



Metropolitan Transportation Planning Organization
For the Gainesville and Alachua County Area

VII. Action Item B



Metropolitan Transportation Planning Organization

For the Gainesville and Alachua County Area

February 26, 2025

MEETING MEMORANDUM

To: Metropolitan Transportation
Planning Organization Board

From: Brad Thoburn

Subject: **Bridge, Pavement, and System Performance Measures**

RECOMMENDATION

It is recommended that the Metropolitan Transportation Planning Organization adopt performance measure targets for Bridge, Pavement, and Systems Performance that are consistent with Florida Department of Transportation's targets. This will authorize staff to administratively incorporate any changes to the targets in the Transportation Improvement Plan.

BACKGROUND

The Metropolitan Transportation Planning Organization is required to adopt performance measure targets for Bridge, Pavement, and System Performance. It is recommended that the MTPO adopt targets that are consistent with Florida Department of Transportation targets. This will authorize staff to administratively incorporate any changes to the targets in the Transportation Improvement Program. This item is appearing before the MTPO Board for action. The request from FDOT is attached.

Attachment

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Bridge and Pavement and System Performance Measures and Targets
March 5, 2025

Bridge Targets

Bridge Performance Measure	2023 Target	2025 Target
Percent of the National Highway System bridges classified as in Good condition by deck area	50%	50%
Percent of the National Highway System bridges classified as in Poor condition by deck area	10%	5%

Note – Florida Department of Transportation-maintained National Highway System facilities include both Interstate system and non-Interstate system facilities.

Pavement Targets

Pavement Performance Measure	2023 Target	2025 Target
Percent of National Highway System Interstate pavements in Good condition	60%	60%
Percent of National Highway System Interstate pavements in Poor condition	5%	5%
Percent of National Highway System non-Interstate pavements in Good condition	40%	40%
Percent of National Highway System non-Interstate pavements in Poor condition	5%	5%

System Performance Targets

System Performance Measure	2023 Target	2025 Target
Percent of person-miles travelled on the Interstate system that are reliable	75%	75%
Percent of person-miles travelled on the non-Interstate National Highway System that are reliable	50%	60%
Truck (freight) travel time reliability index	≤1.75	≤2.00

Note – Florida is an Air Quality-attainment state and federal Congestion Mitigation and Air Quality measures do not apply.

DRAFT



PERFORMANCE REPORT



**Systems Forecasting
& Trends Office**

JANUARY 2025

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The 2025 FTP Performance Report is prepared to report on the progress of performance targets in comparison with system performance since the 2020 FTP Performance Element (the previous performance report).



INTRODUCTION

State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are required to implement performance-based planning and programming by tracking performance measures, setting data-driven targets, and selecting projects to achieve these targets. This is accomplished through required federal performance measures.

Federal regulations require the statewide long-range transportation plan to document performance measures and targets used to evaluate the transportation system's performance.

The Florida Transportation Plan (FTP) is the state's long range transportation plan that identifies goals and outlines objectives and performance measures to help Florida's transportation partners achieve those goals.

Federal regulations also require state DOTs and MPOs to prepare a system performance report that assesses the condition and performance of the transportation system relative to these targets since the last FTP.

The FTP Performance Report fulfills the federal requirement for a system performance report and is designed to provide a systematic approach to monitoring and assessing the performance of Florida's transportation system.

By establishing clear performance measures and targets, Florida Department of Transportation (FDOT) can effectively track progress, identify areas for improvement, and make data-driven decisions to address the improvements. This approach ensures that transportation investments align with the state's strategic goals and deliver tangible benefits to the public. The information presented in this report describes how Florida's system performs on key measures of safety, asset condition, and system reliability. It was presented to the FTP Steering Committee overseeing the development

of the 2055 FTP as information to guide their recommendations on long term goals and objectives. At this time, the document focuses solely on the federally required performance measures.

The required federal measures are categorized into five performance areas, which correspond to the seven national performance goals and statutory purposes for public transportation as defined by federal law. These goals and purposes align with the goals outlined in the 2045 FTP, with a particular focus on safety, infrastructure, and reliability.

Although the highway safety measures encompass all public roads, the measures for highway infrastructure condition and reliability/freight movement are specific to Florida's portion of the National Highway System (NHS). The NHS includes roadways critical to the nation's economy, defense, and movement, such as the Interstate Highway System, principal arterials, strategic military network connections, and intermodal connectors. The transit asset management and safety measures apply to providers receiving federal funds, with FDOT's primary reporting responsibility focusing on smaller providers.

The FTP Performance Report underpins the state's commitment to a data-driven, accountable, and transparent transportation planning process. By focusing on measurable outcomes and continuous improvement, Florida is well-positioned to achieve its transportation goals and enhance the quality of life for its residents, visitors, and businesses.



WORKING TOGETHER

FDOT and numerous other transportation partners have a rich history of evaluating the performance of the transportation system and adjusting policies, plans, and programs to achieve performance goals. Performance management ensures the most effective investment of transportation funds by increasing accountability, ensuring transparency, and linking investment decisions to key outcomes.

Performance measures offer valuable insights and are integrated into the business practices of FDOT and its partners on three levels:

At the policy level, performance measures help to establish and inform goals and objectives in the FTP. They also help align the FTP with other performance-based plans including the Strategic Highway Safety Plan (SHSP), the Transportation Asset Management Plan (TAMP), and the Freight Mobility and Trade Plan (FMTP). Performance measures also communicate progress toward achieving goals to agency leadership, elected officials, partners, and the public.

At the decision-making level, performance measures are used to inform and assess the financial strategies for allocating funds across various programs including safety, highway preservation, operations and maintenance, system expansion, and public transportation.

At the project delivery level, performance measures are instrumental in overseeing the efficiency and success of projects and services in the Five-Year Work Program, as well as the capital plans of other agencies and partners. Performance measures also help identify organizational and operational improvements.



