

consistent with federal requirements. For more information on these programs and projects, see Section II – Roadway Capacity Projects and Section VIII – Port, Rail & Freight Projects of the TIP.

The River to Sea TPO also recognizes that continued efforts must be made to incorporate transportation system performance management into the institutional decision-making and documents of the organization. This includes using a project selection and prioritization process that supports the FDOT goals and close coordination with agencies that most significantly control these decisions. The TPO will continue to coordinate with FDOT and transit providers to take additional action to respond to data outcomes and to further modify evaluation criteria and programming activities as might be needed to incorporate performance measures as they are updated and are more fully understood.

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT’s approach to prioritize funding to address performance goals and targets. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to programs that address system performance and freight, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide reliability performance targets.

**Transit Asset Performance Measures**

FTA’s Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The regulations define the term “state of good repair,” require that public transportation providers develop and implement TAM plans, and established state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. The following table identifies the TAM performance measures.

**Table: FTA TAM Performance Measures**

<b>Asset Category</b>	<b>Performance Measure</b>
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

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider’s operating environment. ULB considers a provider’s unique operating environment such as

geography, service frequency, etc.

Public transportation providers are required to establish and report TAM targets annually for the following fiscal year. Each public transportation provider or its sponsors must share its targets with each MPO in which the public transportation provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the 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 agency targets, especially if there are multiple transit agencies in the MPO planning area. To the maximum extent practicable, public transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM regulation defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service, or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes or have 100 or less vehicles in one non-fixed route mode. A Tier I provider must establish its own TAM targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a Group Plan with other Tier II providers whereby targets are established for the entire group in coordination with a group plan sponsor, typically a state DOT.

#### ***FDOT Group TAM Plan Participants***

A total of 18 public transportation 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). Flagler County Public Transportation was one of these 18 providers that participated in the Group TAM Plan. 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 2022 were submitted to NTD in July 2022.

#### ***Transit Asset Management 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 MPO in which the transit provider's projects and services are programmed in the MPO's TIP. MPOs can either agree to support the TAM targets, or set their own separate regional TAM targets for the MPOs planning area.

The TAM rule defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles or more in one non-fixed route mode. Tier II providers are those that are a sub recipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100

vehicles or less in one non-fixed route mode. A Tier I provider must establish its own transit asset management targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor, typically a state DOT, for the entire group.

**Transit Provider Targets**

The River to Sea TPO planning area is served by three (3) transit service providers: Flagler County Public Transportation (FCPT), Votran, and SunRail. SunRail is considered a Tier I while Votran and FCPT are Tier II providers. The following tables represent the transit data reported by each transit agency for each of the applicable Asset Categories along with the targets set by those agencies and supported by the TPO.

**Table: Flagler County Public Transit – Bus Service**

Asset Category Performance Measure	Asset Class	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target
<b>Rolling Stock</b>						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Bus	0%	10%	10%	14%	31%
	Cutaway Bus	0%	0%	0%	0%	0%
<b>Equipment</b>						
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%	100%	100%	100%	100%
<b>Facilities</b>						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	0%	0%	0%	0%
	Maintenance	0%	0%	0%	0%	0%

**Table: Votran – Bus Service**

Asset Category Performance Measure	Asset Class	2022 Target	2023 Target	2024 Target	2025 Target	2026 Target
<b>Rolling Stock</b>						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Bus	20%	20%	30%	35%	35%
	Cutaway Bus	15%	15%	15%	15%	15%
<b>Equipment</b>						
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	0%	0%	0%	100%	100%
	Trucks and other Rubber Tire Vehicles	1%	1%	1%	1%	1%
	Route & Scheduling Software	15%	15%	15%	15%	15%
	Maintenance Equipment/Hardware	0%	0%	5%	5%	5%
	Security	20%	20%	20%	20%	20%
<b>Facilities</b>						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	5%	5%	5%	5%	5%
	Maintenance	10%	10%	10%	10%	10%
	Parking Structures	2%	2%	2%	2%	2%
	Passenger Facilities	10%	10%	10%	10%	10%
	Administration/Maintenance	5%	5%	5%	5%	5%
	Storage	2%	2%	2%	2%	2%

