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National Highway System (NHS)

- USDOT requires each state to adopt NHS performance targets.
 - The state is evaluated at a statewide level.
 - These statewide targets direct statewide funding decisions.
- MPOs are required to adopt NHS performance targets within 180 days of the State's adoption.
 - Adopting different targets than the State requires the MPO to redirect its attributable funds.

The slide includes three maps. The first map shows the entire United States with the NHS network highlighted in red. The second map shows the state of Florida with the NHS network highlighted in red. The third map is a detailed view of the Palm Beach area, showing the NHS network and various landmarks such as Lake Okechobee, Palm Beach, and the Loxahatchee National Wildlife Refuge.

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Transportation Performance Management (TPM)

Performance Based Planning and Programming

Palm Beach TPA Board Meeting
April 20, 2023

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Today's Objectives


Performance Measures – Brief Background and Purpose

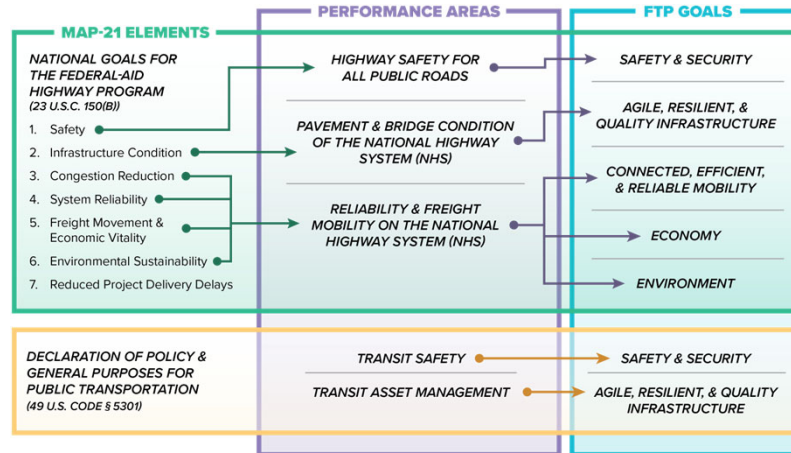

How Targets are Determined / Target Setting Options


MPO Requirements / Assessment of Progress



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TPM Goals and Performance Areas



TPM Framework Performance Based Planning and Programming



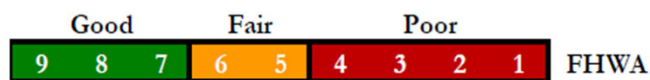
TPM uses past performance levels and forecasted conditions to measure progress toward strategic goals as a means to guide investments.

PM2: Bridge Performance Measures

Justifications for Targets

FDOT steps taken as a part of the target setting process:

- Review and analysis of the last five (5) years of FDOT's bridge data collected through the annual bridge inventory process
 - Percentage of deck area for all bridges on the NHS



- Set the targets

PM2: Bridge Performance Measure Targets

| BRIDGE CONDITION PERFORMANCE MEASURES | 1 ST PERFORMANCE PERIOD | | ACTUAL DATA | | | | | 2 ND PERFORMANCE PERIOD | |
|--|---------------------------------------|----------------|-------------|-------|-------|-------|------------------|---------------------------------------|----------------|
| | 2019 TARGET | 2021 TARGET | 2017 | 2018 | 2019 | 2020 | 2021 BASELINE | 2023 TARGET | 2025 TARGET |
| % OF NHS BRIDGES IN GOOD CONDITION (BY DECK AREA) | 50.0% | 50.0% | 67.7% | 66.6% | 66.2% | 65.5% | 61.3% | 50.0% | 50.0% |
| % OF NHS BRIDGES IN POOR CONDITION (BY DECK AREA) | 10.0% | 10.0% | 1.2% | 1.2% | 1.2% | 0.5% | 0.5% | 10.0% | 10.0% |

PM2: Pavement Performance Measures

Justifications for Targets

FDOT steps taken as a part of the target setting process:

- Review and analysis of the last three (3) years of FDOT's Interstate and non-Interstate NHS pavement condition survey data
 - Ride Quality
 - Cracking Severity
 - Rutting
- Set the targets

