

CTV-15 I-95 at NW 79 ST

Performance Measures & Targets Workshop

August 17, 2023

Welcome

Workshop Agenda:

1. Federal Performance Measures & Targets
Jennifer Fortunas, FDOT
Rafiq Darji, USDOT
2. Questions & Answers
3. Local Performance Measures & Targets
4. Breakout Exercises

Workshop Materials

In-Person:

Displays are posted in the back of the room.

Virtual Participants:

PDFs are posted on TPA's Performance Measures and Targets Workshop webpage.



Vision 2050: Safe, Efficient

Questions or Comments?

Join at [Workshop](#)
Use Code 3470631



Goal: Safe

Objective S.1: Eliminate transportation related serious injuries and fatalities.

Strategy S.1a: Implement the TPA Vision Zero Action Plan and Complete Streets Policy.

Strategy S.1b: Identify and prioritize projects on the High Injury Network.

Strategy S.1c: Address transportation barriers in historically disadvantaged communities.

Strategy S.1d: Leverage innovation and technology with demonstrated safety benefits.

Objective S.2: Support regional adoption of safety policies and plans.

Strategy S.2a: Establish and implement Vision Zero and Complete Streets policies & plans.

Strategy S.2b: Utilize a Safe System decision-making framework in planning & design.

Objective S.3: Support emergency management functions including evacuation, response, and post-disaster recovery.

Strategy S.3a: Consider projects that maintain or enhance evacuation routes.

Objective S.4: Enhance the safety and security of transit, rail, and other multimodal facilities.

Strategy S.4a: Improve existing rail grade crossings with a crash history.

Strategy S.4b: Improve bus terminals and stop areas.

Strategy S.4c: Develop microtransit and mobility hubs throughout the county.

Safe	
Federal Performance Measures (FPM)	
Number of fatalities	
Rate of fatalities per 100 million vehicle miles traveled (VMT)	
Number of serious injuries	
Rate of serious injuries per 100 million (VMT)	
Number of non-motorized fatalities & serious injuries combined	
TPA Performance Measures	
Number of rail fatalities	
Palm Tran Fixed Route & Paratransit Safety	
Vision 2050 Performance Measures for Consideration	
Purpose:	
Safety projects along the HN	Track safety improvements made to high-crash road segments.
Tactical interventions in HN	Track immediate, low-cost interventions on high-crash roads.
Partner safety & complete streets resolutions and action plans	Track safety culture in TPA planning area.
Equity based projects programmed	Track investments in historically disadvantaged communities.
Rail crossings improved	Track safety improvements to multimodal railroad crossings.
Rail crossings grade separated	Track elimination of at-grade railroad crossings.

Goal: Efficient

Objective E.1: Provide more efficient use and operation of the transportation system.

Strategy E.1a: Repurpose existing road space to support economic development, safety and mobility for all users.

Strategy E.1b: Implement Transportation Systems Management & Operation (TSM&O) along congested corridors, with priority to non-urban centers.

Objective E.2: Address capacity constraints of the existing transportation system.

Strategy E.2a: Identify strategies to improve traffic operation at bottlenecks in the transportation system.

Strategy E.2b: Add or expand facilities for sustainable modes.

Objective E.3: Improve public transit, micromobility, and transportation service reliability, efficiency, and convenience.

Strategy E.3a: Prioritize transit frequency and reliability with technology.

Strategy E.3b: Provide real-time transportation information & displays.

Objective E.4: Address the economic barrier of automobile ownership and dependence with transportation options.

Strategy E.4a: Study and improve transit operations.

Strategy E.4b: Provide first-mile and last-mile travel solutions.

Strategy E.4c: Prioritize transportation opportunity in infill or key growth areas that support new workforce and affordable housing.

Objective E.5: Incentivize reduced travel demand during peak periods.

Strategy E.5a: Leverage transportation demand management (TDM) tools & programs to redistribute demand across space and time.

Efficiency	
Federal Performance Measures (FPM)	
Percent of reliable person-miles traveled on the Interstate	
Percent of reliable person-miles traveled on the non-Interstate NHS	
Truck travel time reliability ratio (TTTR) on the Interstate	
TPA Performance Measures	
Ratio of transit v. car average commute time	
Passenger trips per revenue hour:	
for Tri-Rail service	
for Palm Tran fixed route service	
Vision 2050 Performance Measures for Consideration	
Purpose:	
Corridors or Routes improved	Track TSM&O or Complete Streets networks.
Households (or Population) served by High-Frequency Transit	Monitor the proportion of population with nearby access to frequent transit.
Households (or Population) within First-mile and Last-mile service areas	Monitor the proportion of population with access to services like on-demand transit, or micromobility.
Mobility service area coverage	Monitor areas with higher daytime population (e. offices, retail) with access to services like on-demand transit, or micromobility.
Trips taken via alternative transportation modes	Monitor trends in walking, bicycling, micromobility over time.



Participation

Menti.com will be utilized during the workshop.

- Presentation: Real-time polling
- Display Materials: Share questions or feedback

Note: Each display material uses a unique QR, or Menti Code.

The screenshot shows a presentation slide titled "Vision 2050: Safe, Efficient". It features two main content areas: "Goal: Safe" and "Goal: Efficient".

Goal: Safe

- Objective 5.1: Eliminate transportation related serious injuries and fatalities.
- Strategy 5.1a: Implement the TPA Vision Zero Action Plan and C...
- Strategy 5.1b: Identify and prioritize projects on the High Injury...
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- Strategy 5.4a: Improve existing rail grade crossings with a crash history.
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Goal: Efficient

- Objective E.1: Improve public transit, micromobility, and transportation service reliability, efficiency, and convenience.
- Strategy E.1a: Prioritize transit frequency and reliability with technology.
- Strategy E.1b: Provide real-time transportation information & displays.
- Objective E.2: Address the economic barrier of automobile ownership and dependence with transportation options.
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- Strategy E.2b: Provide first-mile and last-mile travel solutions.
- Strategy E.2c: Prioritize transportation opportunity in infill or key growth areas that support new workforce and affordable housing.
- Objective E.3: Incentivize reduced travel demand during peak periods.
- Strategy E.3a: Leverage transportation demand management (TDM) tools & programs to redistribute demand across space and time.

Below the goals are sections for "Safe" and "Efficiency" with various performance measures and purposes. A QR code and a Menti code are located in the top right corner of the slide.

Safe

Federal Performance Measures (FPM)

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled (VMT)
- Number of serious injuries
- Rate of serious injuries per 100 million VMT
- Number of non-motorized fatalities & serious injuries combined

TPA Performance Measures

- Number of rail fatalities
- Palm Tran Fixed Route & Paratransit Safety

Vision 2050 Performance Measures for Consideration

Purpose	Measure
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Efficiency

Federal Performance Measures (FPM)

- Percent of reliable person-miles traveled on the Interstate
- Percent of reliable person-miles traveled on the non-Interstate NHS
- Track travel time reliability ratio (TTR) on the Interstate

TPA Performance Measures

- Ratio of transit v. car average commute time
- Passenger trips per revenue hour:
 - for Tri-Rail service
 - for Palm Tran fixed route service

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Questions or Comments? Join at [mentimeter.com](#) Use Code 3470631

Menti Code or QR

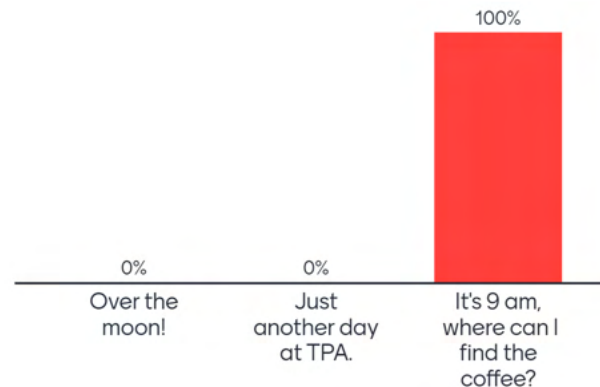


Let's Get Started

Join at menti.com use code 6234 5472



How excited are you to talk Performance Measures and Targets today?



Transportation Performance Management (TPM)

FHWA - TPM Overview

Palm Beach TPA Performance Measures & Targets Workshop

August 17, 2023

Rafiq Darji, M.S., P.E.
Division Bridge & Structures
Engineer



U.S. Department of Transportation
Federal Highway Administration



What is Transportation Performance Management (TPM)?

Focusing on Performance for Safe, Reliable Journeys

The Federal Highway Administration defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.



Investment Decisions

Using goals, measures, and data to make better informed decisions about how to invest transportation funding.



Aimed at a Better Performing Transportation System

Setting targets, developing plans, reporting results, and being accountable for performance.



For Connected and Productive Communities

Focusing on the efficient delivery of goods and safe, reliable journeys to work, to school, to shopping, to community activities.



Why Are We Doing Performance Management?

- Provide the **most efficient investment** of Federal transportation funds
- Refocus on **national transportation goals**
- Increase **accountability and transparency**
- **Improve decision-making** through performance-based planning and programming

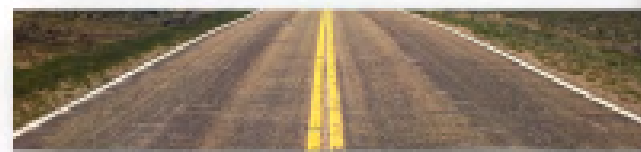
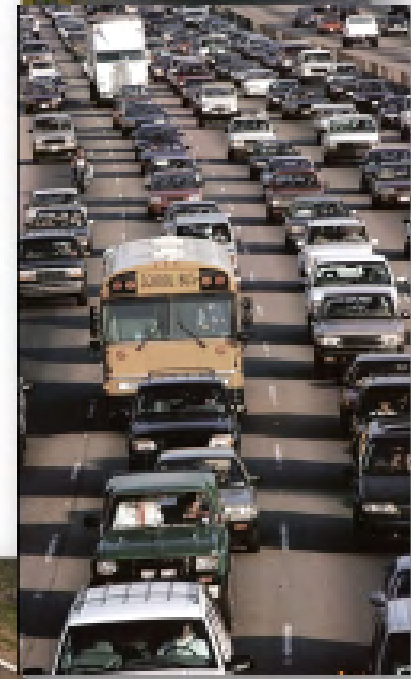
Why is it Important?

