Appendix C

# Performance Measures

Performance management is a strategic approach to connect investment and policy decisions to achieve performance goals. Performance goals are achieved through establishing performance measures and targets adopted in the MPO's Long Range Transportation Plan (LRTP). MPO's aim is to provide a process that uses data-driven, quantitative criteria to set and analyze achievable targets. Using a performance-based method ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes.

The FHWA and FTA have established performance measures (PMs) and reporting requirements for DOTs, MPOs, and transit agencies through five (5) Planning Rules. In response, the Palm Beach MPO and FDOT have adopted performance measures and targets based on the national goals enacted by Congress in Moving Ahead for Progress in the 21st Century (MAP-21). The Planning Rules specify the requirements to implement a performance-based approach to planning and programming. In total, there are three FHWA performance measure (PM) rules and two FTA rules for transit-transit asset management and transit safety.

The performance measures within the Planning Rules assess:

- Highway Safety (PM1)
- Pavement & Bridge Condition (PM2)
- System Performance, Freight & Congestion Mitigation & Air Quality Improvement Program (PM3)
- Transit Asset Management (TAM)
- Transit Safety Performance

The Planning Rules and associated performance measures also specify how the MPO should set targets, report performance, and integrate performance management into the Long-Range Transportation Plans (LRTP) and Transportation Improvement Programs (TIP).

To coordinate between agencies, the FDOT and the Metropolitan Planning Organization Advisory Council (MPOAC) developed the Transportation Performance Management (TPM) Consensus Planning Document to describe the processes through which FDOT, the MPO, and the providers of public transportation in the MPO planning area will cooperatively develop and share information related to transportation performance management and target setting. The adopted FDOT/ MPO performance measures and targets are listed in the table below.

## Federal Performance Measures and Targets

| Category | Performance Measure | MPO Target |
|---|---|---|
| Safety | Fatalities | (2026) Zero |
| | Serious Injuries | Zero |
| | Rate of Serious Injuries per 100M vehicle miles travelled (VMT) | Zero |
| | Rate of Fatalities per 100M VMT | Zero |
| | Nonmotorized Fatalities and Serious Injuries | Zero |
| System Performance | Percent of reliable person-miles traveled on the Interstate | (2025) ≥ 75% |
| | Percent of reliable person-miles traveled on the non-Interstate National Highway System (NHS) | ≥ 60% |
| | Truck travel time reliability ratio (TTTR) on the Interstate | ≤ 2.00 |
| Bridges | Percent of NHS bridges classified as in Good condition by deck area | (2025) ≥ 50% |
| | Percent of NHS bridges classified as in Poor condition by deck area | ≤10% |
| Pavement | Percent of Interstate pavements in Good condition | (2025) ≥ 60% |
| | Percent of Interstate pavements in Poor condition | ≤ 5% |
| | Percent of non-Interstate NHS pavements in Good condition | ≥ 40% |
| | Percent of non-Interstate NHS pavements in Poor condition | ≤ 5% |
| Transit (Palm Tran) | Percent of Vehicles exceeding useful life | (2025) |
| *Vehicles* | Vehicles - Articulated Bus (> 14 yrs old) | ≤ 10% |
| | Vehicles - Fixed Route Bus (> 14 yrs old) | ≤ 10% |
| | Vehicles - Cutaway Bus (> 10 yrs old) | ≤ 25% |
| *Equipment* | Percent of Equipment exceeding useful life | |
| | Equipment – Automobiles | ≤ 20% |
| | Equipment – Trucks | ≤ 20% |
| *Facilities* | Percent of Facilities exceeding useful life | ≤ 0% |
| Transit (SFRTA) | | (2025) |
| *Rolling Stock* | Revenue vehicles (>39 yrs old) | ≤ 30% |
| *Equipment* | Non-revenue support service & maintenance vehicles (>8 yrs old) | ≤ 41% |
| *Facilities* | Stations, maintenance facilities, & operations center (<2.5 on 1-5 scale) | ≤ 0% |
| *Fixed Guideway* | Rail fixed-guideway track with performance restrictions | ≤ 3% |
| Transit Safety (Palm Tran) | Fixed Route / Paratransit | Fixed |
| | Fatalities | Route/Paratransit |
| | Fatality Rate per 100k vehicle revenue miles (VRM) | (2025) Zero/Zero |
| | Injuries | Zero/Zero |
| | Injury Rate per 100k VRM | 63/34 |
| | Safety Events | 0.9/0.4 |
| | Safety Event Rate per 100k VRM | 43/32 |
| | System Reliability (VRM per failure) | 0.6/0.3 |
| | | 14,000/7,700 |