PM2: Pavement Performance Measure Targets

| PAVEMENT CONDITION PERFORMANCE MEASURES | 1 ST PERFORMANCE PERIOD | | ACTUAL DATA | | | | | 2 ND PERFORMANCE PERIOD | |
|--|---------------------------------------|----------------|-------------|-------|-------|-------|------------------|---------------------------------------|----------------|
| | 2019 TARGET | 2021 TARGET | 2017 | 2018 | 2019 | 2020 | 2021 BASELINE | 2023 TARGET | 2025 TARGET |
| % OF PAVEMENT ON THE INTERSTATE SYSTEM IN GOOD CONDITION | N/A | 60.0% | 66.1% | 54.2% | 68.0% | 68.8% | 70.5% | 60.0% | 60.0% |
| % OF PAVEMENT ON THE INTERSTATE SYSTEM IN POOR CONDITION | N/A | 5.0% | 0.0% | 0.6% | 0.5% | 0.6% | 0.7% | 5.0% | 5.0% |
| % OF PAVEMENT ON NON- INTERSTATE NHS IN GOOD CONDITION | 40.0% | 40.0% | 44.0% | 39.9% | 41.0% | 41.0% | 47.5% | 40.0% | 40.0% |
| % OF PAVEMENT ON NON- INTERSTATE NHS IN POOR CONDITION | 5.0% | 5.0% | 0.4% | 0.4% | 0.3% | 0.3% | 1.1% | 5.0% | 5.0% |

PM3: System Performance Measures

Justifications for Targets

FDOT steps taken as a part of the target setting process:

- Reviewed External Factors
- Reviewed Internal Factors and Influences
- Conducted a trend line analysis using the baseline data
- Conducted a sensitivity analysis to analyze the performance measures in detail
- Set the targets

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PM3: System Performance Measure Targets

| SYSTEM PERFORMANCE MEASURES | 1 ST PERFORMANCE PERIOD | | ACTUAL DATA | | | | | 2 ND PERFORMANCE PERIOD | |
|--|------------------------------------|-------------|-------------|-------|-------|-------|---------------|------------------------------------|-------------|
| | 2019 TARGET | 2021 TARGET | 2017 | 2018 | 2019 | 2020 | 2021 BASELINE | 2023 TARGET | 2025 TARGET |
| PERSON-MILES ON THE INTERSTATE HIGHWAY SYSTEM THAT ARE RELIABLE | 75.0% | 70.0% | 82.2% | 83.5% | 83.4% | 92.3% | 87.5% | 75.0% | 70.0% |
| PERSON-MILES ON THE NON-INTERSTATE NATIONAL HIGHWAY SYSTEM THAT ARE RELIABLE | NA | 50.0% | 84.0% | 86.3% | 87.0% | 93.5% | 92.9% | 50.0% | 50.0% |
| TRUCK TRAVEL TIME RELIABILITY INDEX ON THE INTERSTATE HIGHWAY SYSTEM | 1.75 | 2.00 | 1.43 | 1.42 | 1.45 | 1.34 | 1.38 | 1.75 | 2.00 |

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TPA Target Setting Options

Support FDOT targets

The TPA agrees to plan and program projects to contribute toward the accomplishment of the state targets.

- TPA shows consistency in planning documents

OR

Establish own target

The TPA coordinates with FDOT regarding the methodology used to develop the target prior to establishing a final target.

- TPA provides information on how they will achieve a different target
- Program TPA funding towards meeting targets

Assessment of Significant Progress

- FHWA will not assess TPA target achievement.
- FHWA and FTA will review TPA adherence to performance management requirements as part of periodic transportation planning process reviews.




STAY IN CONTROL

STAY AWARE

STAY ALERT



Christine M. Fasiska, P.E.
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| Performance Measures & Targets | | | | |
|---|---------------------------|---------------------|----------------|----------------|
| Performance Measure | 2021 Actual Palm Beach | 2021 Actual FDOT | 2023 Target | 2025 Target |
| National Highway System Bridges (NHS) in Good Condition | 82.2% | 63.7% | ≥ 50% | ≥ 50% |
| National Highway System (NHS) bridges in Poor Condition | 1.03% | 0.67% | ≤ 10% | ≤ 10% |
| Interstate pavement in Good Condition | 59.5% | 70.5% | ≥ 60% | ≥ 60% |
| Interstate pavement in Poor Condition | 0.0% | 0.3% | ≤ 5% | ≤ 5% |
| Non-Interstate NHS pavement in Good Condition | 45.1% | 47.5% | ≥ 40% | ≥ 40% |
| Non-Interstate NHS pavement in Poor Condition | 1.2% | 0.6% | ≤ 5% | ≤ 5% |
| Percent of reliable person-miles traveled on the Interstate | 83.1% | 87.5% | ≥ 75% | ≥ 70% |
| Percent of reliable person-miles traveled on the non-Interstate NHS | 96.8% | 92.9% | ≥ 50% | ≥ 50% |
| Truck travel time reliability ratio (TTTR) on the Interstate | 1.78 | 1.38 | ≤ 1.75 | ≤ 2.00 |

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