**Table: SunRail – Fixed Guideway**

Asset Category Performance Measure	Asset Class	Useful Life Benchmark	Asset Condition	2023 Target
<b>Rolling Stock</b>				
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%
<b>Equipment*</b>				
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
<b>Facility</b>				
% of facilities rated below 3 on the condition scale	Passenger/Parking Facilities	n/a	n/a	0%
	Administrative/Maintenance Facilities	n/a	n/a	0%
<b>Infrastructure</b>				
Percent of track segments with performance restrictions	Commuter Rail	n/a	n/a	3%

***Transit Asset Management Investments in the TIP***

The River to Sea TPO FY 2023/24 to FY 2027/28 TIP was developed and is managed in cooperation with Flagler County Public Transit (FCPT), Voltran, and SunRail. It reflects the investment priorities established in Connect 2045. The investments addressing transit state of good repair are included in Section VI - Transit & Transportation Disadvantaged Projects. Projects in this section of the TIP include the funding of equipment, vehicles, infrastructure, maintenance, and/or facilities in the TPO planning area.

Voltran updated their Transit Development Plan (TDP) in August of 2021 and FCPT updated their TDP in September of 2022. The River to Sea TPO will play a role in supporting these updates and monitoring potential changes that may impact transit planning, operations, capital asset management and state of good repair.

Transit asset condition and state of good repair is a consideration in the methodology used by the public transit providers and the River to Sea TPO to select projects for inclusion in the TIP. As such, the TIP includes specific investment priorities that support all of the TPO's goals, including transit state of good repair, using priorities established in the LRTP. This includes the allocation of 30% of the Transportation Management Area (TMA) SU funding available to the TPO to support the replacement of capital assets. The River to Sea TPO evaluates, prioritizes and funds transit projects that, once implemented, are anticipated to improve state of good repair in the TPO's planning area. 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.

Investment decisions for asset replacement in the FDOT Group TAM Plan inventory are made with the goal to maintain or improve the percentage of vehicles, equipment, and facilities in an adequate or better condition. FDOT and its subrecipient transit providers will monitor all assets for unsafe conditions. Identifying an opportunity to improve the safety of an asset, however, does not necessarily indicate an unsafe condition. If an unacceptable safety risk associated with an asset is identified, that asset will be ranked with higher investment priority to the extent practicable. The subrecipients prioritize the rehabilitation and replacement of vehicles that provide transit service over non-revenue vehicles and facilities.

### **Transit Safety Performance**

FTA's Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

The regulations apply 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.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 28, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 public transportation provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida’s transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.<sup>1</sup>

Each public transportation provider that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, MPO targets must be established when the MPO updates the LRTP (although it is recommended that MPOs reflect the current transit provider targets in their TIPs). When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO planning area. In addition, the River to Sea TPO must reflect those targets in LRTP and TIP updates.

The following public transportation provider(s) operate in the River to Sea TPO planning area: Flagler County Public Transportation and Votran. Of these, Votran is responsible for developing a PTASP and establishing transit safety performance targets annually. The following transit safety targets were established by Votran on January 2, 2024 and supported by the River to Sea TPO:

**Table: FY 2024 Transit Safety Performance Targets for Votran**

Transit Mode	Vehicle Revenue Mile (VRM)	Fatalities (total)	Fatalities (rate) (Per 100k VRM)	Injuries (total)	Injuries (rate) (Per 100k VRM)	Safety Events (total)	Safety Events (Per 100k VRM)	System Reliability (Total Mech. Failures)	System Reliability (Per 100k VRM)
Fixed Route	2,654,991	0	0	8	.30	5	.18	438	16.49
Demand Response	2,034,365	0	0	2	.09	2	.09	42	4.06
Total	4,689,356	0	0	10	.21	7	.14	480	10.23

<sup>1</sup> FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at <https://www.fdot.gov/transit/default.shtm>