## ***Highway Safety Performance Measures (PM1)***

Safety is the first national goal identified in the FAST Act and is also the first goal of the Florida Transportation Plan (FTP), the State's long-range transportation plan, and the emphasis of Florida's Strategic Highway Safety Plan (SHSP), which SHSP is currently being updated and will be adopted in March 2026. In 2017, FDOT established statewide performance targets of zero fatalities and serious injuries. FDOT has reaffirmed these targets through 2025 in the 2024 Highway Safety Improvement Program (HSIP). The 2021 SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, referred to as the 4 Is: information intelligence, innovation, insight into communities, and investments and policies. The SHSP development process includes a 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 Palm Beach MPO also adopted the target of zero from 2019-2024 and reaffirmed those targets for 2025. The MPO plans and programs projects in the TIP that, once implemented, are anticipated to make progress toward achieving the targets. Safety performance measure targets are required to be adopted on an annual basis.

## ***Trend Analysis and Targets***

Safety Performance Measures are evaluated using a five-year rolling average of crash data and Vehicle Miles Traveled (VMT). The following table presents the Baseline Safety Performance Measures 2020-2024 five-year rolling average for Florida and the Palm Beach MPO.

**Safety Performance Measures and Targets (Annual Averages)**

| Performance Measure | 2014-2018 | 2015-2019 | 2016-2020 | 2017-2021 | 2018-2022 | 2019-2023 | 2020-2024 | 2026 Target |
|---|---|---|---|---|---|---|---|---|
| **Palm Beach County** | | | | | | | | |
| Number of Fatalities | 169 | 177 | 178 | 184 | 198 | 200 | 207 | 0 |
| Statewide | 2,972 | 3,111 | 3,192 | 3,306 | 3,398 | 3,443 | 3,429 | 0 |
| Number of Serious Injuries | 1,108 | 1,095 | 1,078 | 1,030 | 967 | 879 | 812 | 0 |
| Statewide | 20,729 | 20,181 | 18,994 | 18,030 | 17,165 | 16,407 | 15,599 | 0 |
| Fatality Rate per 100 million VMT* | 1.22 | 1.24 | 1.24 | 1.30 | 1.40 | 1.40 | 1.38 | 0 |
| Statewide | 1.395 | 1.429 | 1.467 | 1.517 | 1.460 | 1.544 | 1.514 | 0 |
| Serious Injury Rate per 100 million VMT | 1,107.8 | 1,095.8 | 1,077.8 | 1,030.2 | 967.0 | 879.6 | 4.52 | 0 |
| Statewide | 9.766 | 9.297 | 8.716 | 8.251 | 7.444 | 7.358 | 6.884 | 0 |
| Number of non-motorized Fatalities & serious injuries | 206 | 208 | 207 | 206 | 205 | 205 | 241 | 0 |
| Statewide | 3,309 | 3,290 | 3,194 | 3,190 | 3,200 | 3,239 | 3,183 | 0 |
| 100 million VMT | 136.4 | 139.6 | 139.5 | 139.4 | 139.8 | 141.1 | 148.9 | - |
| Statewide | 2,126.1 | 2,175.5 | 2,177.2 | 2,183.1 | 2,200.9 | 2,009.5 | 2,046.9 | - |

**VMT= Vehicle Miles Traveled*
*Source: FDOT & Signal4Analytics*

## ***Highway Safety Projects and Programs in the TIP***

Safety is a primary focus of the Palm Beach MPO's Vision of a "Safe, Efficient, and Connected Multimodal Transportation System." The MPO adopted a Vision Zero Action Plan in April 2019 and an updated version in 2025 to establish safety priorities and identify achievable strategies to reduce, and ultimately eliminate, fatalities and serious injuries for all roadway users. Furthermore, each year, the MPO evaluates progress on the actions in the plan and considers updates to the plan. The Vision Zero Action Plan specifically addresses the five safety performance measures in PM1.

