

Appendix E:
Hillsborough Metropolitan Planning Organization
2021/2022 Transportation Improvement Program
System Performance Report

Office of Policy Planning

Florida Department of Transportation

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1 - PURPOSE

This document provides language that Florida's metropolitan planning organizations (MPO) may incorporate in Transportation Improvement Programs (TIP) to meet the federal transportation performance management rules. Updates or amendments to the TIP must incorporate these measures and related information no later than:

- May 27, 2018 for Highway Safety measures (PM1);
- October 1, 2018 for Transit Asset Management (TAM) measures;
- May 20, 2019 for Pavement and Bridge Condition measures (PM2);
- May 20, 2019 for System Performance measures (PM3); and
- July 20, 2021 for Transit Safety measures. This information will be provided by December of 2021.

MPOs may incorporate this template language and adapt it as needed as they update their TIPs. In most sections, there are two options for the text, to be used by MPOs supporting statewide targets or MPOs establishing their own targets. Areas that require MPO input are highlighted in yellow. This can range from simply adding the MPO name and adoption dates to providing MPO-specific background information and relevant strategies and prioritization processes.

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

The document is organized as follows:

- Section 2 provides a brief background on transportation performance management;
- Section 3 covers the Highway Safety measures (PM1);
- Section 4 covers the Pavement and Bridge Condition measures (PM2);

- Section 5 covers System Performance measures (PM3);
- Section 6 covers Transit Asset Management (TAM) measures; and
- Section 7 covers Transit Safety measures.

2 - BACKGROUND

Performance management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which progress is assessed using available data. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires state departments of transportation (DOT) and MPOs to conduct performance-based planning by tracking performance measures and establishing data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to seven national goals:

- 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.

The Fixing America's Surface Transportation (FAST) Act supplements MAP-21 by establishing timelines for state DOTs and MPOs to comply with the requirements of MAP-21. FDOT and MPOs must coordinate when selecting PM1, PM2, and PM3 performance targets, and public transportation providers must coordinate with states and MPOs in the selection of state and MPO transit asset management and transit safety performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe the processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management and target setting.

3 - HIGHWAY SAFETY MEASURES (PM1)

Safety is the first national goal identified in the FAST Act. In March 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 establish targets for the following safety-related performance measures and report progress to the state DOT:

1. Number of Fatalities;
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 million VMT; and
5. Number of Nonmotorized Fatalities and Serious Injuries.

3.1 Language for MPO that Establishes its Own Targets

On February 10, 2021, the Hillsborough MPO established safety performance targets for the MPO's planning area. The MPO's targets are listed in Table 3.1.

Table 3.1. MPO Safety Performance Targets

Statewide Safety Performance Targets	MPO Target (2021)
Number of fatalities (2021 only)	<190
Number of fatalities	<194
Number of motorcycle fatalities	<35.00
Rate of fatalities per 100 million vehicle miles traveled (VMT)	<1.38
Number of serious Injuries	<1,201
Rate of serious injures per 100 million vehicle miles traveled (VMT)	<8.49
Number of non-motorized fatalities and serious injuries	<230

The Florida Transportation Plan (FTP) and Florida's Strategic Highway Safety Plan (SHSP) both highlight the statewide commitment to a vision of zero deaths. The Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide performance measures toward that vision. The Hillsborough MPO acknowledges FDOT statewide 2021 safety targets, which set the target at "0" for each performance measure to reflect FDOT's goal of zero deaths. However, the MPO is establishing its safety performance targets based upon data collected within the MPO planning area for previous years and based on analysis of anticipated progress that can be achieved in the next year.

Safety performance measure targets are required to be adopted on an annual basis. FDOT, in August of each calendar year, will report the following year's targets in the HSIP Annual Report. After FDOT adopts the targets, the MPO is required to either adopt FDOT's targets or establish its own targets by the following February.