FDOT and Florida's MPOs must coordinate in setting targets for highway safety, infrastructure condition, reliability, and freight movement. Public transportation providers are required to collaborate with states and MPOs in establishing transit asset management and safety targets. FDOT and the Florida MPO Advisory Council (MPOAC) have jointly outlined the processes through which FDOT, MPOs, and public transportation providers will cooperatively develop and share information related to transportation performance management and target setting. This collaboration builds on longstanding partnerships to develop and implement the FTP.

TARGET DUE DATES BY PERFORMANCE AREA

PERFORMANCE AREA	TARGET SETTING FREQUENCY	TARGET DUE DATES
PM1 (safety performance)	Annual	State: August 31 of each year MPOs: February 27 of each year
PM2 (bridge & pavement performance)	New targets every 4 years, with optional target adjustment at midpoint	State: By October 1 of each 4 year period MPOs: 180 days after state
PM3 (system reliability performance)	New targets every 4 years, with optional target adjustment at midpoint	State: By October 1 of each 4 year period MPOs: 180 days after state
Transit Asset Management	Providers set annual targets	Providers: Varies based on fiscal year MPOs: When updating the LRTP
Transit Safety	Providers set annual targets	Providers: Varies based on fiscal year MPOs: When updating the LRTP

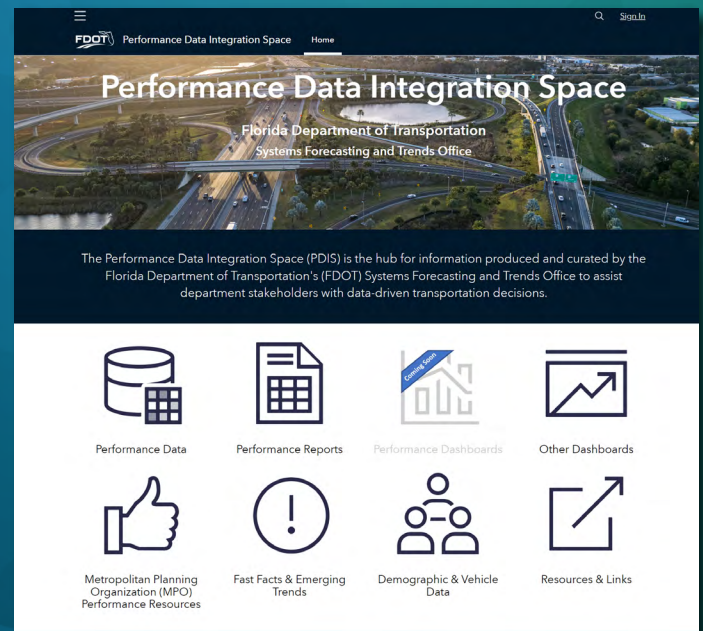
COLLABORATION TOOLS FOR FDOT, MPOS, AND PUBLIC TRANSPORTATION PROVIDERS

Performance Data Integration Space (PDIS)

PDIS is the hub for information produced and curated by FDOT's Systems Forecasting and Trends Office to assist department stakeholders with data-driven transportation decisions.

FDOT Source Book

Linked within PDIS, FDOT provides the Source Book as a repository of clean and vetted raw data for use in calculating performance measures. This current source of data is openly available to all partners and interested parties to transparently view how Florida's transportation system is performing.



MPO Performance Resources

Linked within PDIS, FDOT provides resources relating to performance management requirements for MPOs and providers of public transportation services. Available information includes documentation on target setting, performance reporting, deadlines, and data.

Webinars

FDOT periodically holds webinars to collaborate and consult with the MPOs regarding target setting for federal performance measures. These meetings allow for an open forum to review and discuss recent data, potential changes, and due dates to ensure the MPOs have the information they need to set targets. Public transportation providers are included when applicable for transit targets.

Florida Metropolitan Planning Partnership

This partnership between FDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and all Florida's MPOs allows for additional opportunities to work together on transportation planning activities including transportation performance management. Communication of targets and progress contributes to a better understanding of how Florida performs on key measures so we all move forward together.

STATEWIDE PM1: HIGHWAY SAFETY

OVERVIEW

The first of FHWA's performance management rule establishes measures to assess safety on all public roads and the process for tFDOT and Florida's MPOs to establish and report their safety targets.

GOALS

2045 FTP GOAL

Safety and security for residents, visitors, and businesses.

NATIONAL GOAL

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

IMPORTANCE

FDOT's top priority is to provide a safe transportation system that efficiently moves people and goods throughout Florida. Safety is an important focus throughout all of the state's planning efforts. The Florida SHSP, developed by FDOT and its safety partners, serves as a framework of plans and activities that will improve safety and efficiency on our roadways with an ultimate goal of zero fatalities and serious injuries. Florida's safety vision focuses on motor vehicle safety and includes pedestrians, bicyclists, motorcyclists, micromobility device users, and transit users using the roadway system, as well as connections between the roadway system and other modes of transportation.

PERFORMANCE MEASURES

NUMBER OF FATALITIES

The total number of persons suffering fatal injuries in a motor vehicle crash during a 5-year rolling average.

RATE OF SERIOUS INJURIES

The total number of serious injuries per 100 million VMT in a 5-year rolling average.

RATE OF FATALITIES

The total number of fatalities per 100 million vehicle miles traveled (VMT) in a 5-year rolling average.

NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES

The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a 5-year rolling average.

NUMBER OF SERIOUS INJURIES

The total number of persons suffering at least one serious injury in a motor vehicle crash during a 5-year rolling average.

EXISTING STATEWIDE CONDITIONS

HIGHWAY SAFETY PERFORMANCE DATA

Federal Performance Measure (Five-Year Rolling Average)	2019	2020	2021	2022	2023	CALENDAR YEAR 2023 TARGET	2023 TARGET MET?
Fatalities	3,109	3,192	3,306	3,387	3,441	0	NO
Fatality Rate (Per 100 Million VMT)	1.43	1.47	1.52	1.54	1.54	0	NO
Serious Injuries	20,181	18,994	18,030	17,146	16,381	0	NO
Serious Injury Rate (Per 100 Million VMT)	9.30	8.72	8.25	7.79	7.34	0	NO
Non-Motorized Fatalities and Serious Injuries	3,290	3,194	3,190	3,154	3,148	0	NO

PROGRESS

The personal and societal costs of traffic crashes in Florida today are unacceptably high. More than 3,100 Florida residents and visitors die in a crash each year, and more than 18,000 are seriously injured. The number of fatalities and fatality rate have increased annually since the last performance report, while serious injuries and the serious injuries rate have shown a steady decrease. Nonmotorized fatalities and serious injuries are also declining.