Safety is integrated into the planning, selection, and prioritization of MPO projects, including Major Projects and Transportation Alternatives (TA) programs. The scoring for both programs also includes measures to address priority bike and pedestrian network gaps identified in the MPO's Long Range Transportation Plan. A sample of projects in the TIP that are programmed to address safety is shown in the table below.

| TIP Section | Project Location | Project Description |
|---|---|---|
| Major Projects | Southern Blvd/US-98/SR-80 from N Main St/SR-15 to West of Connors Hwy/SR-700 | Install new and reset existing guardrails to protect light poles not meeting clear zone requirements |
| | Congress Ave/SR-807 from Lake Worth Rd/SR-802 to Forest Hill Blvd/SR-882 | Add pedestrian lighting, enhanced crosswalks at six signalized intersections, and bus stop amenities |
| | US-1/SR-5 from 59th St to Northlake Blvd /SR-850 | Reconstruct as 4 lanes, add bike lanes and medians; move barrier wall on bridge to protect bike lanes; add streetlights/ped-scale lights where feasible. |
| Transportation Alternatives (TA) | NW 6th Way from S of NW 38th Dr to Spanish River Blvd | Construct 10' shared use path and include bicycle and pedestrian intersection changes |
| | Grapeview Blvd and Keylime Blvd Multi-Use Pathway | Construct 10' shared use path and 8' pathway |
| | Fairchild Ave from Fairchild Gardens Ave to Campus Dr | Construct buffered bicycle lanes and 8' pathway on south side of roadway |
| Other Federal & State Funded Projects | S Quadrille Blvd/SR-5 from Lakeview Ave to Banyan Blvd | Lighting project with emphasis area(s) on lane departure crash locations |

***Bridge and Pavement Condition Performance Measures (PM2)***

On December 16, 2022, FDOT established statewide performance targets for the second four-year performance period (2022-2025) for bridge and pavement conditions and in September of 2024, adjusted the 2025 target for percentage of NHS bridges (by deck area) in poor condition. The MPO adopted FDOT's statewide pavement and bridge performance targets into the Vision 2050 Long Range Transportation Plan (LRTP). The table below shows the Palm Beach MPO and statewide performance and targets.

**Bridge and Pavement Condition and Performance Targets**

| Performance Measure | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Targets |
|---|---|---|---|---|---|---|---|
| **Palm Beach County (%)** | | | | | | | |
| NHS bridges (by deck area) in good condition | 87.4% | 85.2% | 82.2% | 81.7% | 84.2% | 83.2% | ≥ 50% |
| NHS bridges (by deck area) in poor condition | 1.0% | 1.0% | 1.0% | 1.0% | 0.0% | 0.0% | ≤5% |
| Interstate pavements in good condition | 61.2% | 53.2% | 59.5% | 65.0% | 67.3% | 54.7% | ≥ 60% |
| Interstate pavements in poor condition | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | ≤ 5% |
| Non-Interstate NHS pavements in good condition | 44.0% | not available | 45.1% | 53.3% | 56.4% | 56.3% | ≥ 40% |
| Non-Interstate NHS pavements in poor condition | 0.1% | not available | 1.2% | 1.1% | 0.6% | 0.5% | ≤ 5% |
| **FDOT - Statewide (%)** | | | | | | | |
| NHS bridges (by deck area) in good condition | 65.6% | 64.1% | 61.3% | 58.2% | 55.3% | 53.9% | ≥ 50% |
| NHS bridges (by deck area) in poor condition | 0.5% | 0.7% | 0.9% | 0.6% | 0.6% | 0.8% | ≤5% |
| Interstate pavements in good condition | 68.5% | 68.8% | 70.5% | 73.4% | 67.6% | 65.3% | ≥ 60% |
| Interstate pavements in poor condition | 0.2% | 0.6% | 0.3% | 0.2% | 0.2% | 0.1% | ≤ 5% |
| Non-Interstate NHS pavements in good condition | 41.0% | not available | 47.5% | 48.8% | 50.8% | 50.2% | ≥ 40% |
| Non-Interstate NHS pavements in poor condition | 0.2% | not available | 0.6% | 0.5% | 0.5% | 0.5% | ≤ 5% |

FDOT is mandated by Florida Statute 334.046 to preserve the state's bridges and pavements to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines cover the statewide federal targets that have been established for pavements and bridges.