The Hillsborough MPO is setting its safety performance targets based upon data collected within the MPO planning area for ten previous years related to safety performance measures. With the historical crash data, a linear trend projection is used to estimate the forthcoming year's crash performance. A crash reduction estimate is applied to the future year end crash estimate, the methodology of which has been adopted in the *It's Time Hillsborough: 2045 Plan*. The methodology forecasts a reduction in crashes based upon level-of-investment in safety projects. It is assumed that all funds will be invested in countermeasures which can optimize crash reduction based on countermeasures and location of crash hotspots. As an example, our *It's Time Hillsborough: 2045 Plan* used a proprietary post-processor to estimate the crash reduction benefits and found that a countermeasure bundle of sidewalks, streetlights spaced at 1/4mi intervals, and complete streets treatments would optimize the effectiveness of our investments. The 2021 targets reflect the baseline funding scenario and a 0.93% annual reduction.

Baseline Conditions

The Hillsborough MPO evaluated crash data collected within the MPO planning area for the ten previous years related to safety performance measures in an effort to identify realistic, attainable safety performance targets based on historical data and projected trends.

Trends Analysis

Trends based on data collected over the period 2019-2020 should be interpreted with the appropriate amount of uncertainty due to the change in travel behavior attributable to the Covid-19 pandemic. Vehicle miles traveled (VMT) within the MPO planning area decreased considerably when compared to the previous period and, on average, is about 10% lower, although some seasonal variation exists. This reduction in VMT may be partly responsible for the reduction in crashes observed over 2020. While fatalities & serious injury crashes decreased, non-motorized crashes increased, again attributable to the change in travel & recreational behaviors due to the pandemic response. It is unlikely that these trends will continue in future years.

Safety Programs in the TIP

The TIP includes projects that fall into specific investment priorities established by the MPO in the LRTP. This includes safety programs such as:

- Installation of school flashing signals, roadway lighting, traffic calming, traffic signals, bike lanes, sidewalks.
- Safe Routes to Schools education/enforcement activities, pedestrian/bicycle safety education.

The Hillsborough MPO prioritizes safety projects in the investment program, Vision Zero. Vision Zero projects identified through this process are anticipated to contribute to achievement of the 2021 safety targets.

Investment Priorities in the TIP

The TIP includes specific investment priorities that support all of the MPO's goals including safety, using a prioritization and project selection process established in the LRTP. The MPO has developed a TIP project selection process 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. The current ranking criteria give the most point value to projects with the greatest anticipated fatality reduction. 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.

In addition to the specific safety programs included in the TIP, other programs also consider safety as a key factor. Safety impacts are considered in the evaluation of proposed preservation, capacity, and operations projects, including projects on Florida's Strategic Intermodal System as well as regional significant facilities identified in the LRTP.

All projects in this TIP inherently support progress towards achieving the safety performance targets, through their adherence to the MPOs policies, programs, and standards related to safety.

The MPO will continue to coordinate with FDOT and transit providers to take action on the additional targets and other requirements of the federal performance management process.

4 - PAVEMENT & BRIDGE CONDITION MEASURES (PM2)

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule.

This rule establishes the following six performance measures:

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

For the pavement measures, five pavement metrics are used to assess condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - percentage of pavement surface exhibiting cracking; applicable to asphalt, jointed concrete, and continuous concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements only;
- Faulting - vertical misalignment of pavement joints; applicable to jointed concrete pavements only; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour (e.g., toll plazas, border crossings). States may choose to collect and report PSR for applicable segments as an alternative to the other four metrics.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Using these metrics and thresholds, pavement condition is assessed for each 0.1 mile section of the through travel lanes of mainline highways on the Interstate or the non-Interstate NHS. Asphalt pavement is assessed using the IRI, cracking, and rutting metrics, while jointed concrete is assessed using IRI, cracking, and faulting. For these two pavement types, a pavement section is rated good if the ratings for all three metrics are good, and poor if the ratings for two or more metrics are poor.