FDOT and the MPOs continuously discuss and reevaluate safety needs and strategies, with an emphasis on making progress toward the target of zero. FDOT closely monitors safety performance and uses this information to guide decision making. The safety projects selected and funded reflect the collaboration between the MPOs and FDOT in recognizing the vision of Target Zero and jointly implementing strategies to achieve zero.

FDOT and all 27 Florida MPOs support the vision of zero fatalities and serious injuries. A total of 21 MPOs supported the statewide targets for 2024 and 6 MPOs established specific targets for their planning area. The following table shows performance since the last FTP with data from 2019 to current progress in 2023.

MPO PM1: HIGHWAY SAFETY

EXISTING MPO CONDITIONS

MPO	# of Fatalities		Rate of Fatalities per 100M VMT	
	2023 Statewide Target: 0		2023 Statewide Target: 0	
	2019 Performance	2023 Performance	2019 Performance	2023 Performance
Bay County TPO	31.6	36.8	1.584	1.806
Broward MPO	225.4	249.8	1.302	1.531
Charlotte County-Punta Gorda MPO	25.8	30.0	1.063	1.168
Collier MPO	41.2	44.0	1.105	1.117
Florida-Alabama TPO*	85.0	86.0	1.410	1.360
Gainesville MTPO	73.0	58.0	2.250	1.690
Heartland Regional TPO	77.6	93.8	2.465	2.860
Indian River County MPO	25.0	19.0	1.440	1.040
Lake-Sumter MPO	78.8	93.2	1.474	1.606
Lee County MPO	101.0	116.4	1.313	1.430
Martin MPO	28.0	26.4	1.256	1.430
MetroPlan Orlando	272.8	300.4	1.180	1.258
Miami-Dade TPO	303.0	327.6	1.509	1.630
North Florida TPO	226.4	251.4	1.323	1.424
Okaloosa-Walton TPO*	58.0	50.0	1.510	1.240
Palm Beach TPA	176.0	197.6	1.262	1.403
Polk TPO	122.0	146.8	1.598	1.884
Sarasota/Manatee MPO	119.2	125.6	1.448	1.454
Space Coast TPO	87.0	93.4	1.302	1.355
St. Lucie TPO	38.2	45.2	1.111	1.245
Volusia-Flagler TPO	137.0	134.0	1.800	1.620
Capital Region TPA	MPO 2023 Target: <52.0		MPO 2023 Target: <1.149	
	60.8	62.2	1.329	1.394
Forward Pinellas	MPO 2023 Target: <97.4		MPO 2023 Target: <1.180	
	116.8	121.6	1.377	1.481
Hernando/Citrus MPO	MPO 2023 Target: <63.3		MPO 2023 Target: <1.380	
	58.6	68.6	1.587	1.782
Hillsborough TPO	MPO 2023 Target: <224.0		MPO 2023 Target: <1.560	
	200.8	232.0	1.424	1.605
Ocala/Marion TPO	MPO 2024 Target: <101.0		MPO 2023 Target: <2.140	
	80.8	99.8	1.791	2.130
Pasco County MPO	MPO 2023 Target: <99.8		MPO 2023 Target: <2.002	
	92.4	101.4	1.902	1.922

* MPO/TPO includes partial counties, data is presented for whole counties where applicable. Partial county data is not available

# of Serious Injuries		Rate of Serious Injuries per 100M VMT		# of Non-Motorized Fatalities and Non-Motorized Serious Injuries	
2023 Statewide Target: 0		2023 Statewide Target: 0		2023 Statewide Target: 0	
2019 Performance	2023 Performance	2019 Performance	2023 Performance	2019 Performance	2023 Performance
208.2	149.0	10.449	7.289	38.2	31.8
1363.6	1156.0	7.890	7.019	311.4	282.8
109.4	163.0	4.517	6.279	19.0	25.0
233.2	224.2	6.234	5.617	45.0	44.2
306.0	385.0	5.080	6.080	19.0	27.0
305.0	193.0	9.390	5.630	11.0	14.0
467.2	320.2	14.839	9.834	34.8	35.2
106.0	102.0	6.090	5.590	7.0	6.0
521.2	548.8	9.716	9.485	49.2	56.8
562.6	640.0	7.292	7.890	98.8	116.6
111.0	125.2	4.945	5.073	16.2	17.6
2576.8	1763.4	11.318	7.431	382.4	333.4
1662.4	1325.6	8.281	6.578	421.8	385.0
1104.4	860.6	6.486	4.870	178.6	172.0
195.0	338.0	5.090	8.360	13.0	17.0
1095.8	881.2	7.850	6.261	205.4	198.4
474.0	434.2	6.342	5.488	77.0	85.0
1504.0	971.4	18.275	11.304	184.4	171.6
546.6	431.4	8.203	6.265	84.6	88.6
146.0	158.6	4.277	4.350	25.6	32.0
796.0	569.0	10.470	6.870	40.0	45.0
MPO 2023 Target: <227.0		MPO 2023 Target: <4.975		MPO 2023 Target: <38.0	
251.8	232.0	5.508	5.195	43.0	43.8
MPO 2023 Target: <657.3		MPO 2024 Target: <7.900		MPO 2023 Target: <206.6	
1015.2	755.6	12.007	9.203	213.8	196.8
MPO 2023 Target: <508.6		MPO 2023 Target: <13.510		MPO 2023 Target: <46.0	
525.6	482.8	14.199	12.586	45.2	52.4
MPO 2023 Target: <1084		MPO 2023 Target: <7.560		MPO 2023 Target: <241.0	
1318.4	1084.0	9.370	7.503	226.4	234.2
MPO 2023 Target: <417.0		MPO 2023 Target: <8.880		MPO 2023 Target: <56.0	
413.4	383.6	9.145	8.140	52.6	55.6
MPO 2023 Target: <1058.6		MPO 2023 Target: <21.337		MPO 2023 Target: <125.2	
1119.8	855.4	23.369	16.279	121.0	114.2

STATEWIDE PM2: BRIDGE AND PAVEMENT

OVERVIEW

The second FHWA performance management rule establishes measures to assess the condition of bridges and pavement on the National Highway System (NHS) and the process for FDOT and Florida's MPOs to establish and report targets.