In addition, MAP-21 required FDOT to develop a Transportation Asset Management Plan (TAMP) for all state NHS bridge and pavement assets. The TAMP must include investment strategies leading to a program of projects that would make progress toward the achievement of the state DOT targets for asset condition and performance of the NHS. FDOT's current TAMP was updated to reflect MAP-21 requirements in 2018. Most of the NHS bridge and pavement projects that address PM2 are in the Operations and Maintenance (O&M)- Roadways section of the full TIP document. These projects have been identified and programmed by FDOT.

The table below shows a sample of TIP projects programmed to improve bridge and pavement conditions on the NHS.

| Project Location | Project Description |
|---|---|
| LAKE WORTH RD/SR-802 FROM W OF CYPRESS EDGE DR TO W OF CYPRESS ISLES WAY | Resurfacing |
| OKEECHOBEE BLVD/SR-704 & LAKEVIEW AVE FROM E TAMARIND AVE TO W S FLAGLER DR | Resurfacing |
| I-95/SR-9 FROM NORTH OF BONYTON BEACH BLVD/SR-804 TO SOUTH OF BELVEDERE RD | Resurfacing |
| FOREST HILL BLVD/SR-882 FROM E OF LAKE CLARKE DR TO US-1/DIXIE HIGHWAY | Resurfacing |
| SR-811 FROM SOUTH OF RCA BLVD TO N OF DONALD ROSS RD | Resurfacing |
| SR-7 FROM N OF BOYNTON BEACH BLVD/SR-804 TO LAKE WORTH RD/SR-802 | Resurfacing |
| BOYNTON BEACH BLVD/SR-804 FROM E OF ORCHID GROVE TRAIL TO E OF PALM ISLES DR | Resurfacing |
| I-95/SR-9 EXPRESS NORTHBOUND FROM SOUTH OF GLADES RD TO SOUTH OF LINTON BLVD | Resurfacing |
| PALM BEACH LAKES BLVD OVER FEC RAILROAD #937709 (Locally Funded) | Bridge Repair/Rehab |
| E INDIANTOWN RD/SR-7056 BRIDGES #930453 & 930454 | Bridge Rehabilitation |

## ***System Performance (Travel Reliability), Freight, & Congestion Mitigation & Air Quality Improvement Performance Measures (PM3)***

FHWA's System Performance/Freight/CMAQ Performance Measures Final Rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

**National Highway Performance Program (NHPP)**

1. Percent of person-miles traveled on the Interstate system that is reliable;
2. Percent of person-miles traveled on the non-Interstate NHS that is reliable;

**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 (NOx, VOC, CO, PM10, and PM2.5) for CMAQ-funded projects.

Because all areas in Florida meet current national air quality standards, the three CMAQ measures do not apply in Florida. Below is a description of the first three measures.

Travel time reliability provides a way to measure the unexpected congestion drivers experience over normal travel flow during specific parts of the day. The level of travel time reliability (LOTTR) measures the percentage 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) 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 percentage of person-miles traveled on the Interstate or Non-Interstate NHS system that are reliable. Person-miles assumes a people per vehicle estimate.

The truck travel time reliability (TTTR) measures the reliability index for trucks traveling on the interstate. A TTTR ratio divides 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 organization (MPO) planning area to determine the TTTR index.

On December 16, 2022, FDOT established statewide performance targets for 2023 and 2025 for the system performance measures that assess the performance of the Interstate and National Highway System (NHS) and freight movement on the Interstate System. FDOT adjusted the 2025 targets in September 2024. The MPO adopted FDOT's statewide targets into the 2050 LRTP. The table below presents the statewide and MPO targets.