Continuous concrete pavement is assessed using the IRI and cracking metrics. For this pavement type, a pavement section is rated good if both metrics are rated good, and poor if both metrics are rated poor.

If a state collects and reports PSR for any applicable segments, those segments are rated according to the PSR scale. For all three pavement types, sections that are not good or poor are rated fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. 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.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

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:

- Four-year targets for the percent of Interstate pavements in good and poor condition;
- Two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and
- Two-year and four-year targets for the percent of NHS bridges (by deck area) in good and poor condition.

MPOs must set 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 2019 and 2021, respectively.

4.1 Language for MPOs that Support Statewide Targets

On May 18, 2018, FDOT established statewide performance targets for the pavement and bridge measures. On October 30, 2018, the Hillsborough MPO agreed to support FDOT's statewide pavement and bridge performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 4.1 shows the statewide targets:

Table 4.1. Statewide Pavement and Bridge Condition Performance Targets

Performance Measure	2-year Statewide Target (2019)	4-year Statewide Target (2021)
Percent of Interstate pavements in good condition	Not required	≥60%
Percent of Interstate pavements in poor condition	Not required	≤5%
Percent of non-Interstate NHS pavements in good condition	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	≤5%	≤5%
Percent of NHS bridges (by deck area) in good condition	≥50%	≥50%
Percent of NHS bridges (by deck area) in poor condition	≤10%	≤10%

For comparative purposes, the baseline (2017) conditions are as follows:

- 66.1 percent of the Interstate pavement is in good condition and 0.0 percent is in poor condition;
- 44.0 percent of the non-Interstate NHS pavement is in good condition and 0.4 percent is in poor condition; and
- 67.7 percent of NHS bridges (by deck area) is in good condition and 1.2 percent is in poor condition.

In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. FDOT is mandated by Florida Statute 334.046 to preserve the state’s pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT’s TAMP was updated to reflect initial MAP-21 requirements in 2018 and the final TAMP was approved on June 28, 2019.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial pavement and bridge condition targets. It is the intent of FDOT to meet or exceed the established performance targets.

FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets. Reported pavement and bridge data for 2018 and 2019 show relatively stable conditions compared to the 2017 baseline and exceeded the established two-year targets. In early 2021, FHWA determined that FDOT made significant progress toward the two-year targets.

The Hillsborough MPO TIP reflects investment priorities established in the *It's Time Hillsborough: 2045 Plan* in cooperation with both FDOT and the Hillsborough Area Regional Transit Authority. The State of Good Repair investment program includes pavement & bridge maintenance and preservation projects including:

- I-75 from CR 672 to Progress Blvd, Resurfacing, added CST FY21
- US 301 from Breckenridge Pkwy/Sligh Ave to I-75, Resurfacing, added PE FY19, CST FY21
- US 301 from Lake St Charles Blvd to Progress Blvd, Resurfacing, added CST FY21
- US 41 from 15th Ave to Bullfrog Creek, added PE FY19, CST FY21
- I-75 over Riverview Dr, bridge repair, added PE and CST FY22-23
- US 41 over Alafia River, long bridge repair, added PE and CST FY20-21
- US 41 SB over McKay Bay, bridge repair, added PE and CST FY20-21
- Gandy Bridge from Old Tampa Bay to Bridge #100300, added PE FY21, CST FY22

Given the significant resources devoted in the TIP to pavement and bridge projects, and the MPO's process to evaluate and fund projects that will improve pavement and bridge condition on NHS roads in the MPO's planning area, the Hillsborough MPO anticipates that this TIP, once implemented, will contribute to progress towards achieving the MPO's pavement and bridge condition performance targets.

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore with FDOT's approach to prioritize funding to ensure the transportation system is adequately preserved and maintained. 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 pavement and bridge projects, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

5 - SYSTEM PERFORMANCE, FREIGHT, & CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM MEASURES (PM3)

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three listed measures above pertaining to the CMAQ Program do not currently apply in Florida. A description of the applicable measures follows.

