

2045

# FLORIDA

## Transportation Plan

# PERFORMANCE

## ELEMENT

DECEMBER 2020



# FOUR ELEMENTS OF THE FLORIDA TRANSPORTATION PLAN



**Vision Element** (May 2020) Defines Florida’s long-term transportation vision and goals for the next 25 years and beyond

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**Policy Element** (December 2020) describes objectives and strategies to guide transportation partners statewide in accomplishing the vision and goals

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**Performance Element** (December 2020) reports how our system performs on key measures of safety, asset condition, and mobility

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**Implementation Element** (2021) details how we will work toward implementation and track progress over the next five years

# INTRODUCTION > FTP PERFORMANCE ELEMENT

The Florida Transportation Plan (FTP) is Florida’s long-range transportation plan under both state and federal law. It defines Florida’s long-range transportation vision and goals, identifies strategies and performance measures to help Florida’s transportation partners achieve those goals, and provides the policy framework for the expenditure of the state and federal funds that flow through the Work Program of the Florida Department of Transportation (FDOT). The FTP is a plan for all of Florida, developed by and providing direction to, FDOT and all state, regional, and local partners involved in planning and managing Florida’s transportation system.

The FTP comprises four elements:

- The **Vision Element** defines Florida’s long-term transportation vision and goals for the next 25 years.
- The **Policy Element** describes how we will accomplish the vision and goals. It defines objectives and strategies to guide transportation partners statewide during the next 25 years.
- The **Implementation Element** details how we will work toward implementation during the next five years. It details specific short-term actions, roles, and timelines. It also outlines how we will track progress toward accomplishing our vision and goals.
- This document, the **Performance Element**, reports how our system performs on key measures of safety, asset condition, and mobility.



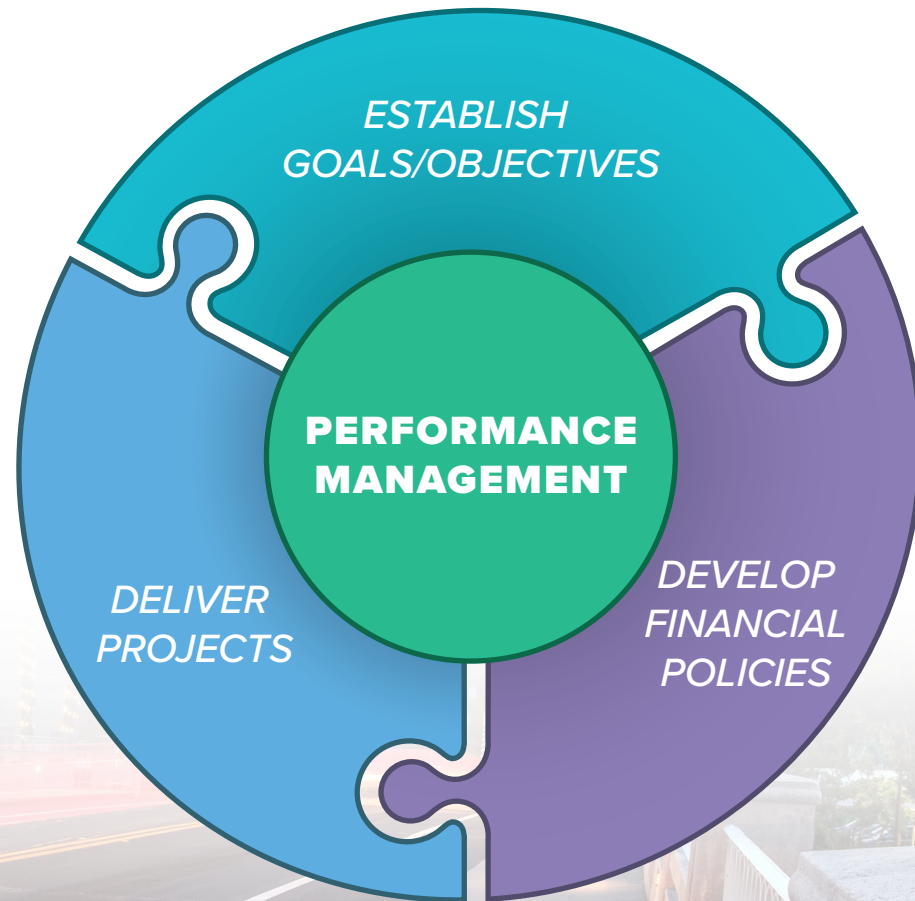
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# INTRODUCTION > WHAT IS PERFORMANCE MANAGEMENT?