**Statewide System Performance and Freight Targets and Current Conditions**

| Performance Measure | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 Targets |
|---|---|---|---|---|---|---|---|
| **Palm Beach County** | | | | | | | |
| Percent of person-miles on the Interstate system that are reliable | 78.0% | 93.6% | 83.1% | 77.6% | 75.5% | 62.3% | ≥ 75% |
| Percent of person-miles on the non-Interstate NHS that are reliable | 94.0% | 98.0% | 96.8% | 92.4% | 89.2% | 86.8% | ≥ 60% |
| Truck travel time reliability | 1.86 | 1.66 | 1.78 | 1.95 | 2.02 | 2.09 | ≤ 2.0 |
| **FDOT - Statewide** | | | | | | | |
| Percent of person-miles on the Interstate system that are reliable | 83.4% | 92.3% | 87.5% | 85.7% | 82.8% | 80.7% | ≥ 75% |
| Percent of person-miles on the non-Interstate NHS that are reliable | 86.9% | 93.5% | 92.9% | 92.1% | 89.1% | 90.0% | ≥ 60% |
| Truck travel time reliability | 1.43 | 1.45 | 1.38 | 1.46 | 1.48 | 1.54 | ≤ 2.0 |

The table below provides a brief list of projects that address system performance in the NHS. They include both MPO, FDOT, and Palm Beach County priorities. System performance can be addressed in a variety of ways, such as through roadway capacity, improved signal and corridor technology, shifts to other reliable forms of transportation such as transit, emergency response, and reducing traffic crashes. 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.

| Project Location | Project Description |
|---|---|
| Atlantic Ave from FL Turnpike to Cumberland Dr<br>Atlantic Ave from Cumberland Dr to Jog Rd | Widen from 4 to 6 lanes, including 7' buffered bike lanes and 10' shared use paths where feasible |
| SR-7 from Okeechobee Blvd/SR-704 to 60th St | Widen from 2 lanes to 4 lanes. |
| FL Turnpike from PGA Blvd/SR-786 to Indiantown Rd/SR-706 | Widen from 4 lanes to 8 lanes. |
| FL Turnpike from North of Glades Rd/SR-808 to North of L-38 Canal | Widen from 6 lanes to 10 lanes, with improvements for future managed lanes. |
| FL Turnpike from Beeline Hwy/SR-710 to PGA Blvd/SR-786 | Widen from 4 lanes to 8 lanes. |
| Okeechobee Blvd from SR 7 to US-1; SR-7 from Forest Hill Blvd to Okeechobee Blvd | Implement Transit Signal Prioritization for entire corridor |
| Lake Worth Rd/SR-802 at Sherwood Forest Blvd | Traffic signal update |
| Military Trl/SR-809 at Banyan Trail | Install one signal head per lane with backplates and yellow reflective borders off-set of northbound and southbound left-turn lanes |
| Military Trl/SR-809 at Community Dr | Replace the existing 5-section signal heads in the north/south directions with 4- section signal heads that display flashing yellow arrow (FYA) |

## ***Transit Asset Management (TAM)***

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. The table below identifies performance measures outlined in the final rule for Transit Asset Management (TAM).

**FTA TAM Performance Measures**

| 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 2.5 on the TERM scale |

Within the MPO planning area, there are two Tier 1 providers, Palm Tran operated by Palm Beach County and Tri-Rail operated by the South Florida Transportation Authority. Tier 1 providers, defined by the TAM Rule, 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.

## ***Useful Life Benchmark (ULB)***

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. and is not the same as an asset's useful life.

On September 19, 2019, Palm Beach MPO incorporated transit asset targets that reflect the targets established by Palm Tran and SFRTA through their TAM Plans. The targets for the MPO planning area are shown in the table below. The Palm Beach MPO TIP is developed and managed in coordination with Palm Tran and SFRTA and reflects investment priorities established in the 2050 LRTP.

Palm Tran and the South Florida Regional Transportation Authority (SFRTA) initially established transit asset targets as part of their Transit Asset Management (TAM) Plans in September 2018 and have updated targets annually since. The transit asset management targets are based on the condition of existing transit assets and planned investments in equipment, infrastructure, rolling stock, and facilities. The targets reflect the most recent data available on the number, age, and condition of transit assets, and capital investment plans for improving these assets. The tables below summarize the asset conditions and targets by asset class for each transit provider.