GOALS

2045 FTP GOAL

Agile, resilient, and quality transportation infrastructure.

NATIONAL GOAL

To maintain the highway infrastructure asset system in a state of good repair.

IMPORTANCE

Asset management is a central tenet of FDOT's long-range planning process to preserve the physical assets of the transportation system in a state of good repair (SOGR) over their lifecycle at minimum practicable cost.

The TAMP is a risk-based plan that describes the policies and processes used by FDOT to manage the condition and performance of the pavement and bridge assets. FDOT utilizes strong pavement and bridge management systems, coupled with a thorough review process to ensure systemwide performance meets target levels. FDOT's iterative, system-wide approach to programming and prioritizing pavements and bridges, addresses risk, prevents gaps, and is built on strong financial planning and investment strategies to ensure the right needs are addressed at the right time.

PERFORMANCE MEASURES

PAVEMENT

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

GOOD CONDITION

Suggests no major investment is needed.

BRIDGE

- » Percentage of NHS bridges (by deck area) in **GOOD** condition.
- » Percentage of NHS bridges (by deck area) in **POOR** condition.

POOR CONDITION

Suggests major investment is needed.

EXISTING STATEWIDE CONDITIONS

HIGHWAY ASSET MANAGEMENT PERFORMANCE DATA

Federal Performance Measure	2019	2020	2021	2022	2023	2023 TARGET	2025 TARGET	2023 TARGET MET?
% of NHS Bridges In Good Condition (By Deck Area)	65.6%	64.1%	61.3%	58.2%	65.8%	≥ 50.0%	≥ 50.0%	YES
% of NHS Bridges in Poor Condition (By Deck Area)	0.5%	0.7%	0.9%	0.6%	0.4%	≤ 10.0%	≤ 5.0%	YES
% of Pavement on the Interstate System in Good Condition	68.5%	68.8%	70.5%	73.4%	67.5%	≥ 60.0%	≥ 60.0%	YES
% of Pavement on the Interstate System in Poor Condition	0.2%	0.6%	0.3%	0.2%	0.6%	≤ 5.0%	≤ 5.0%	YES
% of Pavement on Non-Interstate NHS in Good Condition	41.0%	N/A	47.5%	48.8%	50.8%	≥ 40.0%	≥ 40.0%	YES
% of Pavement on Non-Interstate NHS in Poor Condition	0.2%	N/A	0.6%	0.6%	1.1%	≤ 5.0%	≤ 5.0%	YES

PROGRESS

FHWA has determined that Florida has met the 2023 targets and is on track to exceed the 2025 targets. Since the prior report, FDOT reduced the percentage of bridges in poor condition by 20 percent. The condition of pavement in good condition has increased substantially over the previous five years on the Interstate and non-Interstate NHS, while the percentage in poor condition remains very low.

The system is currently in good condition. This is a direct result of FDOT inspecting and maintaining bridge and pavement assets to Department and federal standards, which supports progress towards achieving the established bridge and pavement performance targets.

All MPOs adopted the statewide pavement targets. All MPOs adopted the bridge statewide targets with the exception of one, which set higher targets for pavement condition on the non-Interstate portion of the NHS. The following table shows performance since the last FTP with data from 2019 to current progress in 2023.

MPO PM2: BRIDGE AND PAVEMENT

EXISTING MPO CONDITIONS

MPO	% of NHS Bridges in GOOD Condition		% of NHS Bridges in POOR Condition		% of Interstate Pavement in GOOD Condition	
	2023 Statewide Target: ≥50%		2023 Statewide Target : ≤10%		2023 Statewide Target: ≥60%	
	2019 Performance	2023 Performance	2019 Performance	2023 Performance	2019 Performance	2023 Performance
Bay County TPO	52.2%	19.0%	9.8%	9.7%	N/A	N/A
Broward MPO	77.9%	62.3%	0.2%	0.1%	76.8%	79.9%
Capital Region TPA	30.2%	20.7%	0.1%	0.0%	54.5%	30.4%
Charlotte County-Punta Gorda MPO	69.9%	65.6%	0.0%	0.0%	93.8%	94.8%
Collier MPO	91.2%	84.0%	0.0%	0.2%	69.0%	64.5%
Florida-Alabama TPO	46.6%	36.3%	0.3%	0.6%	73.7%	67.2%
Gainesville MTPO	80.6%	80.6%	0.0%	0.0%	100.0%	93.0%
Heartland Regional TPO	81.8%	49.0%	0.0%	0.0%	N/A	N/A
Hernando/Citrus MPO	91.0%	78.1%	0.0%	0.0%	99.6%	100.0%
Hillsborough TPO	76.4%	71.3%	0.0%	0.0%	59.5%	69.9%
Indian River County MPO	81.8%	86.8%	0.0%	0.0%	84.3%	92.1%
Lake-Sumter MPO	42.9%	38.4%	0.0%	0.0%	86.6%	77.3%
Lee County MPO	88.7%	67.0%	0.0%	0.0%	98.6%	89.1%
Martin MPO	55.4%	30.4%	0.0%	0.0%	65.4%	76.7%
MetroPlan Orlando	78.0%	61.6%	0.0%	0.0%	41.7%	77.9%
Miami-Dade TPO	62.5%	53.2%	0.2%	1.2%	74.3%	70.0%
North Florida TPO	51.5%	50.9%	0.7%	0.7%	47.0%	53.3%
Ocala/Marion TPO	59.1%	59.1%	0.0%	0.0%	66.4%	54.3%
Okaloosa-Walton TPO	53.3%	45.9%	4.4%	8.5%	64.0%	54.6%
Palm Beach TPA	85.2%	84.2%	1.0%	0.0%	61.2%	67.3%
Pasco County MPO	95.4%	94.6%	0.0%	0.0%	94.5%	61.2%
Polk TPO	87.6%	66.9%	0.0%	0.0%	52.0%	77.3%
Sarasota/Manatee MPO	62.3%	40.4%	0.0%	0.0%	93.5%	80.0%
Space Coast TPO	44.6%	32.9%	0.0%	0.3%	90.7%	60.2%
St. Lucie TPO	87.4%	75.9%	0.0%	0.0%	58.9%	75.1%
Volusia-Flagler TPO	48.3%	54.4%	0.3%	0.2%	61.0%	81.8%
Forward Pinellas	MPO 2023 Target: ≥50%		MPO 2023 Target: ≤10%		MPO 2023 Target: ≥60%	
	85.2%	47.7%	0.2%	0.0%	67.1%	53.7%