FDOT and many other transportation partners have a long history of measuring the performance of the transportation system and adapting policies, plans, and programs to help accomplish performance goals. Performance management ensures the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes.

Performance measures provide useful feedback and are integrated into FDOT's and its partners' business practices on three levels:

- > **At the strategic level**, performance measures help to establish and inform goals, objectives, and strategies in the FTP. They also help align the FTP with other performance-based plans including the Strategic Highway Safety Plan, the Transportation Asset Management Plan, and the Freight Mobility and Trade Plan. 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 policies for allocating funds among programs such as safety, highway preservation, operations and maintenance, system expansion, and public transportation.
- > **At the project delivery level**, performance measures help to monitor the efficiency and effectiveness of projects and services in the Five Year Work Program, and in the capital plans of other agencies and partners. The measures also help identify organizational and operational improvements.



# INTRODUCTION > WHAT ARE THE FEDERAL REQUIREMENTS?

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires state departments of transportation (DOT) and metropolitan planning organizations (MPO) to conduct performance-based planning by tracking performance measures related to seven national goals and establishing data-driven targets to improve those measures. The Fixing America's Surface Transportation (FAST) Act supplements MAP-21 by establishing timelines for state DOTs, MPOs, and public transportation providers to comply with these requirements.

## Fixing America's Surface Transportation Act

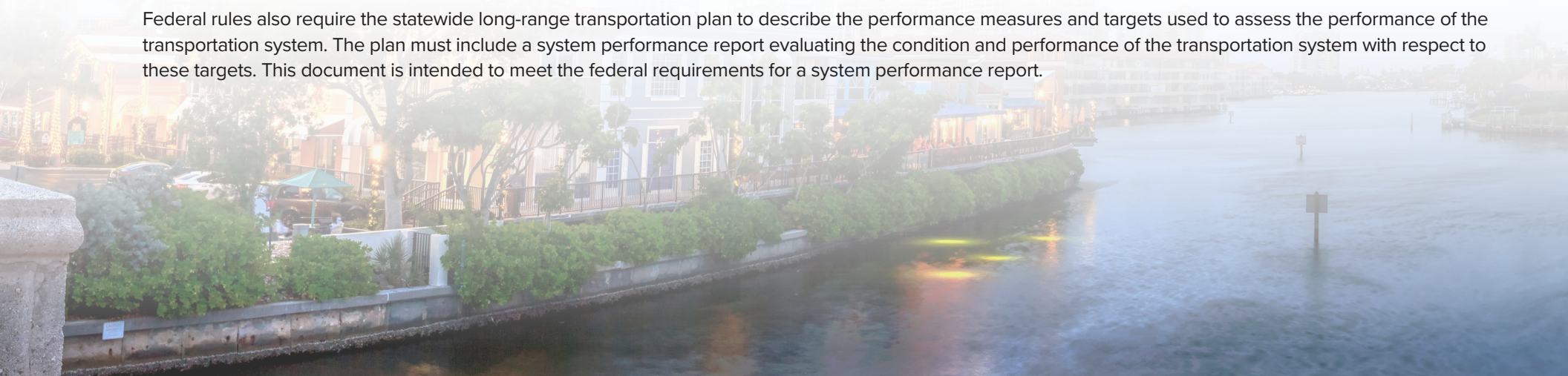
## MAP-21

MOVING AHEAD FOR PROGRESS  
IN THE 21ST CENTURY



FDOT and Florida's MPOs must coordinate when selecting targets for highway safety, highway infrastructure condition, and highway reliability and freight mobility. Public transportation providers must coordinate with states and MPOs in the selection of transit asset management and transit safety targets. FDOT and Florida's Metropolitan Planning Organization Advisory Council (MPOAC) have collaborated to describe the processes through which FDOT, the 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.

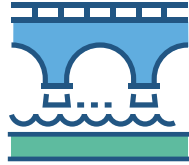
Federal rules also require the statewide long-range transportation plan to describe the performance measures and targets used to assess the performance of the transportation system. The plan must include a system performance report evaluating the condition and performance of the transportation system with respect to these targets. This document is intended to meet the federal requirements for a system performance report.