## Transit Asset Management Performance Measures Targets

| Percentage of assets that meet or exceeds useful life for | | |
|---|---|---|
| **Palm Tran** | **2023 Condition** | **2025 Target** |
| Vehicles - Articulated Bus (> 14 yrs old) | 0.0% | ≤ 10% |
| Vehicles - Fixed Route Bus (> 14 yrs old) | 0.0% | ≤ 10% |
| Vehicles - Cutaway Bus (> 10 yrs old) | 0.0% | ≤ 13% |
| Equipment - Automobiles (> 4 yrs old or 100,000 miles) | 43.4% | ≤ 14% |
| Equipment - Trucks (> 4 yrs old or 100,000 miles) | 0.05% | ≤ 0% |
| Facilities (<2.5 on 1-5 scale) | 0.0% | 0% |
| **South Florida Regional Transportation Authority** | **2023 Condition** | **2025 Target** |
| Rolling stock – revenue vehicles (>39 yrs old) | 31.58% | ≤ 30% |
| Equipment – non-revenue support service & maintenance vehicles (>8 yrs old) | 41% | ≤ 41% |
| Facilities – stations, maintenance facilities, & operations center (<2.5 on 1-5 scale) | 0% | ≤5% |
| Rail fixed – guideway track with performance restrictions | 0.16% | ≤3% |

Transit asset condition and state of good repair are considerations in the methodology the Palm Beach MPO and the transit agencies use to select projects for inclusion in the TIP. The Palm Beach MPO's TIP, once implemented, will make progress toward achieving these targets. The Transit—Operations and Maintenance section of the TIP provides the full list of capital and operating expenses to maintain the Palm Tran system. Below is a short list of transit projects directly prioritized and funded by the TIP to improve Transit assets.

| Transit Agency | Project Location | Project Description |
|---|---|---|
| SFRTA | Passenger Rail Cars | Purchase passenger rail cars |
| Palm Tran | Countywide | Construct and Replace Transit Shelters |
| Palm Tran | Electric Bus Transition Initiative | Purchase Electric Transit Buses and Charging Stations |
| Palm Tran | Countywide | Fixed Route Bus Replacement |

***Transit Safety Performance***

The Federal Transit Administration (FTA) established transit safety performance management requirements in the Public Transportation Agency Safety Plan (PTASP) final rule published on July 19, 2018. The rule requires public transit agencies that receive federal funding under 49 U.S.C. Chapter 53 to develop and implement a PTASP. Rail operators, such as SFRTA, fall under different rules and are not required to include the same measures. The PTASP must include the following performance measures with associated targets:

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

Palm Tran adopted safety targets in their 2021 Public Transportation Agency Safety Plan. The Palm Beach MPO formally adopted Palm Tran's targets on February 18, 2022. Although Palm Tran is required to set targets annually, the re-adoption of targets is not required until an update of the next Long Range Transportation Plan (LRTP). Instead, the MPO is required to include Palm Tran's annually adopted targets into this TIP. Palm Tran's reported values for 2024 and new 2026 targets are indicated below.

**2025 Transit Safety Performance Measures and Targets for Palm Tran**

| Performance Measure | Reported 2024 | 2025 Target |
|---|---|---|
| **Palm Tran** | | |
| **Fixed Route Bus** | | |
| Number of Fatalities | 1 | 0 |
| Fatality Rate per 100k VRM | 0.01 | 0 |
| Number of Injuries | 18.00 | 17 |
| Injury Rate per 100k VRM | 0.20 | 0.2 |
| Number of Safety Events | 49 | 20 |
| Safety Event Rate per 100k VRM | 0.70 | 0.4 |
| Mean distance between mechanical failures (miles) | 6,609 | 8,000 |
| **Paratransit (Palm Tran Connection)** | | |
| Number of Fatalities | 0.00 | 0 |
| Fatality Rate per 100k VRM | 0.00 | 0 |
| Number of Injuries | 20.00 | 22 |
| Injury Rate per 100k VRM | 0.20 | 0.3 |
| Number of Safety Events | 14 | 24 |
| Safety Event Rate per 100k VRM | 0.10 | 0.3 |
| Mean distance between mechanical failures (miles) | 10,569 | 7,700 |