- Provide link between goals and specific actions
- Guide decisions on best use of available resources
- Evaluate the effectiveness of policies, plans, programs and projects
- Track system performance over time
- Communicate results to internal and external audiences
- Strengthen accountability



National Goals

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays



Safety Measures (PM1)

Measure	Scope	Data Source(s)
Number of Fatalities	All public roads	Fatality Analysis Reporting System (FARS)
Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)	All public roads	FARS MPO VMT Estimate Highway Performance Monitoring System (HPMS)
Number of Serious Injuries	All public roads	State Reported Data
Rate of Serious Injuries per 100 million VMT	All public roads	State Reported Data MPO VMT Estimate HPMS
Number of non-motorized fatalities and non-motorized serious injuries	All public roads	FARS State Reported Data



Pavement and Bridge Measures (PM2)

Measure	Scope	Data Source(s)
% of pavements in good condition	Interstate System	Highway Performance Monitoring System (HPMS)
% of pavements in poor condition	Interstate System	HPMS
% of pavements in good condition	Non-Interstate NHS System	HPMS
% of pavements in poor condition	Non-Interstate NHS System	HPMS
% of bridges in good condition	NHS Bridges	National Bridge Inventory (NBI)
% of bridges in poor condition	NHS Bridges	NBI



System Performance Measures (PM3)

Measure	Scope	Data Source(s)
% of person-miles traveled on the Interstate that are reliable	Interstate System mileage within the State or each Metropolitan Planning Area (MPA)	Travel Times: National Performance Management Research Data Set (NPMRDS) or equivalent
% of person-miles traveled on the non-Interstate NHS that are reliable	Non-Interstate NHS within the State or each MPA	Traffic Volumes: HPMS Occupancy Factors: FHWA (likely based on national surveys) or other allowed data sources





Freight Performance Measures (PM3)

Measure	Scope	Data Source(s)
Truck Travel Time Reliability (TTTR) Index	For each segment on the Interstate System	NPMRDS

Congestion at Freight bottlenecks

- Attached to Biennial Report
- Contains on-road segments with significant mobility or reliability issues
- Developed with NPMRDS data and Stakeholder input



Congestion Mitigation and Air Quality Improvement (CMAQ) Measures (PM3)

Measure	Scope	Data Source(s)
Peak Hour Excessive Delay (PHED) Measure (for traffic congestion)	Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita for each reporting segment on the NHS	<ul style="list-style-type: none"> • NPMRDS • HPMS • Hourly traffic volume data/counts
Non-Single Occupancy Vehicle Travel (SOV) Measure (for traffic congestion)	Percent of Non-Single Occupancy Vehicle (SOV) Travel for an entire urbanized area	<ul style="list-style-type: none"> • American Community Survey, Local Survey, Modal Counts
Emissions Measure (for on-road mobile source emissions)	Total Emissions Reduction	<ul style="list-style-type: none"> • CMAQ, Public Access System



Congestion Mitigation and Air Quality Improvement (CMAQ) Measures (PM3)

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Emissions Measure (for on-road mobile source emissions)	Total Emissions Reduction	<ul style="list-style-type: none"> • CMAQ, Public Access System



Pavement TPM Regulations: Performance Measures

Performance Target	Interstate Condition	Non-Interstate NHS Condition
<i>Two-year</i>	% Good	% Good
	% Poor	% Poor
<i>Four-year</i>	% Good	% Good
	% Poor	% Poor



§ 490.311 Metric Thresholds in Final Rule

Rating	Good	Fair	Poor
IRI <i>(inches/mile)</i>	<95	95-170	>170
PSR* <i>(0.0-5.0 value)</i>	≥4.0	2.0-4.0	≤2.0
Cracking Percent <i>(%)</i>	<5	<i>CRCP: 5-10</i> <i>Jointed: 5-15</i> <i>Asphalt: 5-20</i>	<i>>10</i> <i>>15</i> <i>>20</i>
Rutting <i>(inches)</i>	<0.20	0.20-0.40	>0.40
Faulting <i>(inches)</i>	<0.10	0.10-0.15	>0.15

Pavement TPM Regulations: Calculating Metrics and Measures

- Highway Performance Monitoring System (HPMS) data used by FHWA to calculate good/poor metrics and measures
- Combines consideration of roughness, cracking and rutting/faulting
 - Present Serviceability Rating (PSR) for lower speed roads
- Measures aggregated by lane miles
- HPMS pavement data collection requirements revised to require more comprehensive collection of data for NHS routes





Pavement TPM Regulations: Interstate Minimum Condition and Penalty

- A minimum pavement condition for the Interstate System is no more than 5% in Poor condition
- FHWA will assess this minimum condition annually, using data in the HPMS as of June 15
- If the minimum condition threshold is not met, the penalty is that the State must obligate a specified percentage of its NHPP and Surface Transportation Program (STP) funds to address Interstate conditions
- 1st assessment will occur in 2019

June						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	





§ 490.315 Minimum Condition Requirements and § 490.315 Penalties

	NPRM	Final Rule
Interstate System	<ul style="list-style-type: none">• Percentage in Poor condition: no more than 5 percent.	<ul style="list-style-type: none">• Percentage in Poor condition: no more than 5.0 percent.*
Non-Interstate NHS	<ul style="list-style-type: none">• No Minimum Condition or Penalty	<ul style="list-style-type: none">• No Minimum Condition or Penalty
Penalty	If minimum not met for <i>two consecutive determinations</i> , State DOT must obligate NHPP & transfer STP funds	If minimum not met for <i>each determination</i> , State DOT must obligate NHPP & transfer STP funds

§ 490.409 Metric Thresholds

NBI Rating Scale <i>(from 0 – 9)</i>	9	8	7	6	5	4	3	2	1	0
	Good			Fair		Poor				
Deck <i>(Item 58)</i>	≥ 7			5 or 6		≤ 4				
Superstructure <i>(Item 59)</i>	≥ 7			5 or 6		≤ 4				
Substructure <i>(Item 60)</i>	≥ 7			5 or 6		≤ 4				
Culvert <i>(Item 62)</i>	≥ 7			5 or 6		≤ 4				



§ 490.411 Minimum Condition and § 490.413 Penalty Provision

- Minimum condition level: $\leq 10.0\%$ of total deck area of NHS bridges classified as Structurally Deficient
- Penalty: If for **3 consecutive years** the minimum condition level is not met, State must **obligate and set aside NHPP funds** for eligible bridge projects on the NHS

§ 490.107 Reporting on Performance Targets – State DOTs

- **Baseline Performance Period Report:**
 - Baseline condition/performance;
 - 2- and 4-year targets; etc.
- **Mid Performance Period Progress Report:**
 - 2-year condition/performance;
 - 2-year progress in achieving performance targets;
 - Adjusted 4-year targets (optional);
 - Investment strategy discussion; etc.
- **Full Performance Period Progress Report:**
 - 4-year condition/performance;
 - 4-year progress in achieving performance targets;
 - Investment Strategy discussion; etc.



§ 490.107 Reporting on Performance Targets - MPOs

Reporting includes:

- Targets to respective State DOT(s) in a manner that is documented and mutually agreed upon by both parties
- Baseline level and progress toward targets in Metropolitan Transportation Plan



§ 490.109 Significant Progress Determination

- **Applies to all targets in this rule**
 - Interstate and non-Interstate NHS pavement condition measures, and Bridge condition measures
- **FHWA assessment of State DOT target achievement (every 2 years)**
 - The actual condition/performance level is better than the baseline, or
 - The actual condition/performance level is equal to or better than the established target
- **Consequences of not making significant progress**
 - State DOT documents the actions it will take to achieve target
- **Extenuating circumstances may be considered**



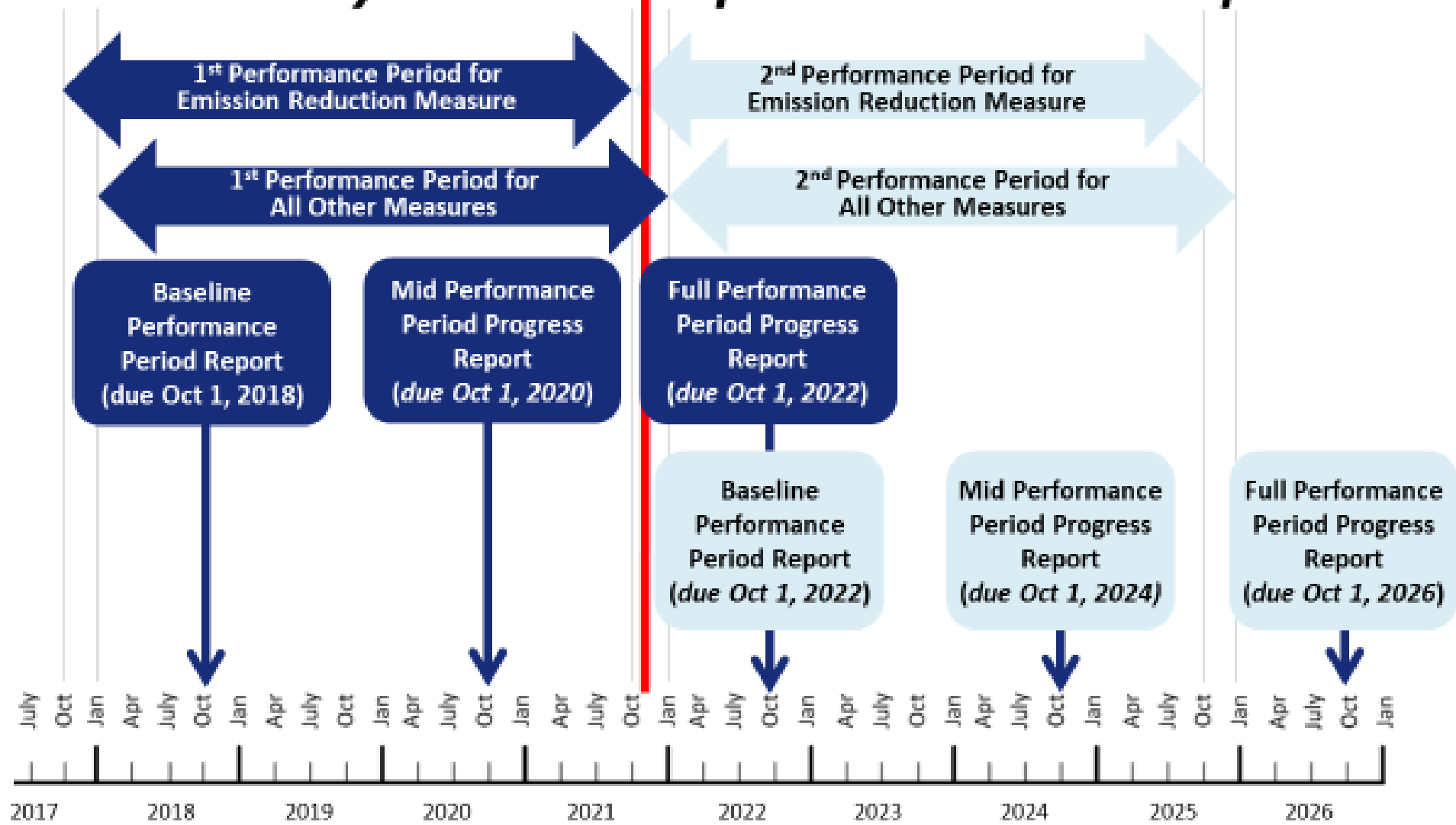
Asset Management Plan (State DOT)

MAP-21 Language (Carried through in BIL)



- 23 U.S.C. 119(e), requires:
 - A State shall develop a risk-based *asset management plan* for the National Highway System to improve or preserve the condition of the assets and the performance of the system.
 - TAMP requirements were amended by the BIL (§ 11105) to require that States take into consideration extreme weather and resilience within their lifecycle cost and risk management analysis. (23 U.S.C. 119(e)(4)(D))

On the TPM Journey: We've Completed the First Step!