# INTRODUCTION > WHAT IS IN THIS REPORT?



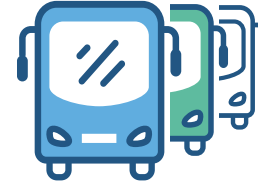
HIGHWAY  
SAFETY



HIGHWAY  
INFRASTRUCTURE  
CONDITION



HIGHWAY  
RELIABILITY  
AND FREIGHT  
MOBILITY



TRANSIT ASSET  
MANAGEMENT



TRANSIT  
SAFETY

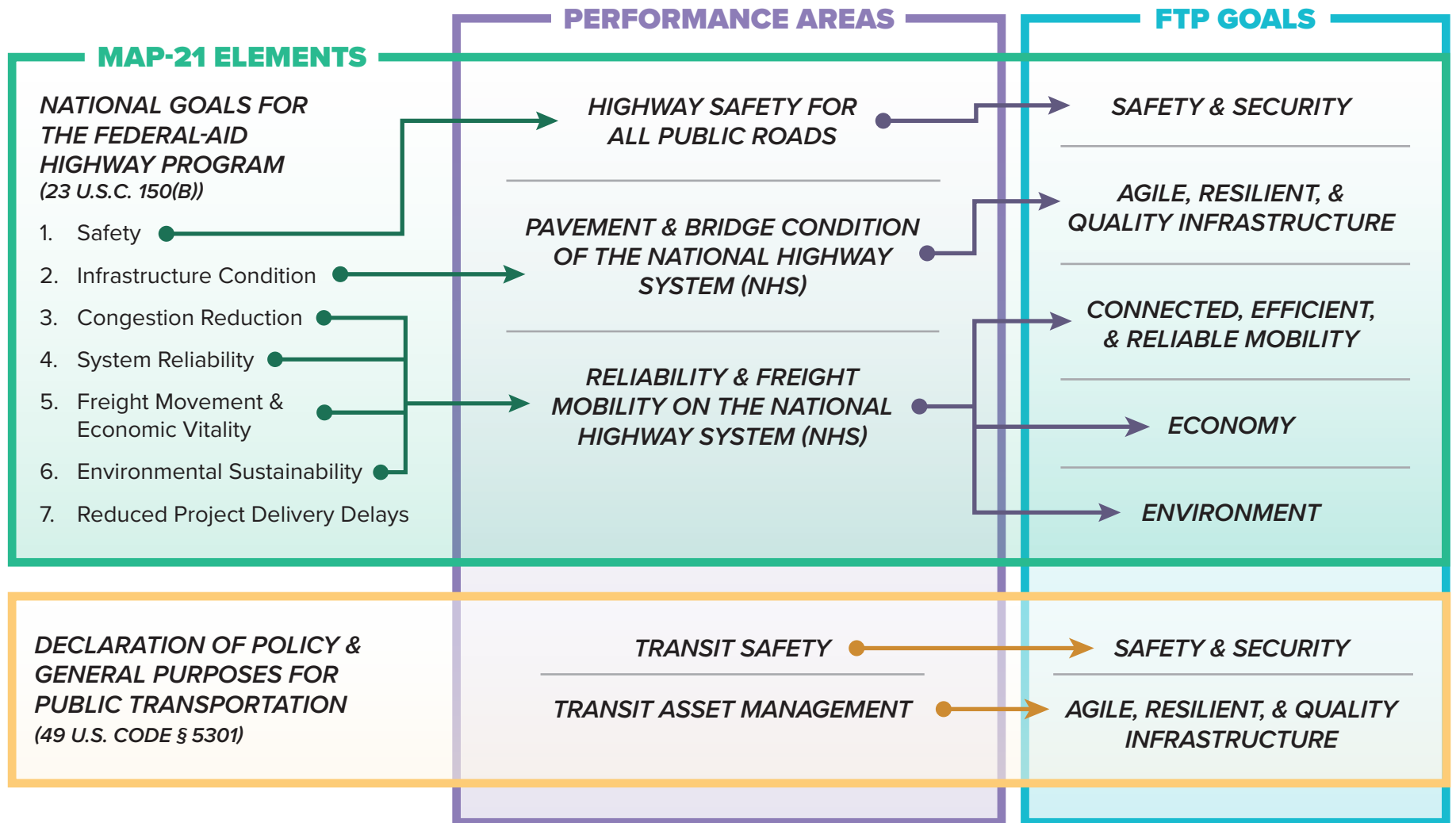
This report focuses on the specific list of measures and targets required by federal rule. The federal measures are organized into five performance areas. These areas link back to seven national performance goals as well as statutory purposes for public transportation defined in federal law. These goals and purposes align with the seven goals defined in the FTP, with emphasis on the FTP goals related to safety, infrastructure, and mobility. Although specific performance measures can be associated with specific goals, the FTP takes a holistic view, and emphasizes cross-cutting strategies that are anticipated to work most effectively across the full set of goals. For example, the FTP recognizes that reducing the number of crashes also helps improve the reliability of the highway system and prioritizes proven and promising approaches to accomplish both of those goals.

