 LRTP (January 2016)
 - Project Ranking Criteria for access and connectivity to Activity Centers has been an emphasis area for the River to Sea TPO for many years. In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for multimodal improvements to corridors providing access to designated activity centers.
 - Presentations and Stakeholder involvement for agencies directly related to tourism such as the Convention and Visitors Bureau and the Lodging & Hospitality Association.
- Partnering with the Lodging & Hospitality Association in the dissemination of the “Tell the TPO Survey”
- Presentations regarding Tourism in Transportation to the River to Sea TPO Board and the International Speedway Boulevard Coalition
- Participation and support in various events such as: the Annual Tourism and Travel Recognition Celebration and the Annual Bike Florida Tour event.
- Participation in the Central Florida Regional Visitor Study (estimated completion Spring 2019)

Additional Planning Considerations

The River to Sea TPO recognizes the value of integrating additional planning considerations into the planning activities of the organization. The following information outlines the planning activities pursued by the River to Sea TPO with regards to the planning considerations.

Incorporating Intermodal Facilities

Intercity Bus, Intercity/Commuter Rail and Commuter Vanpools are important elements in supporting a healthy transportation system. These services provide important intercity travel choices for residents and visitors. They also help play a role in reducing congestion, pollution, and energy consumption through automobile vehicle trip reductions, fuel savings and lower emissions. Identifying intermodal facilities that support intercity transportation, including intercity buses, intercity bus facilities and commuter vanpool

providers can be important to the long term success of these services. The River to Sea TPO has been engaged in efforts to support these services as follows:

- **Participation in the Intermodal Transit Station Study (March 2014)** – Completed by Florida Department of Transportation (FDOT) in collaboration with Votran, the City of Daytona Beach, Volusia County, International Speedway Boulevard (ISB) Coalition and other stakeholders to support the development of an integrated multimodal transportation system which is economically efficient and safely moves people and goods in an energy-efficient manner.
- **Considerations were included in the 2040 LRTP (January 2016)** - In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for projects that improved access and connectivity to the Designated Intermodal Terminal.
- **Partnering with ReThink Your Commute (Ongoing)** – The River to Sea TPO collaborates with reThink Your Commute to promote ridesharing transportation solutions and to incorporate ride sharing into the planning processes of the TPO.
- **Participation in the Volusia County Transit Connector Study (February 2017)** - Completed by FDOT in collaboration with Votran, Volusia County, and other stakeholders to evaluate the potential for developing a premium transit connection between SunRail and Daytona Beach (including a multimodal hub).
- **Outreach to various providers (Ongoing)** – The R2CTPO maintains an open dialogue with existing service providers such as SunRail, Greyhound, and Daytona Beach International Airport as well as potential service providers such as Brightline.

Expanding the Stakeholders in Public Participation

Additional planning considerations include involving intercity bus operators and commuting programs such as carpool or vanpool programs in the planning activities of the TPO and adding them to the list of interested parties as part of the TPO's Public Participation Plan. Public outreach requirements also include adding tourism and natural disaster risk reduction agencies to the list of agencies the MPO should consult with when developing the LRTP.

As stated previously, the River to Sea TPO has routinely collaborated with reThink Your Commute, with the Lodging & Hospitality Association and with the Convention and Visitors Bureau on planning activities, including the development of the 2040 LRTP. These activities are documented in Chapter 5 of the 2040 LRTP titled "Public Outreach" and in Appendix E. As a key component of the local economy, tourism activities (including the employees who support the industry) are central to many of the transportation considerations in the planning area. The TPO has also worked with emergency management teams from Volusia and Flagler Counties as part of resiliency planning efforts. Members of emergency management are also represented on the Technical Coordinating Committee, an advisory committee of the TPO board. The TPO has had limited communication with intercity bus providers who often communicate with FDOT Central Office staff regarding state-wide planning needs and capital funding opportunities.

Long range transportation planning activities will begin in 2019 as the River to Sea TPO updates the metropolitan transportation plan and extends the planning horizon to the year 2045. The update will continue to build on previous practices of the TPO in considering the added planning factors of resiliency and tourism. In keeping with the spirit and intent of the FAST Act, the public outreach activities will be expanded and more clearly documented to demonstrate the inclusion of interested parties such as intercity bus operators, commuter program managers, tourism agencies and natural disaster risk reduction agencies.

Transportation Performance Management

Performance Management is a strategic approach to connect investment and policy decisions in order to help achieve performance goals. Performance *measures* are quantitative criteria used to evaluate progress. Performance measure *targets* are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) required State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to national goals including:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

Fixing America's Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own.