TAMP Requirements



- **TAMP Processes**

1. **Performance gap analysis and to strategies to close gaps**
2. **Lifecycle planning**
3. **Risk analysis and a risk management plan**
4. **Financial plan covering at least a 10-year period**
5. **Investment strategies**
6. **Obtaining necessary data from NHS owners other than the State DOT**
7. **Using the best available data and bridge and pavement management systems to analyze NHS bridge and pavement conditions**

- **TAMP Development and Implementation**

- Evidence of implementation is described as actual investment levels using the Work Types of initial construction, maintenance, preservation, rehabilitation and reconstruction are reasonably close to planned investment levels for each work type. Other evidence or explanations of deviations will be considered.

Annual Consistency Determination



(Below excerpt from FDOT 2023 Implementation Documentation)

Local Agency Implementation

Each of the state's 27 Metropolitan Planning Organizations (MPOs) agreed to plan and program projects in their Transportation Improvement Program (TIP) to contribute towards achievement of the statewide NHS pavement and bridge targets.

In Florida, the TIP includes a listing of projects planned for the next five fiscal years which satisfy both state and federal requirements. As explained in the TAMP, the MPOs develop project needs and priorities in coordination with the Department's District Offices. The Department also consults with non-MPO local officials to ensure consideration is given to meeting their transportation needs.

These project priorities serve as the basis for the district-wide prioritization process and are reviewed to ensure adherence to the Department's policies and procedures, established performance measures, and federal requirements. The final list of projects that result from the project selection and prioritization process becomes the Department's Five-Year Work Program, which is the [Statewide Transportation Improvement Program \(STIP\)](#). *Therefore, all projects in each MPO TIP which are financed with either state and/or federal funds are included in the STIP*

The Relationship

Pavement & Bridge Measures

- FHWA establish consistent performance measures across NHS
- Minimum condition standards for Interstate pavements and NHS bridges
- States and MPOs set performance targets
- States collect and report data

Asset Management Plan

- Incorporates State objectives, measures, and targets
- Perform gap, whole-life cost, and risk analysis
- Develop decision-making and investment strategies

Performance-Based Planning

- States and MPOs focus on national goals
- Develop strategy and targets
 - Focus on performance areas
 - Determine trade-offs
- Develop program
 - Develop STIP/TIP with targets
- Reporting and transparency
 - Deliver projects and strategies
 - States and MPOs report on performance



TPM Reporting - Key Messages

With several years of consistent national performance data, the TPM reporting process is:

- **Complete.** All 52 State DOTs continue to report performance data and targets for each of 17 performance measures.
 - FHWA continues to update and published the [State Performance Dashboards and Reports](#), sharing all data and targets in one place.
- **Accountable.** State DOTs and MPOs continue to work together to set data-informed targets. They are accountable for managing performance to make progress toward the targets they set.
 - FHWA continues to facilitate the collaborative target-setting process, providing guidance, training, and technical assistance to State DOTs and MPOs.
- **Consistent.** With data from consistent measures across all 52 States, all stakeholders can more easily track trends and benchmark their performance.
 - FHWA can uniformly track performance data and tell a national story.

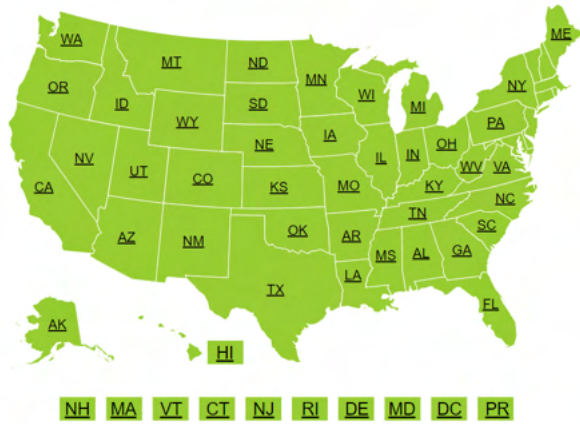
State Performance Reports: a Complete, Consistent Picture



All data submitted during the first reporting period now available:

<https://www.fhwa.dot.gov/tpm/reporting/state/>

State Performance Dashboard - Florida



Highway Safety


3,300.6
Number of Fatalities
Five-year average



[Learn more about Highway Safety](#)

Highway Infrastructure Condition


64.1%
Bridges in Good Condition
National Highway System



[Learn more about Highway Infrastructure Condition](#)

Highway Reliability

1.34
Truck Travel Time Reliability Index
Interstate Highways



[Learn more about Highway Reliability](#)

Telling the Performance Story

Asset Management Plan

- [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/performance/fdot-transportation-asset-management-plan_\(june-28-2019\).pdf?sfvrsn=36c94a6b_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/performance/fdot-transportation-asset-management-plan_(june-28-2019).pdf?sfvrsn=36c94a6b_2)

Performance Dashboard

- <https://www.fdot.gov/planning/performance/default.shtm>

State Freight Plan

- <https://www.fdot.gov/rail/freightmovesflorida>

Long Range Plans

- <http://floridatransportationplan.com/>

[Learn more Performance Stories](#)

Urbanized Area Performance Dashboard and Reports

Resources, Guidance and Information Materials

- FHWA Office of Asset Management Website <http://www.fhwa.dot.gov/asset/index.cfm>
- [FHWA Resources for the Asset Management Practitioner](#)
- TPM Essentials video series <https://www.fhwa.dot.gov/tpm/videos/>. The videos provide a great overview of different TPM areas. Each video includes a pdf handout that you can download.
- Overall Information on TPM: [Transportation Performance Management - Federal Highway Administration \(dot.gov\)](#)



Thank you for your attention

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U.S. Department of Transportation
Federal Highway Administration





Looking Ahead: Optional Performance Measures & Targets

VISION
2050

Current Monitoring & Reporting

PALM BEACH
Transportation
Planning Agency

Home > Get Involved > Resources > Performance Measures

Performance Measures

Performance Measures track the progress towards meeting the TPA's vision of a safe, efficient and connected multimodal transportation system. The Performance Measures were adopted into the 2045 Long Range Transportation Plan and include locally-adopted and federally-required performance measures. The TPA tracks progress through the Performance Measures Dashboard. The overall scorecards can be viewed below. To find out more information for each measure, click on the embedded links.

TPA Performance Measures Scorecard

Metric	Goal Met	Actual	Target	Trend
Maintenance	Goal Met	2022	2022	Trend
Bridges				
Bridges in Good Condition ⁽²⁾	✓	82.1%	≥ 50%	↑
Bridges in Poor Condition ⁽²⁾	✓	1.0%	< 5%	↓
Pavement	Goal Met	2021	2022	Trend
Interstate Pavements in Good Condition ⁽²⁾	✗	59.5%	≥ 60%	↓
Interstate Pavements in Poor Condition ⁽²⁾	✓	0.0%	< 5%	↓
Non-Interstate NHS pavements in Good Condition ⁽²⁾	✓	45.1%	≥ 40%	↑
Non-Interstate NHS pavements in Poor Condition ⁽²⁾	✓	1.2%	< 5%	↓
Transit	Goal Met	2021	2022	Trend
Palm Tran 60ft Articulated Buses Exceeding Useful Life ⁽²⁾	✓	0%	≤ 10%	→
Palm Tran 60ft Buses Exceeding Useful Life ⁽²⁾	✓	17.6%	≤ 10%	→

TPA monitors and reports performance:

- Our annual performance report card.
- Additional information on our mySidewalk dashboard.