LOTTR Measures

The LOTTR performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over of all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day. The measure is expressed as the percent of person-miles traveled on the Interstate or Non-Interstate NHS system that are reliable. Person-miles consider the number of people traveling in buses, cars, and trucks over these roadway segments.

TTTR Measure

The TTTR performance measure assesses the reliability index for trucks traveling on the interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or metropolitan planning area to determine the TTTR index.

Federal rules require state DOTs and MPOs to coordinate when setting LOTTR and TTTR performance targets and monitor progress towards achieving the targets. States must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable¹; and
- Two-year and four-year targets for truck travel time reliability.

MPOs must establish four-year targets for all three 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 system performance at the end of calendar years 2019 and 2021, respectively.

5.1 Language for MPO that Establishes its Own Targets

On October 30, 2018, the Hillsborough MPO established the following 4-year targets for the MPO planning area:

Table 5.1. Hillsborough MPO System Performance and Freight Targets

Performance Measure	4-year MPO Target (Jan. 1, 2018 to Dec. 31, 2021)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	≥60.0%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	≥30.0%
Truck travel time reliability (TTTR)	≤2.07

In establishing the MPO’s system performance and freight targets, the Hillsborough MPO considered many factors. As one of the most populated and congested counties in Florida, the Hillsborough planning area does not follow the statewide trend for LOTTR or TTTR, and therefore, a contextually specific target is necessary to track performance in future years. A discussion of how the investment decisions in the TIP relate to the MPO’s system performance and freight targets follows.

The Hillsborough MPO TIP reflects investment priorities established in the 2045 LRTP. System performance and freight are considerations in the methodology Hillsborough MPO uses to select projects for funding in the TIP. The TIP includes specific investment priorities that support all of the MPO’s goals, including system performance and freight, using a prioritization and project selection process established in the LRTP under the Smart Cities program.

¹ Beginning with the second performance period covering January 1, 2022 to December 31, 2025, two-year targets will be required in addition to four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable measure.

The Hillsborough MPO uses historical data to determine Travel Time Reliability, Travel Time Index scores, Volume/Capacity Ratio, Percentage of single-occupant vehicle trips, Percentage of population living within 300 meters of a highly congested corridor and considers speed and delay in prioritizing Smart Cities projects.

The focus of Hillsborough MPO's investments that address system performance and freight include:

- Downtown Advanced Traffic Management System (ATMS) Project
- Kennedy/Hyde Park/Dale Mabry ATMS Project
- University Area/Busch Blvd ATMS Project
- Various Signalization Projects including SR60/Adamo @ 26th Street; Spruce Street/Boy Scout Boulevard @ Manhattan Avenue; and several others
- Various TSM&O Projects at Intersections
- Integrated Corridor Management including the I-4 FRAME Project

Given the significant resources devoted in the TIP to reliability improvement projects, and the MPO's process to evaluate and fund projects that will improve system performance on Interstate and non-Interstate NHS roads in the MPO's planning area, the Hillsborough MPO anticipates that this TIP, once implemented, will contribute to progress towards achieving the MPO's system performance targets.

6 - TRANSIT ASSET MANAGEMENT MEASURES

Transit Asset Performance Measures

On July 26, 2016, FTA published the final Transit Asset Management (TAM) rule. This rule applies to all recipients and subrecipients 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 TAM plans, and establishes state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. The rule became effective on October 1, 2018.

Table 6.1 identifies performance measures outlined in the final rule for transit asset management.

Table 6.1. FTA TAM Performance Measures

Asset Category	Performance Measure
1. Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their Useful Life Benchmark
2. Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark
3. Infrastructure	Percentage of track segments with performance restrictions
4. Facilities	Percentage of facilities within an asset class rated below condition 3 on the 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 agencies are required to establish and report transit asset management targets annually for the following fiscal year. Each public transit provider or its sponsors 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 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. When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit asset management 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, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

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 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 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.