There are several milestones related to the required content of the System Performance Report:

- In any LRTP adopted on or after May 27, 2018, the System Performance Report must reflect Highway Safety (PM1) measures;
- In any LRTP adopted on or after October 1, 2018, the System Performance Report must reflect Transit Asset Management measures
- In any LRTP adopted on or after May 20, 2019, the System Performance Report must reflect the Bridge Condition Measures and Pavement Condition Measures (PM-2) and the System Performance Measures (travel time reliability, PM-3)

The River to Sea 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:

- **Project Ranking Criteria in the 2040 LRTP (January 2016)** – Improving transportation safety has been an emphasis area for the River to Sea TPO for many years. In the assessment of prioritization of projects considered for the 2040 LRTP, the TPO considered additional weighting for improvements that address safety concerns on the transportation network (see Chapter 2 and 6 of the 2040LRTP).
- **Incorporation of Measures in Project Ranking Criteria (Ongoing)** – The TPO has a long history of emphasizing safety in the prioritization of transportation projects as a weighted factor in the criteria used to rank projects during the annual call for projects.
- **Interagency Partnering (Ongoing)** – For many years, the River to Sea TPO has participated in various partnerships to promote safety awareness and to identify and address safety concerns throughout the community. This includes involvement in the Community Traffic Safety Teams and Safe Kids Coalition.

- **Congestion Management Process and Plan (October 2018)** - The congestion management process requires the establishment and use of 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.
- **Roadway Safety Evaluation & Improvement Study (September 2018)** – Building upon a crash analysis performed in 2017, this study developed a process to identify and mitigate the causes of crashes at high crash locations throughout the planning area.

Safety Performance Measures (PM-1)

Safety is the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register*. The rule requires MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100M VMT.

The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida’s 27 metropolitan planning organizations (MPOs) through Florida’s Metropolitan Planning Organization Advisory Council (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.

The Florida SHSP and the Florida Transportation Plan (FTP) both highlight the commitment to a vision of zero deaths. The FDOT Florida Highway Safety Improvement Program (HSIP) Annual Report documents the statewide interim performance measures that move the state toward the vision of zero deaths. The River to Sea Transportation Planning Organization has had a longstanding commitment to improving transportation safety, which is demonstrated through planning and programming activities. Activities included in the Unified Planning Work Program (UPWP), such as the completion of school safety studies for all elementary and middle schools within the planning area, pedestrian law enforcement training and exercises, health and safety partnerships with local agencies, participation on the Community Traffic Safety Teams and helmet distribution programs, have led to increased safety awareness and project specific recommendations to reduce injuries and fatalities throughout the planning area.

In January 2018, the River to Sea TPO adopted safety performance targets in support of FDOT’s 2018 safety targets. The TPO targets include a decrease in each of the safety measurements of 2% per year. In order to achieve the reduction established by the safety targets, the TPO has evaluated projects that fall into specific investment categories established by the TPO in the project application, evaluation, and ranking process. The River to Sea TPO recognizes the limitations of their role in affecting transportation safety. At this point, the TPO has not set long range targets for crash reduction, but has signaled support for the FDOT goal of zero.

The TPO has long utilized an annual project ranking criteria that identifies and prioritizes projects aimed at improving transportation safety. The ranking criteria are updated annually and are included in the appendices of the TIP. Going forward, the project evaluation and prioritization processes used in the LRTP and the TIP will continue to use a data-driven strategy that considers stakeholder input to evaluate projects that have an anticipated effect of reducing both fatal and injury crashes. The following information reflects the data and goals approved by the River to Sea TPO in January 2018.

Fatalities: This target reflects a two percent (2%) annual reduction in the number of fatalities from the year 2016. This sets a target of reducing the annual fatalities to 136 with a resulting five-year rolling average of 123.3 in 2018.

Number: 136

5-Year Rolling Average: 123.3

Serious Injuries: This target reflects a two percent (2%) annual reduction in the number of serious injuries from the year 2016. This sets a target of reducing the annual serious injuries to 743 with a five-year rolling average of 722.0 in 2018.

Number: 743

5-Year Rolling Average: 722.0

Fatalities Rate*: This target reflects a two percent (2%) annual reduction in the fatalities rate from the year 2016. This sets a target of reducing the fatality rate to 1.929 with a five-year rolling average of 1.783 in 2018.