Performance-Based Approach

Goal

➔ A desired outcome

Objective

➔ A broad ambition

Strategy

➔ A discrete action

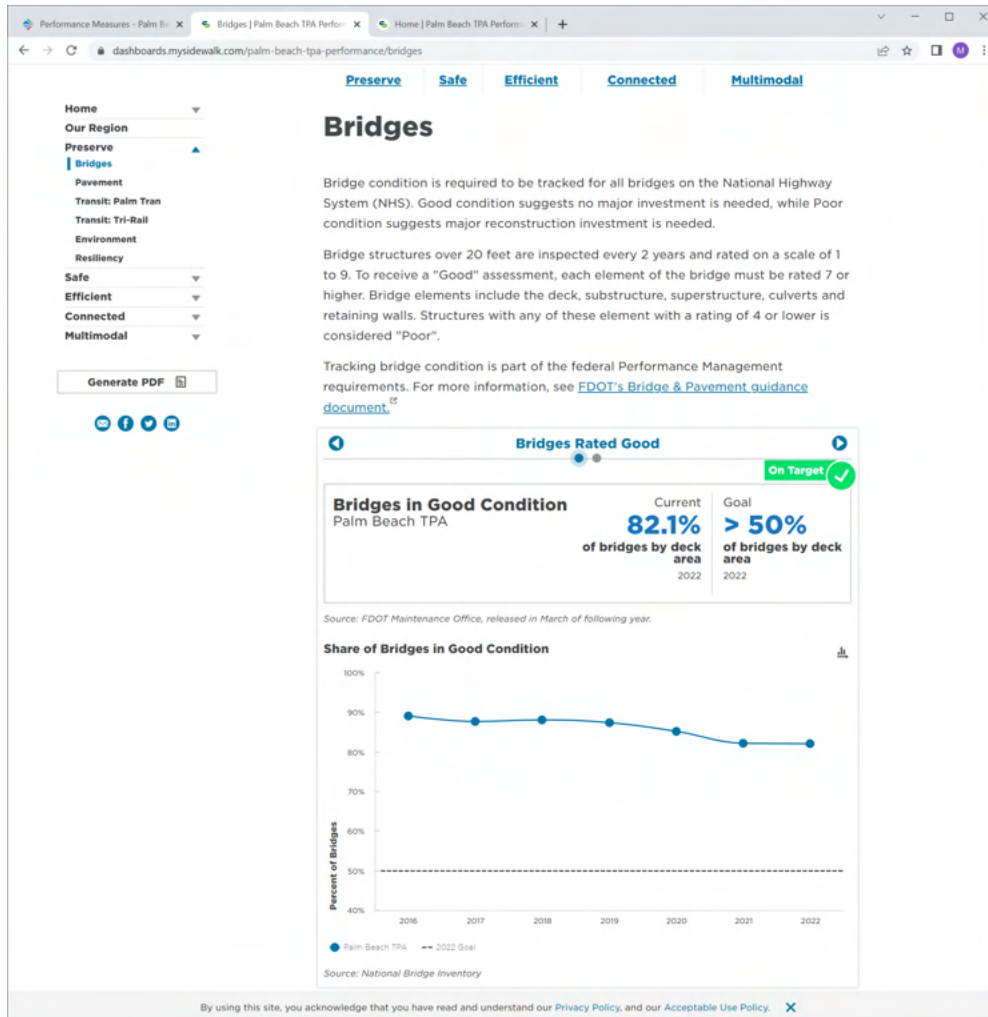
Performance Measures

➔ A quantifiable indicator of progress



A quantifiable outcome that can be *influenced* and achieved by our Actions

Performance Measures



Potential Uses:

- Links Performance to Investment
- Evaluate Investment Scenarios

Requires:

- Supporting data

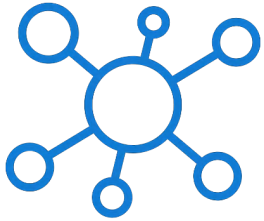
Role of Targets



Goal - Safe



Goal - Efficient



Goal - Connected



Goal - Multimodal



Goal - Resilient

#1: Required for Federal Performance Measures.

#2: May emphasize TPA's highest priorities for additional (or optional) targets.

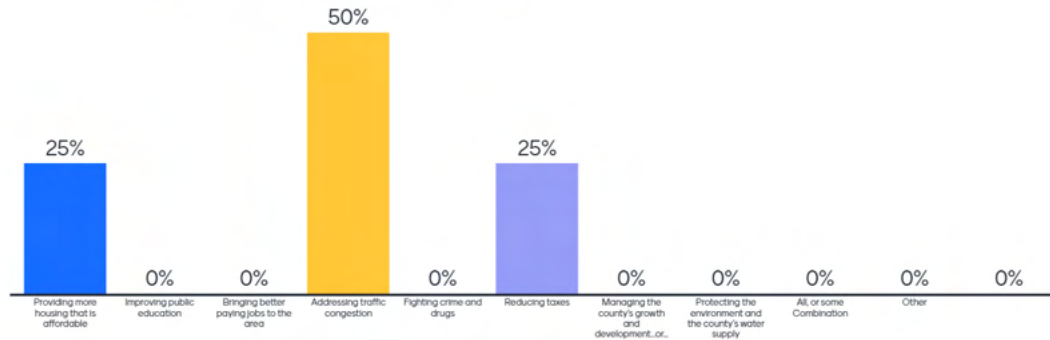
Targets are not required for each performance measure. Trends (▲ — ▼) may serve as the indicator.

What are Your Priorities?

Join at menti.com use code 6234 5472

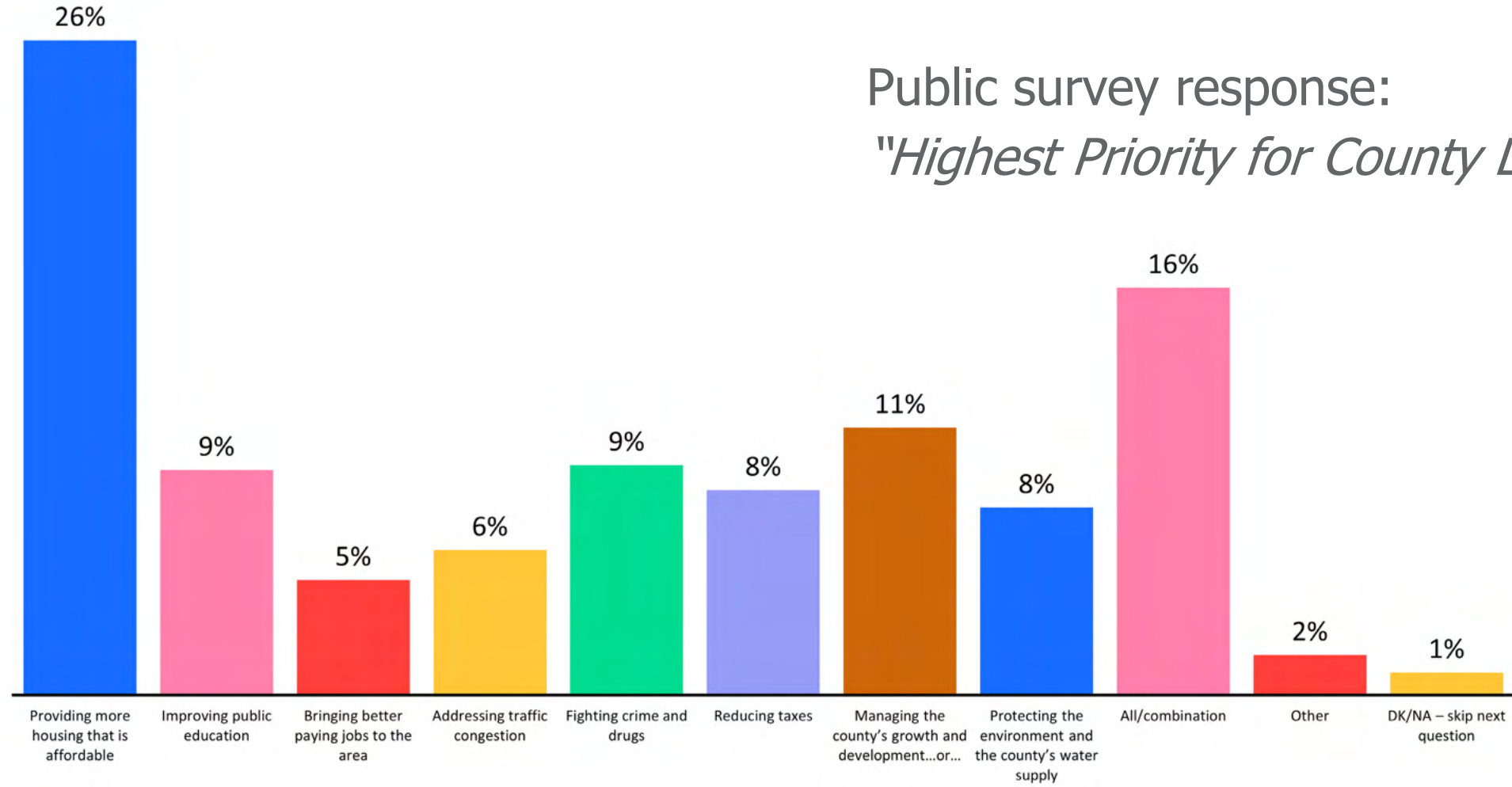
Mentimeter

At this time, which of the following would you say should be the highest priority for county leaders? Is it...





Vision 2050 Survey Results



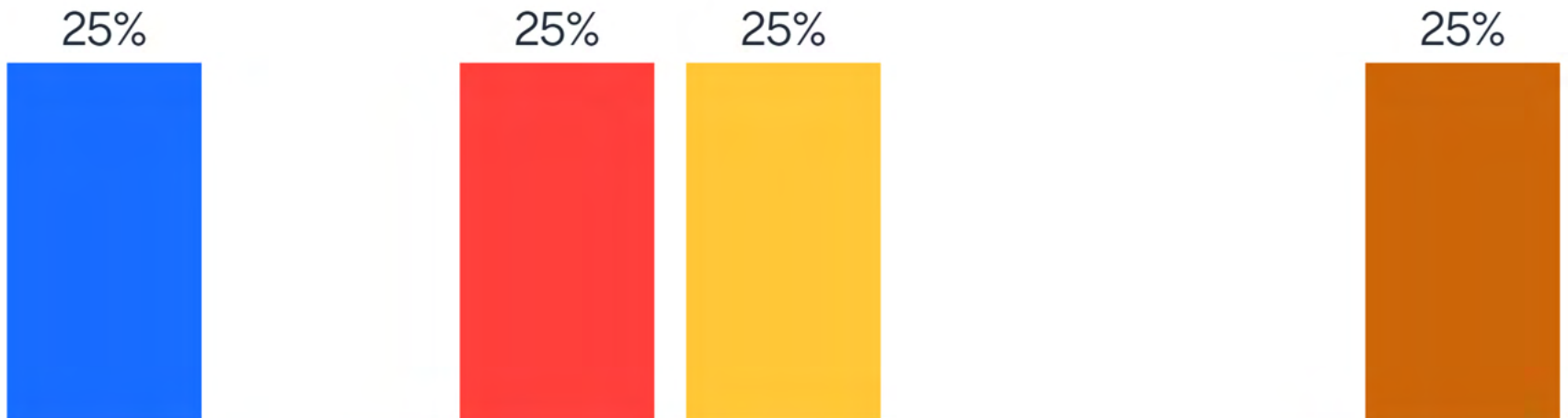
Public survey response:
"Highest Priority for County Leaders"



Your Transportation Priorities?