Although the highway safety measures cover all public roads, the highway infrastructure condition and reliability/freight mobility measures focus on Florida's portion of the National Highway System (NHS). The NHS comprises the roadways important to the nation's economy, defense, and mobility, including 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 the smaller providers.

The information presented in this report was discussed with the steering committee guiding development of the FTP to inform their recommendations regarding long-term goals, objectives, and strategies for the final Policy Element. This information also was shared as part of public engagement activities to solicit input and feedback on draft goals, objectives, and strategies. The measures and targets will be used to align with other performance-based plans, including the Strategic Highway Safety Plan, the Transportation Asset Management Plan, and the Freight Mobility and Trade Plan; guide resource allocation and project selection decisions; and track progress toward the goals and objectives of the FTP over time.

This document focuses only on the federally required performance measures. The content of this report may be expanded over time to provide a comprehensive view of Florida's multimodal transportation system.

# INTRODUCTION > NATIONAL GOALS, PERFORMANCE AREAS, & FTP GOALS



# PERFORMANCE > HIGHWAY SAFETY

## WHAT ARE OUR GOALS?



### 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.

## WHY DOES THIS MATTER?

FDOT and its partners have established a vision of a fatality-free transportation system. FDOT's highest commitment to its customers is to build, maintain, operate, and manage a transportation system that significantly reduces the risk of a crash, fatality, or serious injury. More than 3,000 people die on Florida's roadways each year. Many of these fatalities involve roadway conditions such as lane departures or intersections or are a result of human behavior, such as impaired, distracted, or aggressive driving or failure to use safety equipment. Florida also ranks higher than its peers for deaths of vulnerable road users including pedestrians and bicyclists. These trends point to the need for a collaborative approach to improving traffic safety that is informed by data and focused on achieving measurable targets.

## WHAT ARE WE MEASURING?

Florida monitors the **total number of fatalities** and **serious injuries**,<sup>1</sup> the **rate of fatalities** and **serious injuries** per 100 million vehicle miles traveled (VMT), and the total number and rate of **fatalities and serious injuries involving non-motorized transportation users**. As required by the federal government, each of these is reported as a five-year rolling average to help monitor trends over time. Florida collects crash data to identify the types, severity, location, and other characteristics of crashes on all public roadways. Crash data, along with driver, citation, vehicle, emergency services, and roadway data, are used to identify specific actions to improve safety.

<sup>1</sup> Serious injuries are defined as incapacitating or disabling injuries, such as broken bones or severed limbs, usually requiring hospitalization and transportation to a medical facility.

## WHAT ARE OUR TARGETS?

FDOT and Florida's traffic safety partners are committed to eliminating fatalities and serious injuries with the understanding that the death or serious injury of any person is unacceptable. Therefore, FDOT has established zero as the only acceptable target for all five of the federal safety performance measures. FDOT reaffirms this commitment each year in setting annual safety targets.

To monitor progress, FDOT uses data-driven forecasting to provide projections for each measure. This statistical modeling process is conducted annually using historical data. These projections are reported for each measure in the Highway Safety Improvement Plan (HSIP) and Highway Safety Plan (HSP).

All of Florida's metropolitan planning organizations (MPO) are committed to the vision of zero fatalities and serious injuries on Florida's transportation system. While most MPOs have adopted the state's safety targets of zero, eight MPOs have established different targets committing to gradual progress toward zero.