A total of 18 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) (Table 6.2). These are FDOT’s Section 5311 Rural Program subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022. Updated targets were submitted to NTD in March 2021. *Note: MPO has the option of including the full table below for context, or just identifying those Tier II providers in the MPO planning area that participated in the Group TAM Plan, if any.*

Table 6.2. Florida Group TAM Plan Participants¹

District	Participating Transit Providers
1	Central Florida Regional Planning Council
2	Baker County Transit Big Bend Transit ² Levy County Transit Nassau County Transit Ride Solution Suwannee River Economic Council Suwannee Valley Transit Authority
3	Big Bend Transit ² Calhoun Transit Gulf County ARC JTRANS Liberty County Transit Tri-County Community Council Wakulla Transit
4	<i>No participating providers</i>
5	Marion Transit Sumter Transit
6	Key West Transit
7	<i>No participating providers</i>

¹The Central Florida Regional Planning Council now handles transit service in DeSoto County, so DeSoto-Arcadia Regional Transit no longer included in the list of providers. Good Wheels, Inc. is no longer in business.

² Provider service area covers portions of Districts 2 and 3.

The MPO has the following Tier I and Tier II providers operating in the region:

The Hillsborough MPO planning area is served by three (3) transit service providers: the Hillsborough Area Regional Transit Authority (HART), TBARTA (Tampa Bay Area Regional Transit Authority, and the Hillsborough County Sunshine Line. HART is considered a Tier I providers and, as such, develop its own TAM Plan. TBARTA and the Hillsborough County Sunshine Line are Tier II providers and thus, are eligible to be included in a group TAM plan developed by the FDOT Public Transit Office in Tallahassee.

6.1 Language for MPO that Supports Public Transportation Provider Targets

On October 30, 2018, the Hillsborough MPO agreed to support HART'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. The Hillsborough MPO took action on November 4, 2020 to correct the Equipment TAM target from $\leq 81\%$ of assets NOT in a State of Good Repair to $\leq 32.54\%$ of assets NOT in a State of Good Repair. The previously adopted target was a mathematical error.

HART established the transit asset targets identified in Table 6.3 on September 28, 2018:

The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and expectations and capital investment plans for improving these assets. The table summarizes existing conditions for the most recent year available.

Table 6.3. Transit Asset Management Targets for HART

Asset Category Performance Measure	Asset Class	System Conditions, 2018	2022 Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	CNG Bus	13%	≤13%
	Diesel Bus	20%	≤20%
	Cutaways	80%	≤80%
	Automobiles	39%	≤39%
	Streetcar	0%	0%
Equipment			Non Revenue/Service Automobile 32.54% %
Age - % of non-revenue service vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobiles	77%	≤77%
	Vans	100%	≤100%
	SUVs	82%	≤82%
	Bus Equipment	n/a	n/a
	Streetcar Systems	n/a	n/a
	Systems	n/a	n/a
	Furniture	n/a	n/a
Infrastructure			Rail fixed guideway track 0%
% of track segments with performance restrictions (track segments are owned by City of Tampa)	Rail fixed guideway track	0%	0%
Facilities			Administration %
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic	Administrative	0%	0%
	Maintenance	0%	0%

Asset Category Performance Measure	Asset Class	System Conditions, 2018	2022 Target
Requirements Model (TERM) Scale	Admin & Maintenance	0%	0%
	Bus Stops	10%	≤10%
	Transit/Transfer Centers	10%	≤10%
	Parking Facilities	10%	≤10%

TBARTA is part of the Group TAM Plan for Fiscal Years 2018/2019-2022/2023 developed by FDOT for Tier II providers in Florida. The FY 2019 asset conditions and 2020 targets for the Tier II providers are shown in the Table below.