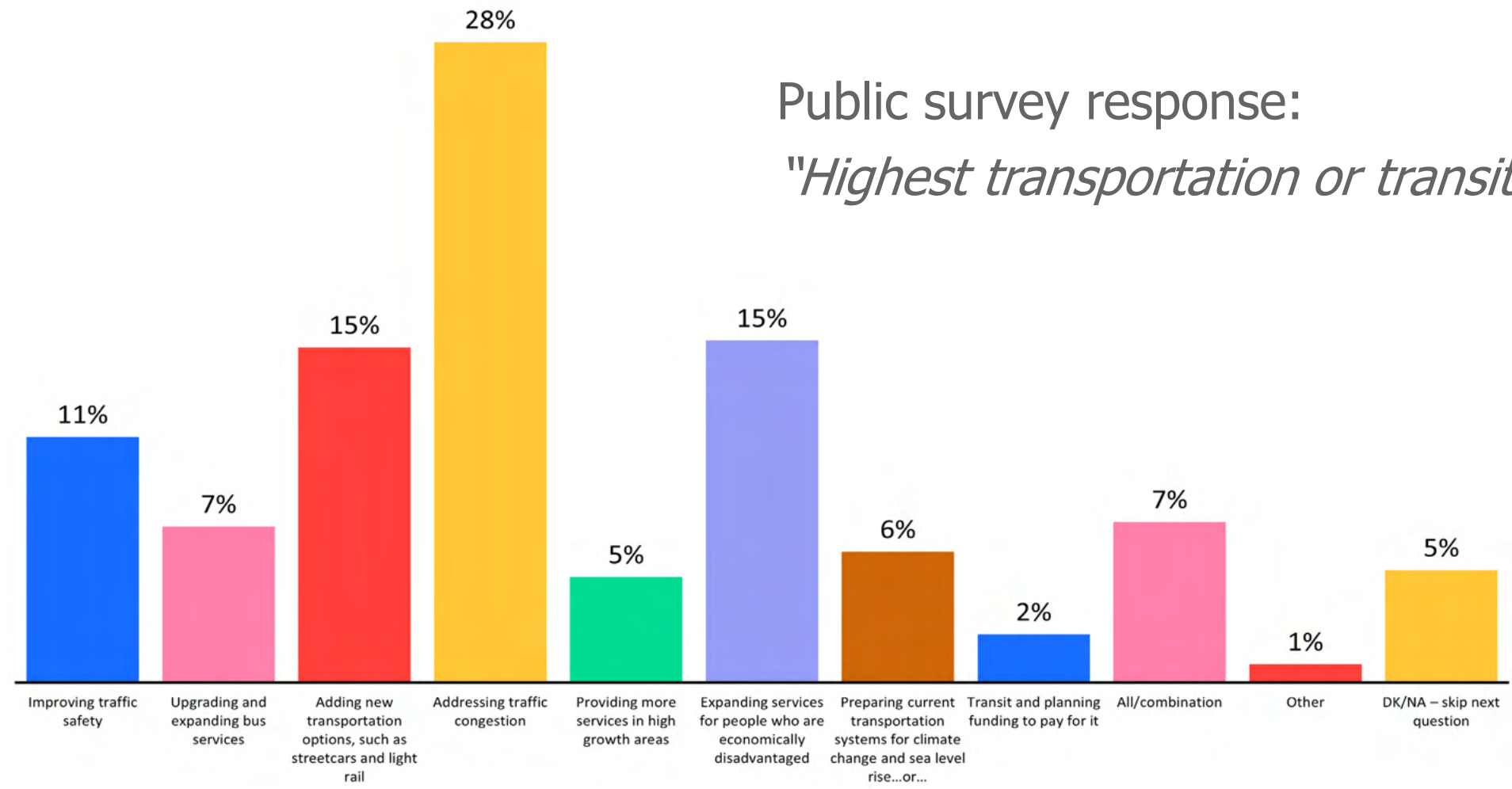
Join at menti.com use code 6234 547

Which of the following would you say should be the top priority in transportation and transit planning? Is it...





Vision 2050 Survey Results



Public survey response:
"Highest transportation or transit priority"

Your Vision of 2050?

Join at menti.com use code 6234 547

How will you travel around your neighborhood, and community in 2050
10 Responses



lawnmower
angry robots
electric
death star
whatever
death train
boot skates
aceship

Setting Our Sights on 2050



“What you get by achieving your goals is not as important as what you become by achieving your goals.”

-Henry David Thoreau



Vision: Mobility



Goal - Safe



Goal - Efficient



Goal - Connected



Goal - Multimodal



Goal - Resilient

Vision: Livability



Goal - Safe



Goal - Efficient



Goal - Connected



Goal - Multimodal



Goal - Resilient



Acknowledging our Influence



ex·ter·nal·i·ty

noun

plural noun: externalities

1. ECONOMICS

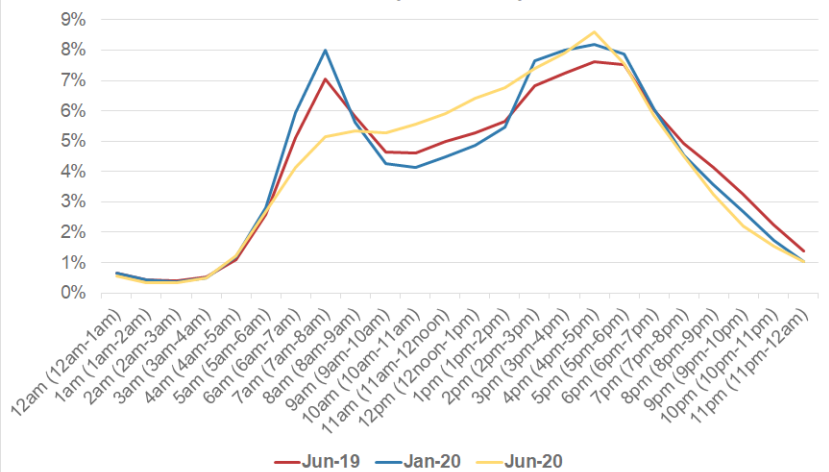
a side effect or consequence of an industrial or commercial activity that affects other parties without this being reflected in the cost of the goods or services involved, such as the pollination of surrounding crops by bees kept for honey.

Several Performance Variables

Travel Choice



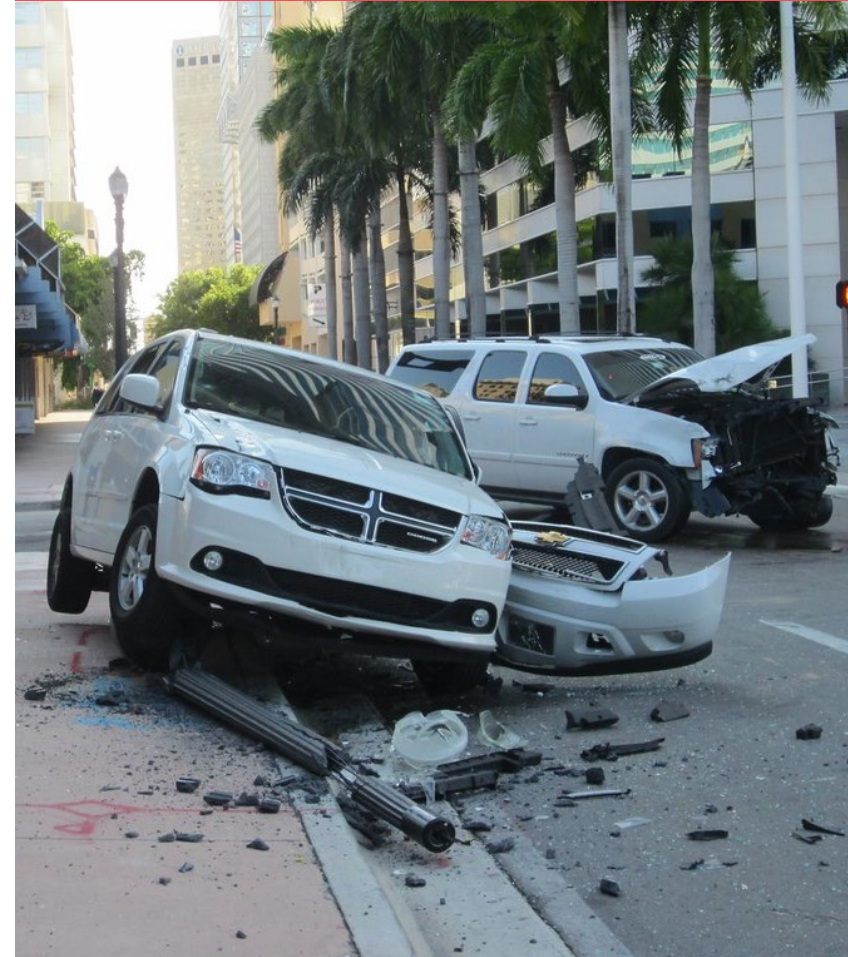
Distribution of VMT by Time of Day - New York



Distraction



Behavior



Technology & Innovation





What Challenges Lie Ahead?

Join at menti.com use code 6234 547

In your opinion, what are the greatest barriers to achieving our vision of 2050?

6 Responses



reliance on c
climate change
car culture
cost



What Would You Measure?

Join at menti.com use code 6234 547

What should we measure, to help us realize our Vision?