% of Interstate Pavement in POOR Condition		% of Non-Interstate Pavement in GOOD Condition		% of Non-Interstate Pavement in POOR Condition	
2023 Statewide Target: ≤5%		2023 Statewide Target: ≥40%		2023 Statewide Target: ≤5%	
2019 Performance	2023 Performance	2019 Performance	2023 Performance	2019 Performance	2023 Performance
N/A	N/A	28.3%	59.3%	0.2%	0.2%
0.0%	0.0%	35.9%	37.7%	0.2%	0.2%
0.0%	0.1%	35.6%	54.0%	0.5%	0.2%
0.0%	0.0%	60.4%	69.0%	1.3%	2.0%
0.0%	0.0%	39.4%	42.7%	0.0%	0.3%
0.0%	0.3%	39.5%	53.7%	0.6%	0.4%
0.0%	0.0%	29.9%	40.8%	0.0%	0.3%
N/A	N/A	42.4%	45.7%	0.2%	0.6%
0.0%	0.0%	49.6%	60.5%	0.1%	1.0%
0.3%	0.7%	36.3%	46.4%	0.1%	1.2%
0.0%	0.0%	53.9%	51.7%	0.2%	0.1%
0.0%	0.0%	50.9%	62.6%	0.1%	0.4%
0.0%	0.0%	48.2%	52.7%	0.0%	0.0%
0.0%	0.0%	35.7%	65.7%	0.3%	0.0%
3.2%	0.8%	42.4%	61.5%	0.1%	0.2%
0.0%	0.1%	47.3%	53.9%	0.1%	0.1%
0.4%	0.5%	31.0%	42.0%	0.6%	1.4%
0.0%	0.3%	37.8%	53.7%	0.0%	0.5%
0.0%	0.0%	27.0%	62.6%	0.1%	0.3%
0.0%	0.0%	44.0%	56.4%	0.1%	0.6%
0.0%	0.0%	57.7%	54.0%	0.0%	0.6%
0.0%	0.0%	57.8%	36.2%	0.1%	0.6%
0.0%	0.0%	34.2%	34.3%	0.1%	1.3%
0.0%	0.1%	42.1%	52.8%	0.4%	0.2%
0.0%	0.0%	36.7%	52.3%	0.6%	1.0%
0.8%	0.0%	27.5%	46.4%	0.2%	0.2%
MPO 2023 Target: ≤5%		MPO 2023 Target: ≥ 60%		MPO 2023 Target: ≤5%	
0.0%	0.0%	41.3%	42.2%	1.2%	1.6%

STATEWIDE PM3: SYSTEM RELIABILITY

OVERVIEW

The third FHWA performance management rule establishes measures to assess the reliability of passenger and truck freight travel on the National Highway System (NHS) and the process for FDOT and Florida's MPOs to establish and report their targets.

GOALS

2045 FTP GOAL

Connected, efficient, and reliable movement for people and freight.

Strengthen Florida's economy.

NATIONAL GOAL

To improve the efficiency of the surface transportation system.

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

IMPORTANCE

System reliability measures the predictability of trips on the Interstate and NHS roads. Reliability means being able to depend on the same trip, occurring at the same time each day, taking the expected amount of time. When the system operates according to expectations customers can rely on it to get to their destinations on time. FDOT strategies to improve reliability include traffic incident management, use of technology, improved communication among agencies work zone management, and traffic signal timing, among other measures.

PERFORMANCE MEASURES

PERFORMANCE MEASURE	REFERRED TO AS	WHAT IT MEASURES
Percent of person-miles traveled on the Interstate that are reliable	Interstate reliability	Compares longer travel times (80 th percentile) to a normal travel time (50 th percentile). Vehicle occupancy is factored in to determine the person-miles traveled on segments considered reliable, and this is converted to a percent of total miles.
Percent of person-miles traveled on the non-Interstate NHS that are reliable	Non-Interstate NHS reliability	
Truck travel time reliability index (Interstate)	Truck reliability	Compares longer travel times (95 th percentile) to the normal travel time for trucks. This is expressed as a ratio called the Truck Travel Time Reliability Index, or TTTR.

The PM3 rule also defines measures for assessing the CMAQ Program that apply only to states and MPOs that are in designated air quality non attainment areas or maintenance areas. Florida does not have any applicable areas, therefore the CMAQ measures are not addressed in this report.

EXISTING CONDITIONS

SYSTEM PERFORMANCE DATA

System Performance Measures	2019	2020	2021	2022	2023	2023 TARGET	2025 TARGET	2023 TARGET MET?
Person-Miles Traveled on the Interstate that are Reliable	83.4%	92.3%	87.5%	85.7%	82.8%	≥ 75.0%	≥ 75.0%	YES
Person-Miles Traveled on the Non-Interstate NHS that are Reliable	86.9%	93.5%	92.9%	92.1%	89.1%	≥ 50.0%	≥ 60.0%	YES
Truck Travel Time Reliability Index on the Interstate	1.45	1.34	1.38	1.46	1.48	≤ 1.75	≤ 2.00	YES

PROGRESS

FHWA has determined that Florida has met the 2023 targets and is on track to exceed the 2025 targets. Since the prior performance report, the percent of person miles traveled on the Interstate and the non-Interstate NHS has improved. Performance increased sharply in 2020 when fewer people traveled. Since then, performance has decreased somewhat but is still higher than 2019 levels. Truck reliability experienced similar changes but has returned to 2019 levels in 2023.