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

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 expectations and capital investment plans for improving these assets during the next fiscal year.

As required by FTA, FDOT will update this TAM Plan at least once every four years. FDOT will update the statewide performance targets for the participating agencies on an annual basis and will notify the participating transit agencies and the MPOs in which they operate when the targets are updated.

Transit Asset Management in the TIP

The Hillsborough MPO TIP was developed and is managed in cooperation with HART, TBARTA, and the Hillsborough County Sunshine Line. It reflects the investment priorities established in the *It's Time Hillsborough: 2045 Plan*.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. The focus of Hillsborough MPO's investments that address transit state of good repair include:

- Compressed Natural Gas (CNG) Duplex Compressor
- Marion Transfer Center Infrastructure Improvements
- Bus Replacements with CNG Conversion
- Additional \$4 million for Bus Replacements
- CAD-AVL System Replacement

Transit asset condition and state of good repair is a consideration in the methodology Hillsborough MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit state of good repair, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit state of good repair in the MPO's planning area. This prioritization process considers TAM factors identified in the LRTP under the State of Good Repair investment program. Each year, the Hillsborough MPO allocates approximately \$4 million of STP funds for Bus Replacements and has recommended \$1 million for bus stop capital repairs for FY26. In FY26, HART will receive \$2 million for Bus Replacements.

The Hillsborough MPO TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit asset performance targets. The Hillsborough MPO will continue to coordinate with HART, TBARTA, and the Sunshine Line to maintain the region's transit assets in a state of good repair.

For more information on these programs and projects, see the Hillsborough MPO TIP.

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.

7 - TRANSIT SAFETY PERFORMANCE

The Federal Transit Administration (FTA) established transit safety performance management requirements in the Public Transportation Agency Safety Plan (PTASP) final rule, which was published on July 19, 2018. This rule requires providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a Safety Management Systems approach.

The rule 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 rule does not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations that are 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 transit 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.²

Each provider of public transportation that is subject to the federal rule must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers initially were required to certify a PTASP and targets by July 20, 2020. However, on April 22, 2020, FTA extended the deadline to December 31, 2020 to provide regulatory flexibility due to the extraordinary operational challenges presented by the COVID-19 public health emergency. On December 11, 2020, FTA extended the PTASP deadline for a second time to July 20, 2021. Once the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. In addition, the Hillsborough MPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021.

² FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at <https://www.fdot.gov/transit/default.shtm>

The following transit provider(s) operate in the Hillsborough MPO planning area: HART, TBARTA, and the Sunshine Line. Of these, HART & TBARTA are responsible for developing a PTASP and establishing transit safety performance targets annually.

The transit agencies have not yet established the required transit safety targets. Once adopted, they will appear in the placeholder identified in Table 7.1 below.

Table 7.1. Transit Safety Performance Targets for HART.

Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
Transit Provider 1							
Fixed Route Bus							
Community Bus							
Etc.							
Transit Provider 2							
Fixed Route Bus							
Paratransit							

7.1 Language for MPO that Supports Public Transportation Provider Safety Targets

At a future date, the Hillsborough MPO will agree to support HART & TBARTA’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 Hillsborough MPO TIP was developed and is managed in cooperation with HART, TBARTA, and the Sunshine Line. Once established, the TIP will reflect the forthcoming investment priorities.

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. The focus of Hillsborough MPO’s investments that address transit safety will include projects, programs, and strategies funded in the TIP that address transit safety and transit system reliability.

Transit safety is a consideration in the methodology Hillsborough MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO’s goals, including transit safety, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit safety in the MPO’s planning area. This prioritization process will be refined to consider specific factors relevant to transit safety.

In future years, the Hillsborough MPO TIP will be evaluated to account for the aforementioned measures and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit safety performance targets. The Hillsborough MPO will continue to coordinate with HART & TBARTA to maintain and/or improve transit safety performance.