8 Responses

ridership

environment

emis

curb ramps

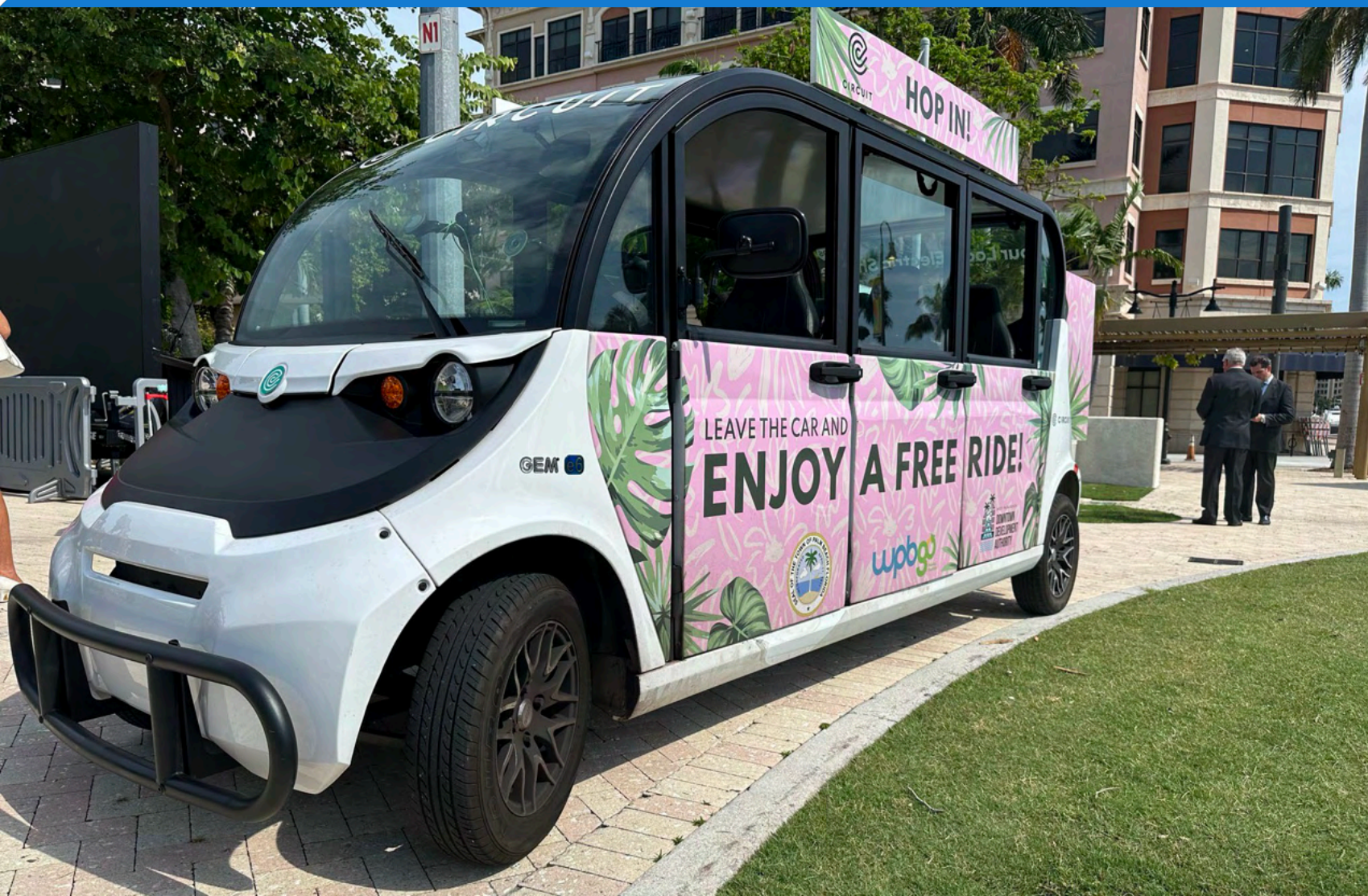
nts

s

quality of life



Thanks!



Thanks for participating in today's workshop!

Links to access workshop materials:

- [Breakout Materials](#)
- Use [Menti.com](#) for questions & feedback

Sign up to stay engaged:

- [Vision 2050 webpage](#)

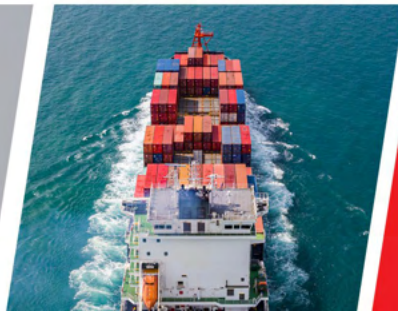


Transportation Performance Management (TPM)

Performance Measures Update

Jennifer Fortunas
Director, Office of Policy Planning

August 17, 2023



Strategic
development

Workshop Purpose

Provide overview of federal performance measures and current statewide targets

*Describe FDOT's approach to **target setting***

*Define the role of the **TPA** in setting and making progress toward targets*

What We've Heard

How will the state ensure pavement and bridges remain safe and in good condition?

How are state performance targets determined?

How will state and MPO performance targets affect future investments?

How will FDOT coordinate with MPOs on future state targets?



Learning Objectives

*Understand background and purpose of
performance measures and targets*

*Understand roles of FDOT and the TPA in
establishing targets and monitoring performance*

*Understand TPA's role in the
performance-based planning process*

Presentation Outline



Overview of transportation performance management



Context for FDOT's investments



FDOT's target setting approach



Use of targets for decision-making



Process and schedule for target updates

Overview of Transportation Performance Management

(Transportation Performance Management)

Role of TPM



TPM in Florida

1980s

Florida Legislature established

FDOT mission

Florida Transportation Plan

Performance targets for state-maintained pavement and bridge condition

Florida Transportation Commission to oversee performance of FDOT

1990s to Present

FDOT Practices

Established system performance measures

Monitored and reported performance (Sourcebook)

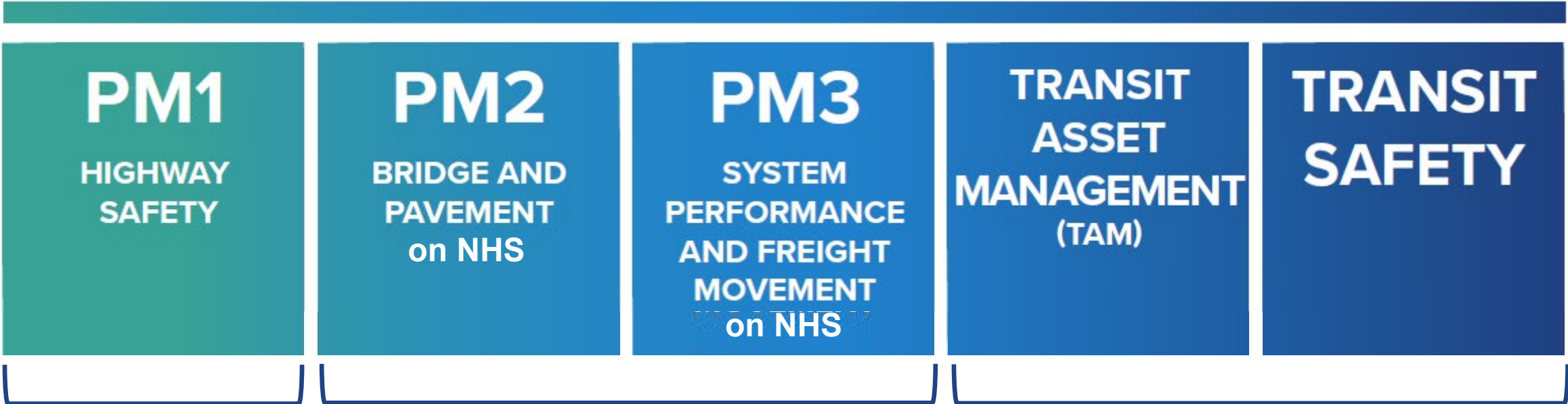
Incorporated performance measures and indicators in the Florida Transportation Plan

Established investment policy to support legislative direction:
Safety | Preservation | Capacity

Federal TPM Requirements

- Initial emphasis on management systems in 1990s
- National goals, federal measures and state and MPO target setting mandates for the National Highway System (*for safety measures, all public roads*)
 - 2012 - MAP-21
 - 2015 - FAST Act
 - 2021 - IIJA
- Planning and performance rules issued beginning in 2017 after FAST Act; may be updated following IIJA

Federal TPM Framework





Annual Targets

Targets every 4 years (most recently in 2022-23; opportunity to adjust at midpoint in 2024-25 and update in 2026-27)

Annual targets for providers, during LRTP update for MPOs

Federal Measures Focus on NHS

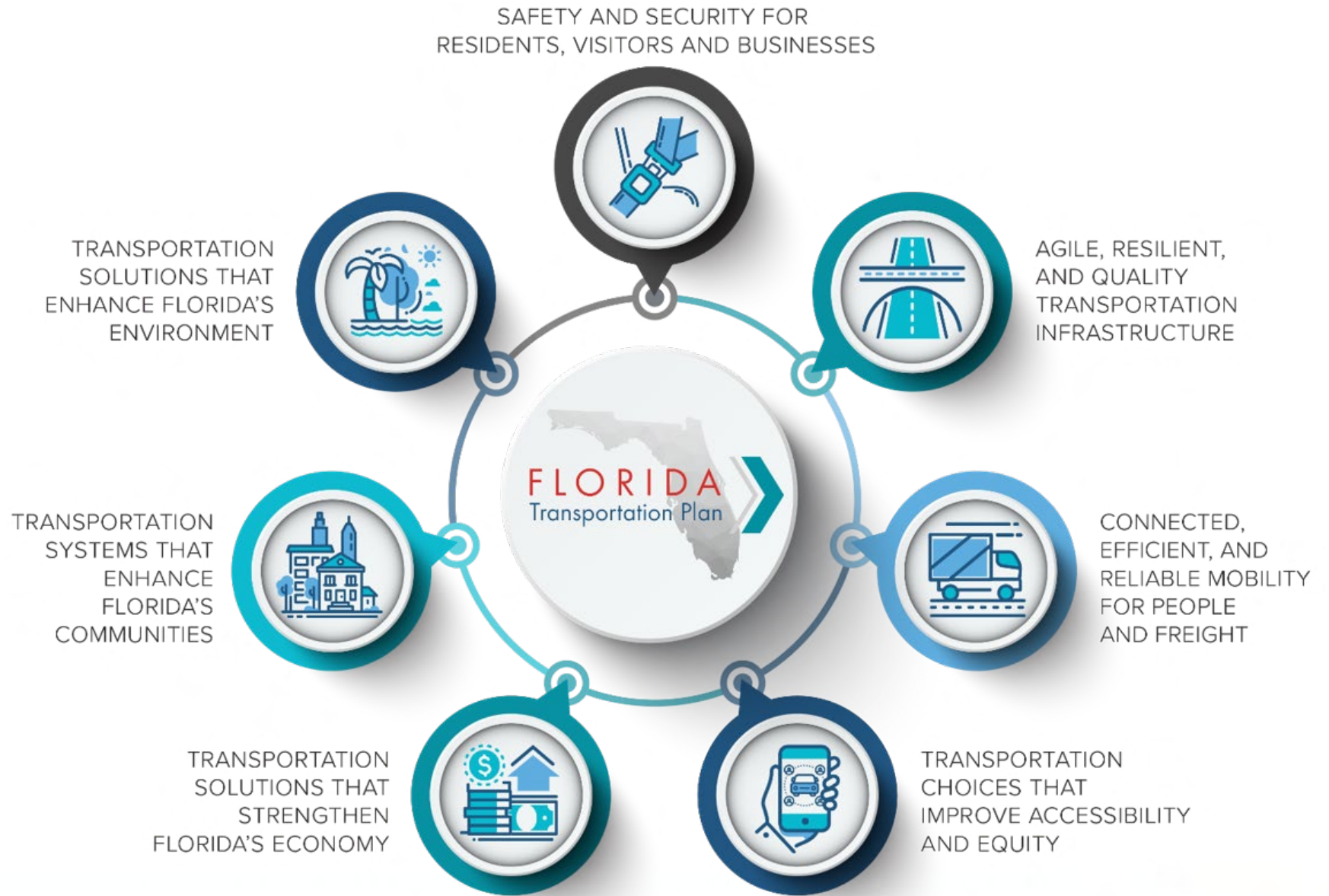
	<i>Statewide</i>	<i>Palm Beach County</i>
BRIDGES 	5,722 <i>on NHS</i> 7,236 <i>on SHS</i> 12,740 <i>on all public roads</i>	254 <i>on NHS</i> 295 <i>on SHS</i> 614 <i>on all public roads</i>
PAVEMENT <i>(CENTERLINE-MILES)</i> 	8,227 <i>on NHS</i> 12,158 <i>on SHS</i> 123,816 <i>on all public roads</i>	321 <i>on NHS</i> 477 <i>on SHS</i> 3,931 <i>on all public roads</i>