Florida's larger metropolitan areas often experience lower reliability for both passengers and freight trucks due to higher travel demand, however, statewide, system reliability in Florida remains high.

A total of 24 MPOs supported the statewide targets, and three set their own targets for at least one of the measures or years. The following table shows performance since the last FTP with data from 2019 to current progress in 2023.

MPO PM3: SYSTEM RELIABILITY

SYSTEM PERFORMANCE TARGETS

MPO	Truck Travel Time Reliability Index	
	2023 Statewide Target: < 1.75	
	2019 Performance	2023 Performance
Bay County TPO	N/A	N/A
Capital Region TPA	1.08	1.09
Charlotte County-Punta Gorda MPO	1.13	1.16
Collier MPO	1.16	1.40
Florida-Alabama TPO	1.13	1.15
Gainesville MTPO	1.05	1.06
Heartland Regional TPO	N/A	N/A
Hernando/Citrus MPO	1.08	1.07
Indian River County MPO	1.06	1.10
Lake-Sumter MPO	1.32	1.42
Lee County MPO	1.40	1.62
Martin MPO	1.18	1.32
MetroPlan Orlando	2.62	2.25
Miami-Dade TPO	3.08	2.97
North Florida TPO	1.64	1.53
Ocala/Marion TPO	1.42	1.72
Okaloosa-Walton TPO	1.17	1.13
Palm Beach TPA	1.86	2.02
Pasco County MPO	1.08	1.14
Polk TPO	1.62	1.78
Sarasota/Manatee MPO	1.41	1.69
Space Coast TPO	1.14	1.12
St. Lucie TPO	1.28	1.15
Volusia-Flagler TPO	1.17	1.20
Broward MPO	2023 MPO Target: <2.00	
	1.74	1.66
Forward Pinellas	2023 MPO Target: <2.00	
	2.06	1.94
Hillsborough TPO	2023 MPO Target: <1.94	
	1.89	1.97

% Interstate PMT that are Reliable		% Non-Interstate NHS PMT that are Reliable	
2023 Statewide Target : > 75%		2023 Statewide Target: > 50%	
2019 Performance	2023 Performance	2019 Performance	2023 Performance
N/A	N/A	98.4%	92.6%
100.0%	100.0%	93.1%	94.1%
100.0%	100.0%	98.9%	99.2%
100.0%	91.2%	98.5%	98.1%
100.0%	100.0%	90.9%	92.5%
100.0%	100.0%	84.9%	91.0%
N/A	N/A	99.7%	98.8%
100.0%	100.0%	99.1%	98.0%
100.0%	100.0%	94.1%	95.8%
100.0%	100.0%	97.0%	97.5%
99.3%	94.0%	89.8%	87.2%
100.0%	100.0%	96.6%	97.0%
54.6%	70.7%	85.9%	91.2%
56.7%	42.3%	62.4%	63.3%
84.6%	91.5%	86.7%	93.2%
99.9%	100.0%	96.2%	97.0%
100.0%	100.0%	86.0%	86.8%
78.0%	75.5%	94.0%	89.2%
100.0%	100.0%	90.6%	91.7%
82.8%	80.5%	97.1%	96.0%
92.3%	80.5%	91.7%	92.5%
100.0%	100.0%	89.5%	94.4%
100.0%	100.0%	96.4%	97.0%
99.7%	98.1%	90.4%	96.4%
2023 MPO Target: >70.0%		2023 MPO Target: >50.0%	
76.8%	78.2%	86.4%	92.2%
2023 MPO Target: >70.0%		2023 MPO Target: >50.0%	
77.9%	82.8%	86.6%	93.2%
2023 MPO Target: >65.6%		2023 MPO Target: >90.1%	
74.6%	68.8%	80.9%	86.2%

STATEWIDE TRANSIT: ASSET MANAGEMENT

OVERVIEW

The FTA Transit Asset Management rule applies to all recipients and subrecipients of federal transit funding that own, operate, or manage public transportation capital assets. The rule defines State of Good Repair (SGR) performance measures and establishes requirements for Transit Asset Management (TAM) Plans and performance targets. FDOT develops a group plan for all subrecipients that includes collective TAM targets for the participating providers. Participants in FDOT's Group TAM Plan primarily operate in areas of the state that are not served by an MPO.

GOALS

2045 FTP GOAL

Agile, resilient, and quality transportation infrastructure.

NATIONAL GOAL

To establish standards for the state of good repair of public transportation infrastructure and vehicles.

IMPORTANCE

Florida strives for a transportation system that is in good condition across every mode and every level of geography. A total of 37 urban and 17 rural public transportation systems operate in Florida, and a variety of smaller operators support these systems in various capacities. Maintaining transit assets in good condition is vitally important to support this goal.

PERFORMANCE MEASURES

STATE OF GOOD REPAIR PERFORMANCE MEASURES

Transit Asset Categories and TAM Performance Measures

FTA ASSET CATEGORIES	PERFORMANCE MEASURES
EQUIPMENT Non-revenue support-service and maintenance vehicles	Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark (ULB)
ROLLING STOCK Revenue vehicles	Percentage of revenue vehicles that have met or exceeded their ULB
INFRASTRUCTURE Rail fixed-guideway track	Percentage of track segments (by mode) with performance restrictions
FACILITIES Buildings and structures	Percentage of facilities rated below condition 3 on the Transit Economic Requirement Model (TERM) scale

“State of good

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

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

Public transportation providers are required to report transit asset performance measures and targets annually to the National Transit Database (NTD).