Number: 1.929

5-Year Rolling Average: 1.783

Serious Injuries Rate*: This target reflects a two percent (2%) annual reduction in the serious injuries rate from the year 2016. This sets a target of reducing the serious injuries rate to 10.343 with a five-year rolling average of 10.256 in 2018.

Number: 10.343

5-Year Rolling Average: 10.256

Non-Motorized Serious Injuries and Fatalities: This target reflects a two percent (2%) annual reduction in the number of non-motorized serious injuries and fatalities from the year 2016. This sets a target of reducing the non-motorized serious injuries and fatalities to 108 with a five-year rolling average of 102.9 in 2018.

Number: 108

5-Year Rolling Average: 102.9

**VMT specific to the planning area is not currently available, which includes all of Volusia County and a portion of Flagler County. As such, the fatalities rate was calculated using the data available for the entirety of Volusia and Flagler County, pending the provision of data at the planning area level.*

The TPO's goal of reducing fatal and serious injury crashes is linked to the LRTP and the TIP and the process used in prioritizing the projects is consistent with federal requirements.

Transit Asset Performance Measures

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and sub-recipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement Transit Asset Management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories as shown in the following table. The rule became effective on October 1, 2018.

Asset Category	Performance Measure
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

To support progress towards TAM performance targets, transit investment and maintenance funding in the River to Sea TPO 2040 LRTP totals \$265.9 million, approximately 14 percent of total LRTP funding. In addition, the TPO allocates 30% of the Transportation Management Area (TMA) funding or roughly \$31 million to assist local transit agencies in meeting their State of Good Repair (SGR) goals.

TAM Plans and Targets

The Transit Asset Management (TAM) rule requires that every transit provider receiving federal financial assistance under 49 U.S.C. Chapter 53 develop a TAM plan or be a part of a group TAM plan prepared by a sponsor (i.e. FDOT). As part of the TAM plan, public transportation agencies are required to set and report transit targets annually. Transit providers or their sponsors must also share these targets with each M/TPO in which the transit provider’s projects and services are programmed in the M/TPOs TIP. M/TPOs can either agree to support the TAM targets, or set their own separate regional TAM targets for the M/TPOs planning area.

The River to Sea TPO planning area is served by three (3) transit service providers: Flagler County Public Transportation (FCPT), Votran, and SunRail. Votran and SunRail are considered Tier I providers and, as such, each must develop a TAM Plan. FCPT is considered a Tier II provider and thus is included in a group TAM plan developed by the FDOT Public Transit Office in Tallahassee.

The River to Sea TPO will continue to collaborate in transit planning activities and provide support to transit providers including continued inclusion in long range planning activities and transit asset management. The following tables represent the transit data reported by each transit agency for each of the applicable Asset Categories along with the 2019 targets.

FDOT - Statewide Tier II Group Report
Flagler County Public Transportation – Bus Service

Asset Category Performance Measure	Asset Class	Asset Class Condition	2019 Target	2020 Target
Rolling Stock				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	55%	55%	45%
	Bus	15%	15%	13%
	Cutaway Bus	28%	28%	28%
	Mini-Bus	31%	31%	28%
	Mini-Van	13%	13%	11%
	SUV	0%	0%	0%
	Van	47%	47%	34%
Equipment				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	67%	67%	67%
	Trucks and other Rubber Tire Vehicles	50%	50%	40%
	Maintenance Equipment	50%	50%	50%
	Route & Scheduling Software	100%	100%	100%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	0%	9%
	Maintenance	6%	6%	12%

NOTE: FCPT inventory includes one revenue service vehicle in poor condition (an automobile)

Votran – Bus Service

Asset Category Performance Measure	Asset Class	Asset Class Condition	2019 Target	2020 Target
Rolling Stock				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Bus	28%	23%	20%
	Cutaway Bus	32%	23%	20%
	Mini-Van	0%	1%	1%
Equipment				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	100%	10%	10%
	Trucks and other Rubber Tire Vehicles	100%	10%	1%
	Route & Scheduling Software	86%	15%	15%
	Maintenance Equipment/Hardware	92%	20%	20%
	Security	100%	20%	20%
Facilities*				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	4.0	10%	10%
	Maintenance	2.1	10%	10%
	Parking Structures	3.3	10%	10%
	Passenger Facilities	3.6	10%	10%
	Administration/Maintenance	3.0	10%	5%
	Storage	3.5	10%	2%

*The Votran TAM plan lists the Transit Economic Requirements Model (TERM) rating but not the % at or above the target