TPM Target Setting and Reporting Roles

	FDOT	MPOs
Target setting	Statewide targets	Support statewide target OR set target for MPO planning area
Reporting	<p>FTP: statewide progress toward targets, including MPO progress</p> <p>STIP: anticipated impact toward targets</p> <p>Bi-annual report to FHWA on basis for and progress toward PM2 and PM3 targets</p>	<p>MPO LRTP: progress toward targets in MPO area</p> <p>TIP: anticipated impact toward targets</p> <p>Data and progress on specific targets for MPO planning area to FDOT</p>

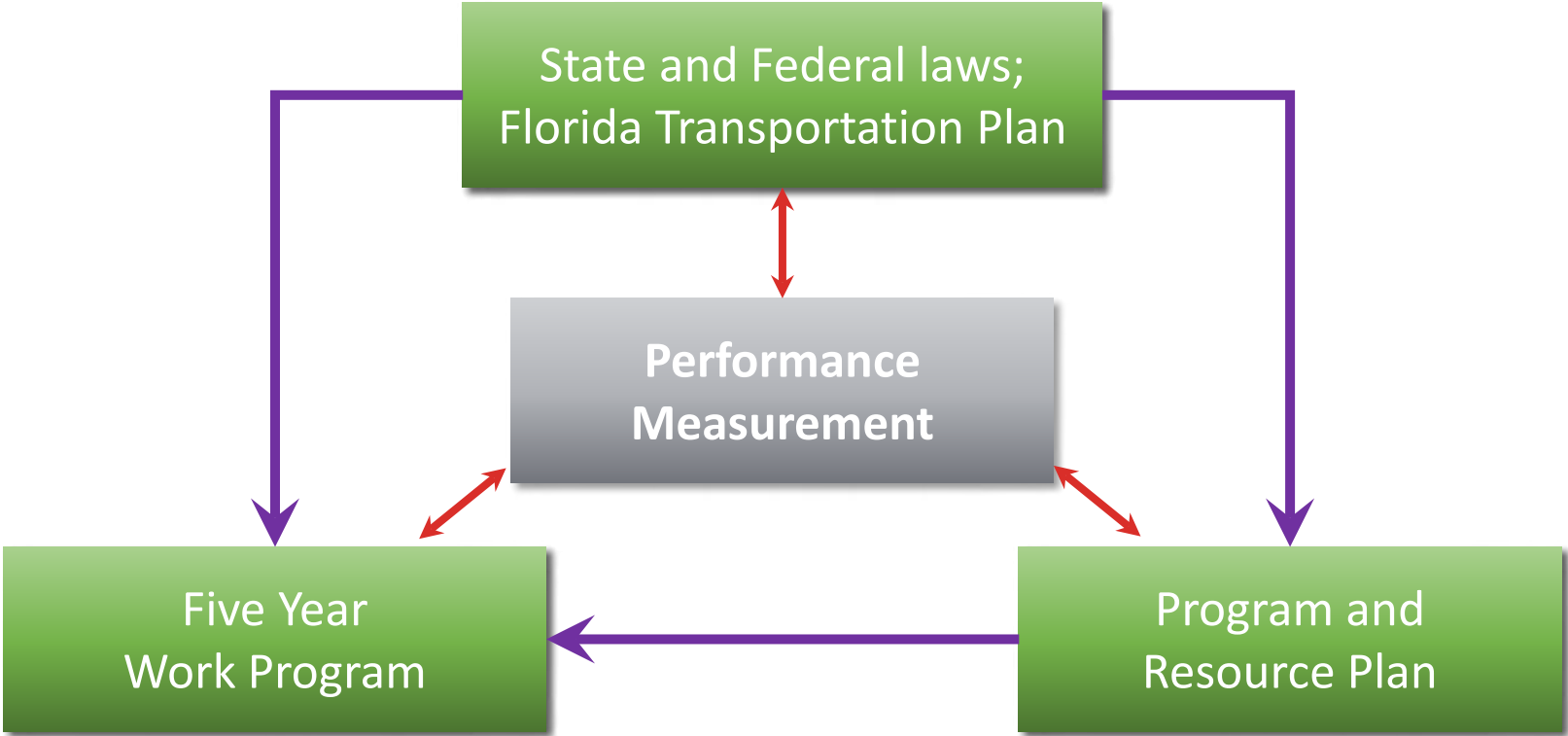
Context for FDOT's Investments

FTP Goals



Framework for Investment Decisions

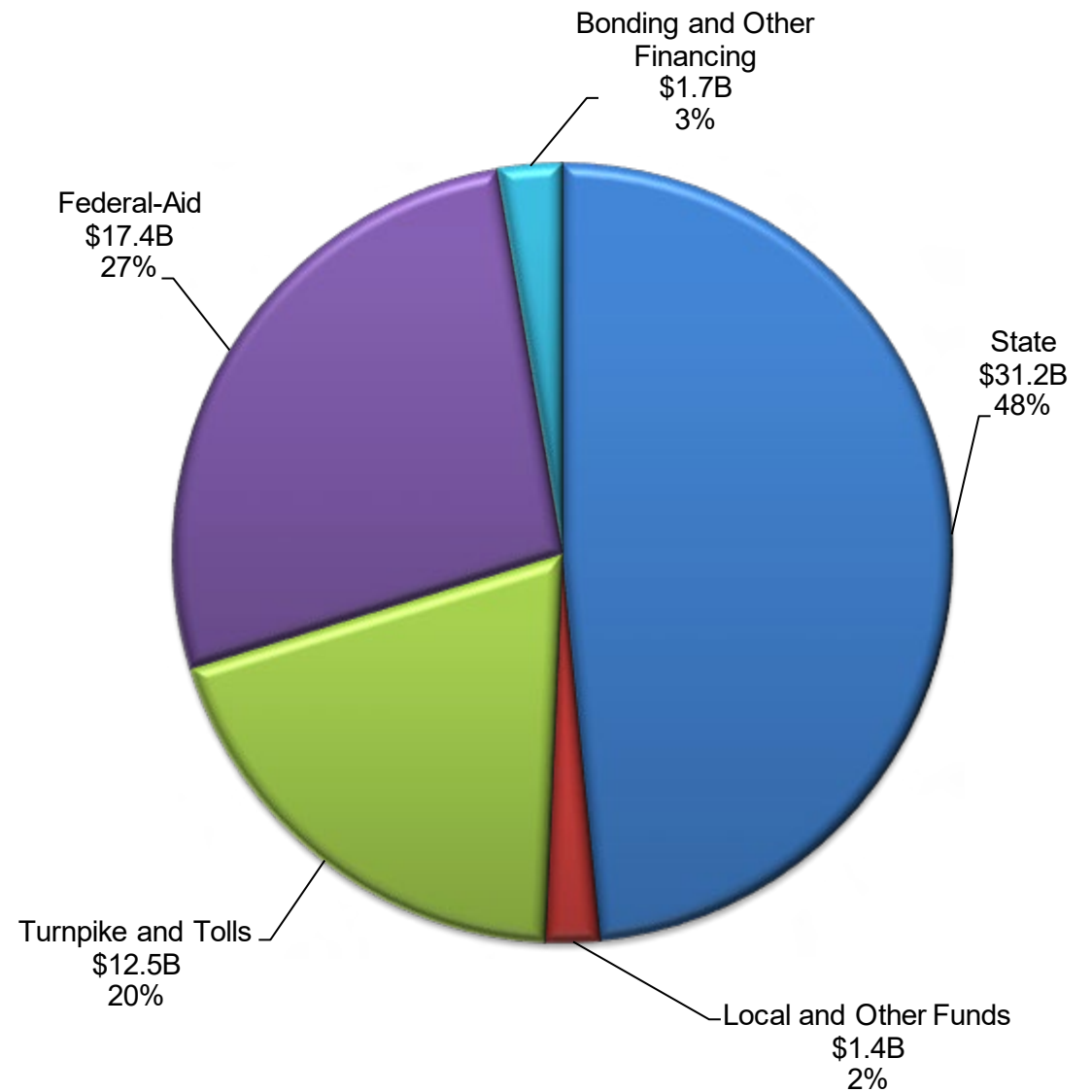
Performance-Based Planning and Programming



Funding by Source

FLORIDA DEPARTMENT OF TRANSPORTATION
TOTAL FUNDING BY SOURCE
FY 2024 - 2028

Federal Funds = 27%



TOTAL 5-YEAR ADOPTED WORK PROGRAM \$64.3B

State Investment Priorities

- Safety (all programs)
- Preserve investments – needs-based with statutorily defined objectives
 - Bridge
 - Pavement
 - Maintenance
- Statutory allocation requirements
- Transportation system capacity
 - Strategic Intermodal System (SIS)
 - Arterials and other non-SIS projects

FDOT's Target Setting Approach

Target Setting Considerations

What: *Measurable objective for future performance, considering*

- Recent performance trends
- External factors
- Policy considerations, including state and federal regulations
- Availability of funding and other resources

How: *Multiple approaches*

- Aspirational – *where do we desire to be?*
- Policy-driven – *where do we need to be to meet statutory or agency priorities?*
- Data-driven – *where do we expect to be based on available resources and external trends?*

Example Factors Influencing Performance

External

- Population and economic growth
- Demand for moving people and freight
- Crashes
- Construction/workzones
- Extreme weather events
- Construction, maintenance, operations costs