EXISTING CONDITIONS

FLORIDA GROUP TRANSIT ASSET MANAGEMENT TARGETS FOR TIER II PROVIDERS

Section Name	Performance Measure	2023 Target	2023 Performance	2024 Target
Revenue Vehicles - Percent of revenue vehicles that have met or exceeded their useful life benchmark	AB - Articulated Bus	N/A	N/A	N/A
	AO - Automobile	0.00%	66.67%	66.0%
	BR - Over-the-road Bus	N/A	N/A	N/A
	BU - Bus	16.0%	12.22%	12.0%
	CU - Cutaway	7.0%	18.47%	18.0%
	DB - Double Decker Bus	N/A	N/A	N/A
	MV - Minivan	26.0%	31.71%	31.0%
	OR - Other	N/A	N/A	N/A
	SB - School Bus	100%	100%	0.0%
	SV - Sports Utility Vehicle	9.0%	6.45%	6.0%
Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark	VN - Van	39.0%	35.71%	35.0%
	Automobiles	100%	71.43%	71.0%
	Trucks and other Rubber Tire Vehicles	6.0%	8.82%	8.0%
Facility - Percent of facilities rated below 3 on the condition scale	Steel Wheel Vehicles	N/A	N/A	N/A
	Passenger / Parking Facilities	N/A	N/A	N/A
	Administrative/ Maintenance Facilities	6.0%	9.09%	9.0%

PROGRESS

Progress has been made in all asset categories:

Revenue Vehicles: The subrecipients made new fleet acquisitions as well as vehicle retirements that led to the reduction of vehicles exceeding their useful life benchmark (ULBs) in the following categories:

- » Reduction of approximately 3% of sport utility vehicles exceeding their ULB of 8 years
- » Reduction of approximately 3% of vans exceeding their ULB of 8 years

Non-Revenue Vehicles: The subrecipients made new fleet acquisitions as well as vehicle retirements that led to the reduction of vehicles exceeding their ULBs in the following category:

- » Reduction of approximately <1% of automobiles exceeding their ULB of 14 years

Facilities: Administrative and maintenance facilities had an increase in the number of facilities 3 and above on the TERM scale. The availability of capital funding specifically related to maintenance, repair, and purchase of facilities is extremely limited and is a major impediment for making progress towards achieving targets.

STATEWIDE TRANSIT: SAFETY

OVERVIEW

The FTA Public Transportation Agency Safety Plan (PTASP) rule established transit safety performance management requirements for certain providers of public transportation that receive federal financial assistance and the role of MPOs under this rule.

GOALS

2045 FTP GOAL

Safety and security for residents, visitors, and businesses.

NATIONAL GOAL

To establish a comprehensive Public Transportation Safety Program.

IMPORTANCE

Transportation safety is about more than cars. Florida's commitment to its residents, visitors, and businesses includes providing a safe and secure public transportation system. Improving roadway safety benefits all users, including on-the-road buses. Targeted strategies are needed to address the unique operating characteristics of buses, fixed-route transit, and commuter rail systems, as well as safety needs at and near transit terminals and stops.

PERFORMANCE MEASURES

PUBLIC TRANSPORTATION SAFETY PERFORMANCE MEASURES

FATALITIES	<i>Total number of reportable fatalities and rate per total vehicle revenue miles by mode.</i>	SAFETY EVENTS	<i>Total number of reportable events and rate per total vehicle revenue miles by mode.</i>
INJURIES	<i>Total number of reportable injuries and rate per total vehicle revenue miles by mode.</i>	SYSTEM RELIABILITY	<i>Mean distance between major mechanical failures by mode.</i>

EXISTING CONDITIONS

Transit agencies share their performance measures and targets with FDOT and the applicable MPO within six months of adopting them.

PROGRESS

All transit agencies have an adopted safety plan, and FDOT performed 462 compliance reviews addressing safety requirements between 2019 - 2023.

INVESTING IN PROJECTS TO MAKE PROGRESS

States, MPOs, and transit providers are required to use performance measures to inform project priorities and investment decisions. FDOT sets performance targets for the federally required performance measures, as well as those established in state law and policy, to set financial policies and to guide project selection decisions in its annual work program development process. FDOT works closely with MPOs to cooperatively develop investment priorities in MPO planning areas consistent with established statewide targets, as well as with the transit providers participating in the group plan.

HIGHWAY SAFETY

FDOT commits 100 percent of the Florida Highway Safety Improvement Program (HSIP) funding to improving safety. Historic, risk-based, and predictive safety analyses are conducted to identify appropriate proven countermeasures to reduce fatalities and serious injuries resulting in a list of projects, maintained by each district, that reflect the greatest needs and are anticipated to achieve the highest benefit.

Prioritizing safety projects is present throughout the MPO planning process as well, including the development of safety plans, identification of safety-oriented projects, and coordination with other local partners to develop safety programs. MPOs are making progress toward zero by implementing Complete Street Improvements, identifying High Injury Networks, and adopting Safe System Plans oriented around the Safe System Approach.

FDOT continues to invest in significant safety improvements to reduce the number of transportation-related fatalities and serious injuries in Florida to **ZERO** including:

- \$100M multi-year effort to retrofit 2,500 intersections with lighting improvements to support pedestrian safety.
- \$45 million expansion of Florida's Wrong Way Vehicle Detection System to an additional 380 off-ramps .
- \$60 million investment in Florida's uniquely designed rumble strips on over 3,000 centerline miles of highway to prevent lane departures and reduce fatal accidents.

The Polk County Transportation Planning Organization has undertaken several safety initiatives including the Supplemental Safe Routes to Schools Education Program. The program now reaches 115,00 students. Polk County was awarded a Safe Streets For All (SS4A) grant to develop a Vision Zero Action Plan, aligning with the county's efforts to eliminate fatalities and serious injuries on the road.

In 2023, the Sarasota/Manatee MPO identified a High Injury Network for prioritizing safety projects and developed outreach materials based on an updated regional crash assessment. The MPO is taking lead on a safety education campaign focused on supporting a culture of roadway safety by improving public understanding and awareness of crash factors and proven safety countermeasures being implemented in the region.

BRIDGE AND PAVEMENT

FDOT's TAMP is an essential performance management tool to keep the state's transportation system safe and in good repair. The Department ensures continued high levels of performance for pavement and bridge condition by balancing and optimizing the timing of project investments for resurfacing projects and priority repair and replacement bridge projects.