SunRail - Fixed Guideway

Asset Category Performance Measure	Asset Class	Useful Life Benchmark	Asset Class Condition	2019 Target
Rolling Stock				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Locomotives	43 years	23 years	0%
	Coach Cars	39 years	3 years	0%
	Cab Cars	39 years	3 years	0%
Equipment*				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	n/a	n/a	n/a
	Trucks & Other Rubber Tire Vehicles	n/a	n/a	n/a
Infrastructure				
% of track segments with performance restrictions (as applicable)	Rail fixed guideway track	n/a	2% DRM with speed restriction**	< 3% DRM with speed restriction
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	n/a	n/a	n/a
	Maintenance & Operating Center	> 3 on TERM Scale	New	100% ≥ 3
	Maintenance (VSLMF)***	> 3 on TERM Scale	New	100% ≥ 3
	Stations	> 3 on TERM Scale	New	100% ≥ 3
	Park & Ride Lots	> 3 on TERM Scale	New	100% ≥ 3

*Equipment is provided through the operations contract and is not reported as a federally funded asset.

**DRM is Directional Route Miles

***VSLMF is the Vehicle Storage & Light Maintenance Facility

In support of the transit providers, the River to Sea TPO adopted these targets on October 24, 2018. Adoption of the transit asset targets represents an agreement by the TPO to plan and program projects in the LRTP and the TIP that will, once implemented, make progress toward achieving the transit provider targets.

The TPO’s goal of supporting local transit providers to achieve transit asset condition targets is linked to this investment plan, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

Bridge and Pavement Condition Measures (PM-2)

The bridge and pavement condition 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). On October 24, 2018 the River to Sea TPO approved measures and targets associated with these facilities utilizing data provided by the FDOT. The data and targets are reflected in the following tables.

Bridge Performance Measures and Targets

Performance Measure	# of Bridges	Total Deck Area	% Deck Area	2-year Target	4-year Target
% of NHS bridges classified as in <i>Good</i> condition by deck area	58	1,199,517	52%	≥ 50%	≥ 50%
% of NHS bridges classified as in <i>Poor</i> condition by deck area	1	1,742.5	0.08%	≤ 10%	≤ 10%

Pavement Performance Measures and Targets

Performance Measure	% of Pavement	2-year Target	4-year Target
% of <i>Interstate</i> pavements in <i>Good</i> condition*	100%	Not Required	≥ 60%
% of <i>Interstate</i> pavements in <i>Poor</i> condition*	0%	Not Required	≤ 5%
% of <i>non-Interstate NHS</i> pavements in <i>Good</i> condition	100%	≥ 40%	≥ 40%
% of <i>non-Interstate NHS</i> pavements in <i>Poor</i> condition	0%	≤ 5%	≤ 5%

NOTE: 25% of the Interstate system was not measured due to ongoing construction projects.

Ratings categorized as “GOOD” suggest that no major investment is needed. Facilities rated as “POOR” indicate that major investments are needed.

System Performance Management Measures (PM-3)

The third category of 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). Air quality in the River to Sea TPO planning area is above thresholds required for the CMAQ program and therefore monitoring and reporting is not required.

On October 24, 2018 the River to Sea TPO approved measures and targets associated with these facilities utilizing data provided by the FDOT. The data and targets are reflected in the following table.

System Performance Management Measures and Targets

Performance Measure	Current TTR	2-year Target	4-year Target
% of person-miles traveled on the Interstate that are reliable	100%	≥ 75%	≥ 70%
% of person-miles traveled on the non-Interstate NHS that are reliable	51%	Not Required	≥ 50%
Truck travel time reliability ratio (TTR) on the Interstate	1.12	≤ 2.0	≤ 1.75

Travel time reliability seeks to assess how reliable the highway 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. It does not mean that there is not congestion on the road. It means that the amount of time a trip will take is predictable. This calculation is completed for the Interstate system, the National Highway System (NHS) and for Freight traffic utilizing the Interstate system.

Closing Statements

The River to Sea TPO recognizes that ongoing efforts must be made to continue incorporating new planning requirements and transportation system performance into the institutional decision-making and documents of the organization. This includes expanding stakeholder involvement, documenting the added planning factors of resiliency and tourism, and further incorporating transportation performance management. The TPO will continue to coordinate with FHWA, FTA, FDOT, and area transit providers to take the actions to further incorporate performance measures as they are established and are more fully understood. As further guidance is provided and transportation data reports are developed, the TPO expects to continue expanding its planning and public outreach activities and strengthening the connection between project programming and improved performance of the transportation system as required.