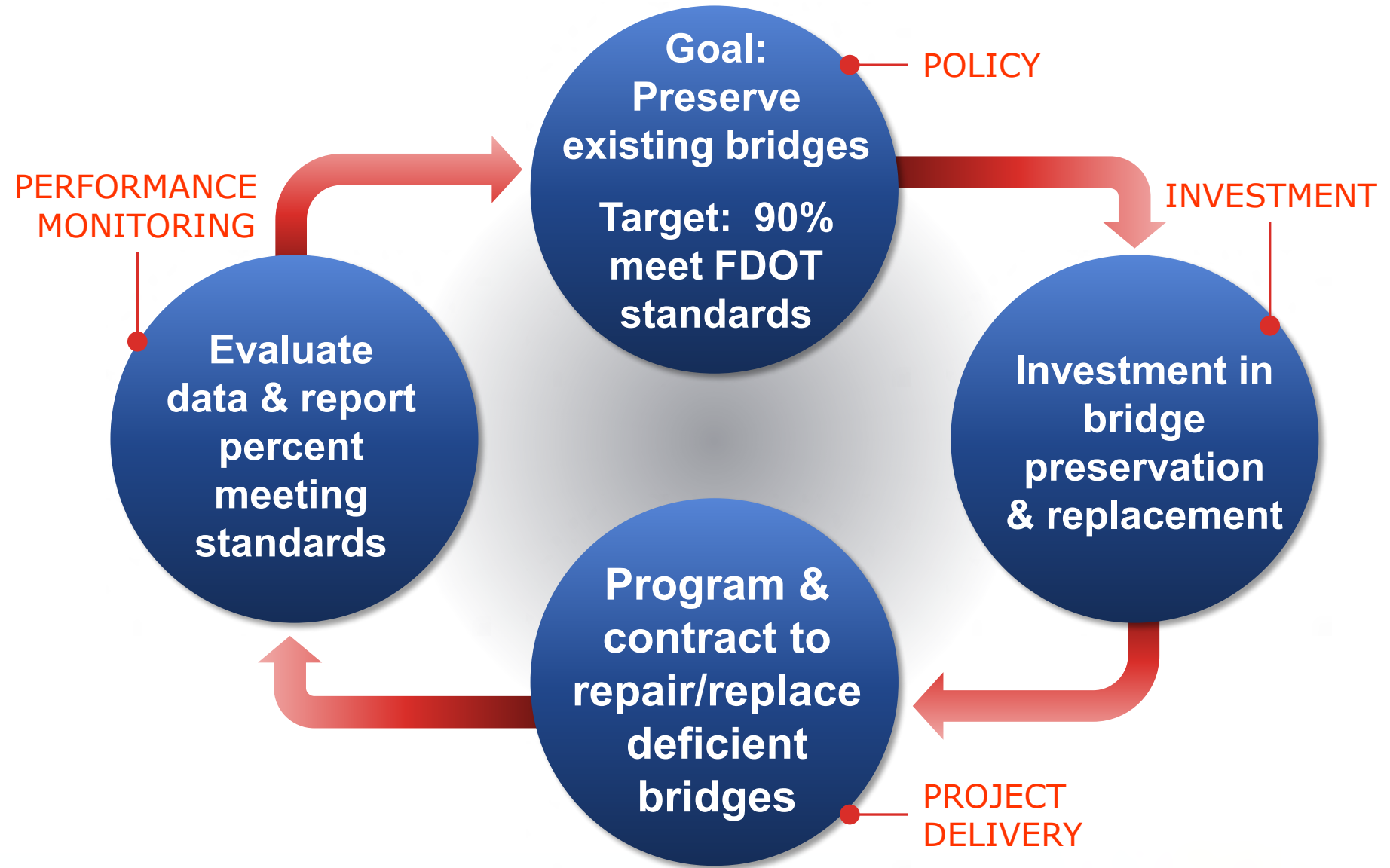
Internal

- Agency priorities and standards
- Funding levels
- Workforce capacity

Role of TPM

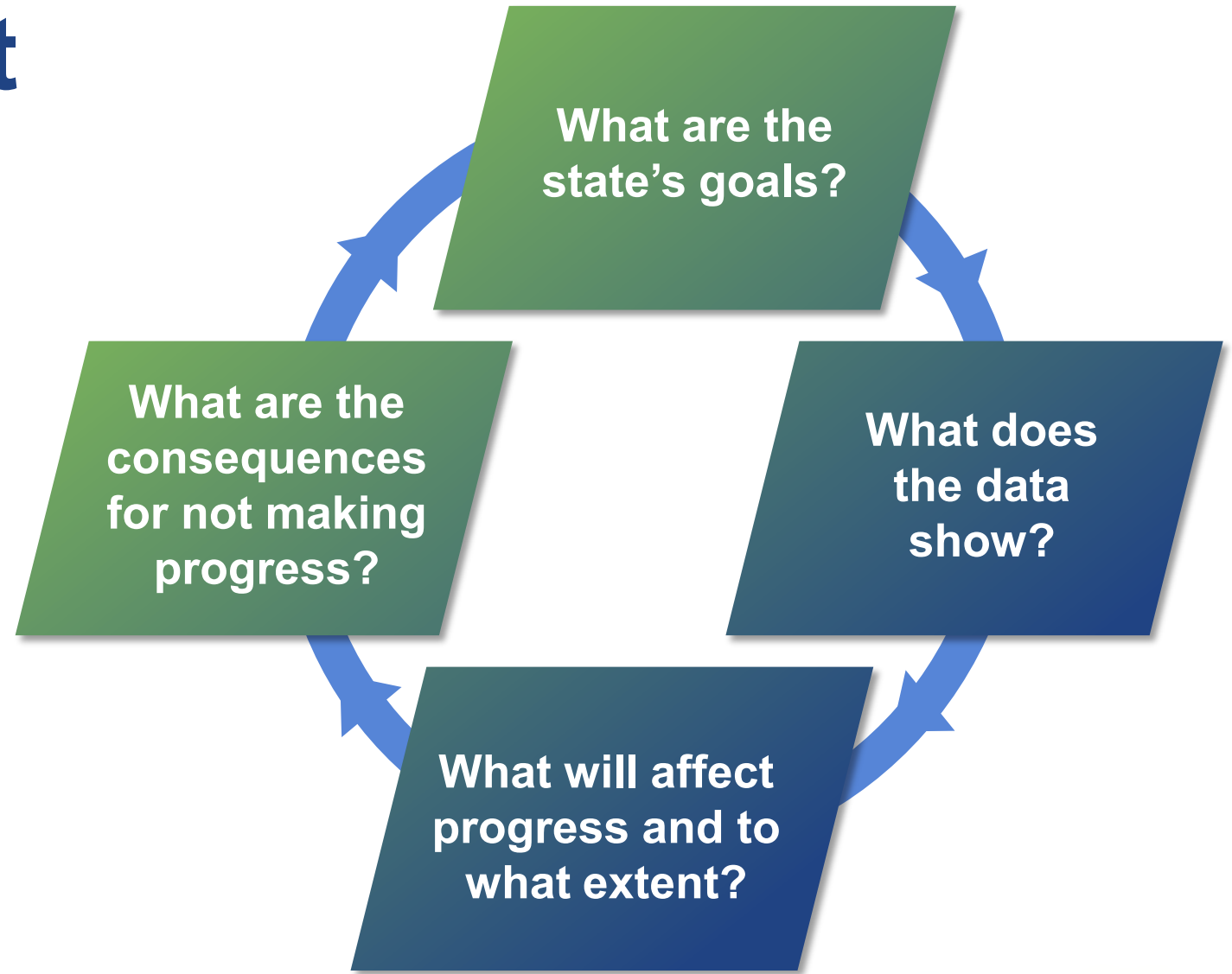


Example:
**State-
Maintained
Bridges**



Statewide Target Setting Process

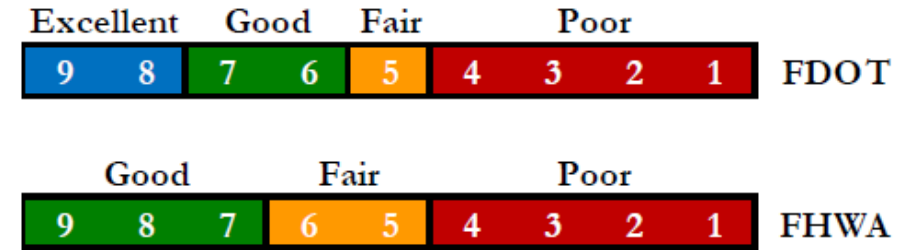
- Collaboration with FDOT program offices
- Collaboration with MPOs
 - *Review data & targets*
 - *Receive input*
- Approval by FDOT Leadership



FDOT and Federal Measures Differ

- **Bridge**

- Different categories/standards
- Different calculations (number of bridges v. deck area)



- **Pavement**

- Different segmentations
- Different methodologies for measuring rutting and cracking
- Different standards

- **System Performance**

- Different methodologies for reliability
- Changes in travel time sources

Using Targets for Decision Making

Using Targets for Decision-Making

- FDOT

- Informs update of long-range goals through FTP
- Supports resource allocation and project prioritization, along with statutory targets and policy goals
- Focuses on NHS facilities as part of national system

- MPOs

- Informs long-range goals in LRTP
- Supports identification and prioritization of needs on NHS facilities in planning area
- Similar performance-based approach could be used for the rest of the MPO system with MPO specific targets

Frequent MPO Questions

Target Setting:

Should we support statewide targets, or set our own?

Investment Strategy:

How could our decisions impact performance?

Planning Process:

How should we adapt our existing process to incorporate performance management?

Target Setting

Should We Support Statewide Targets, or Set Our Own?

How well do MPO priorities align with national and state goals?

How significant is the NHS as part of our regional system?

How does our performance compare to the rest of the state?

Is performance more driven by MPO or statewide actions?

Is performance more driven by internal or external factors?

Investment Strategy

How Could Our Decisions Impact Performance?

Can we move the needle on performance in 1-4 years?

How quickly will today's strategies and projects become operational?

Is this TIP or the next one significantly different than previous TIPs?

Are socioeconomic trends or travel behavior changing?

Planning Process

How Should Process Adapt to Incorporate TPM?

How should TPM requirements change our planning process?

How will we coordinate targets across the federal performance areas?

How should we adapt our process to use TPM approach?

Process and Schedule for Target Updates

Federal TPM Measures: Key Upcoming Dates

Date (on or before)	Milestone
August 31, 2023	FDOT establishes CY 2024 safety targets
February 27, 2024	MPOs establish CY 2024 safety targets
October 1, 2024	FDOT submits mid-period performance report and has option of updating CY 2025 PM2 and PM3 targets
March 30, 2025	MPOs establish CY 2025 PM2 and PM3 targets if FDOT has adjusted statewide targets

Proposed Process for Statewide Target Setting for PM2 and PM3

- **Winter 2024** – initiate discussion on potential mid-period adjustments
- **August 2024** – FDOT to share 2023 performance data with MPOs
- **By October 1, 2024** – FDOT decision on adjusting statewide 2025 targets
- **By February 27, 2025** – MPO decision on adjusting targets if FDOT has changed statewide targets

What We've Heard

How will the state ensure pavement and bridges remain safe and in good condition?

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How will state and MPO performance targets affect future investments?

How will FDOT coordinate with MPOs on future state targets?





Thanks!

Strategic
development