FDOT prioritizes funds for both pavement and bridge assets including

- \$ 1.9 billion in resurfacing in 2023.
- \$ 381.7 million for bridge maintenance repairs and replacements in 2023.

In tandem, MPOs are prioritizing pavement resurfacing and bridge repair and replacement in their Transportation Improvement Plans. Looking ahead, many MPOs in Florida are responding to the growing economy and population of the state by prioritizing bridge replacement, road widening, and new bridge construction to increase freight and passenger vehicle capacity.

The Ocala Marion TPO seeks to address system preservation, identify infrastructure needs, and provide funding for targeted improvements. Goal Six in the MPO's L RTP is to Optimize and Preserve Existing Infrastructure, which includes the following objectives:

- **Goal 6, Objective 6.2:** Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use.
- **Goal 6, Objective 6.3:** Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as asset management and signal system upgrades.

MetroPlan Orlando's investments in bridge condition includes improvements to the NHS system within the MetroPlan Orlando region such as the I-4 Ultimate and Beyond the Ultimate projects. These projects include interchange and bridge improvements. MetroPlan Orlando's Transportation Improvement Program will fund an estimated \$140 million for bridges between FY2024/2025 and FY2028/2029.

SYSTEM RELIABILITY

The Strategic Intermodal System (SIS) recognizes capacity for person and freight throughput and allows SIS funds to be used for projects that are intended to improve the performance and reliability of the SIS. The FMTP identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments.

MPOs are also prioritizing investment in system performance to meet future capacity needs. MPOs are tracking system reliability across their regional networks and implementing changes to improve truck time and system reliability including implementing interchange improvements, adding managed lanes, and resurfacing roadways. MPOs have also identified investments into transit, bicycle, and pedestrian projects to provide alternative transportation options for passenger vehicle users.

FDOT continues to invest in projects that keep people and freight moving in Florida, such as:

- ▶ Completing construction on a new **interchange on I-75 at Overpass Road** in Pasco County to provide additional capacity and congestion relief around State Road 52 and County Road 54 in one of Florida's fastest growing regions.
- ▶ Breaking ground on the widening and new alignment of **S.R. 52** in Pasco County to improve connectivity between the Suncoast Expressway and U.S. 41 and bringing greater capacity for access to these critical corridors in Florida's supply chain network.
- ▶ Completing the first segment of the **S.R. 25/Okeechobee Road** project in South Florida including a reconstructed intersection to allow for increased capacity and improvements for freight movement and passenger vehicles to and from Miami-Dade County.

The Capital Region Transportation Planning Agency (CRTPA) made progress in system performance with investment priorities focused corridor improvements; intersection improvements; projects identified in the CRTPA's Congestion Management Plan; investments in transit, bicycle, and pedestrian projects that promote multimodal options; and transportation intersection improvements including funding for the maintenance of traffic signals.

The Polk TPO's Transportation Improvement Program includes funding for top priority projects in Polk County like Interstate 4 between US 27 and ChampionsGate and Interstate 4 at State Road 33. Investments also cover portions of corridors like US 98, Interstate 4, and State Road 60. The Transportation Improvement Program allocates \$163.6 million for intersection improvements, \$859.9 million for congestion relief, \$707.7 million for freight, \$15.2 million for TSMO and ITS, and \$177.2 million for transit, bicycle, and pedestrian systems.

TRANSIT ASSET MANAGEMENT

For the FDOT sponsored Group TAM Plan, investment decisions for asset replacement are made with the goal of maintaining or improving the percentage of vehicles, equipment, and facilities in an adequate or better condition.

MPOs are adopting and prioritizing investment in Transit Asset Management (TAM) targets and are aligning their Transportation Improvement Plans accordingly. As the shift to TAM targets has occurred, counties are consistently focused on maintaining or improving transit to a state of good repair. Several counties are also pursuing solo, or with private partners, federal discretionary grants to increase transit asset capacity.

Collier MPO has consistently supported Collier County's Collier Area Transit (CAT) Asset Management Plan targets. Over the past five years, the MPO has programmed several replacement buses and \$5 million towards the construction of a new transit maintenance facility.

The Space Coast TPO 2045 LRTP was developed in cooperation with Space Coast Area Transit. Space Coast TPO's investments to address transit state of good repair include bus and other vehicle purchases and replacements; equipment purchases and replacements; repair, rehabilitation, and replacement of transit facilities and infrastructure; and ADA bus stop assessment improvements to bus stops, benches and shelters.

TRANSIT SAFETY

Public transit operators are required to develop their own safety plan. FDOT assists the smaller urban agencies in developing safety plans for consistency with federal requirements and to certify to the FTA the safety plans are compliant with the federal rule. In addition, FDOT provides technical assistance to these agencies to track, analyze, and react to safety data to meet their individual safety performance targets. Unlike transit asset management, FDOT did not develop a group plan for smaller operators.

Several Florida MPOs have adopted transit safety targets in their Public Transportation Agency Safety Plans (PTASP), in coordination with transit safety partners. Florida counties report meeting Transit Safety targets in PTASPs, seeing very few to no fatalities or serious injuries within the transit system. Efforts to increase transit safety include constructing transit pads and shelters, increasing pedestrian connectivity, and implementing intersection improvements.

The Polk TPO supports Lakeland Area Mass Transit District/ Citrus Connection's transit safety targets in its Public Transit Safety Action Plan (PTASP). The PTASP aligns with Polk TPO's Momentum 2045 Plan and the Adopted Transit Development Plan for Citrus Connection. Federal Transit Administration funding in Polk TPO's Transportation Improvement Plan focuses on enhancing transit safety through projects including, Corridor Operating Assistance on SR37 and Transit Pads and Shelters in various locations through Polk County.

The CRTPA invested in pedestrian infrastructure projects that expands pedestrian connectivity and safety within the region to transit facilities; roadway resurfacing projects; and Transportation System Management & Operations projects including intersection improvements that enhance pedestrian safety.

This Performance Element may be updated periodically to incorporate additional annual performance data or changes to existing targets. It will be updated in a comprehensive manner as part of the next FTP update.



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