## ARE WE MAKING PROGRESS?

In 2019, there were 3,186 fatalities on Florida's roadway system and another 18,064 serious injuries. A total of 902 of those fatalities and 2,327 of those serious injuries involved non-motorists.

In 2019, Florida did not achieve the target of zero fatalities or serious injuries based on five-year rolling averages. Both the total number of fatalities and the fatality rate increased. The total number of serious injuries has begun to decline on a five-year rolling average basis, while the serious injury rate has declined steadily over this timeframe. Based on these trends, we are making progress towards achieving the targets established for serious injuries but not yet for fatalities or non-motorized users. As requested by FHWA, FDOT has developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of these targets.



# PERFORMANCE HIGHWAY SAFETY

Federal Performance Measure (5-Year Rolling Average)	2015	2016	2017	2018	2019	Trend	Calendar Year 2021 Target	2019 Target Met?
Fatalities	2,495.8	2,688.2	2,825.4	2,972.0	3,110.4	●	0	No
Fatality Rate (per 100 million VMT)	1.28	1.33	1.36	1.39	1.42	●	0	No
Serious Injuries	20,518.0	20,844.2	20,929.2	20,738.4	20,169.8	●	0	No
Serious Injury Rate (per 100 million VMT)	10.43	10.36	10.13	9.77	9.29	●	0	No
Non-Motorized Fatalities & Serious Injuries	3,200.0	3,294.4	3,304.2	3,339.6	3,311.4	●	0	No

Note: All data on this table are five-year rolling average, as required for reporting and target setting by the federal government. For example, the 3110.4 fatalities show for 2019 is an average of the actual fatalities reported for the five-year period, as follows: 2,939 (2015), 3,166 (2016), 3,120 (2017), 3,134 (2018), 3,186 (2019). The trend column indicates progress toward target from the baseline: green indicates performance is moving toward the target; yellow indicates limited change; red indicates performance is moving away from the target.

MPO Establishing Own Safety Target	Calendar Year 2020 Targets				
	Fatalities	Fatality Rate (per 100M VMT)	Serious Injuries	Serious Injury Rate (per 100M VMT)	Non-Motorized Fatalities and Serious Injuries
Capital Region TPA	58.0	1.27	256.0	5.68	42.2
Forward Pinellas	97.4	1.18	895.1	10.53	206.6
Hernando/Citrus MPO	46.3	1.32	413.6	11.82	36.7
Hillsborough MPO	204.0	1.41	1255.0	8.70	222.0
Ocala/Marion County TPO	88.0	1.86	433.0	9.19	55.0
Pasco County MPO	87.0	1.86	1127.0	24.45	120.0
River to Sea TPO	118.0	1.55	808.0	10.60	96.0
Sarasota/Manatee MPO	109.0	1.46	1438.0	19.59	170.0

Note: Targets were approved by each MPO in late 2019/early 2020 and will be updated on an annual basis. Hernando/Citrus MPO targets are for 2020 and 2022.

## WHAT FACTORS INFLUENCE TRAFFIC SAFETY?

The number of crashes, fatalities, and serious injuries occurring on Florida’s roadways are influenced by a variety of complex factors including characteristics of the roadway; characteristics of the road user, including demographics and mode of travel; and behavior of the road user. Crashes rarely have a single contributing factor. For example, an inexperienced teenage driver could be distracted by a cellphone and driving too fast, leading to loss of traction on a wet surface while taking a turn and causing a crash.

# PERFORMANCE > HIGHWAY SAFETY

Florida's Strategic Highway Safety Plan (SHSP) identifies 13 emphasis areas to focus limited resources on the most prominent traffic safety challenges:

## ROADWAYS



LANE DEPARTURES



INTERSECTIONS

## ROAD USERS



PEDESTRIANS AND BICYCLISTS



AGING ROAD USERS



MOTORCYCLISTS AND MOTOR SCOOTER RIDERS



COMMERCIAL MOTOR VEHICLE OPERATORS



TEEN DRIVERS

## USER BEHAVIOR



IMPAIRED DRIVING



OCCUPANT PROTECTION



SPEEDING AND AGGRESSIVE DRIVING



DISTRACTED DRIVING

## TRAFFIC RECORDS AND INFORMATION SYSTEMS

### EVOLVING EMPHASIS AREAS

WORK ZONES

DROWSY OR ILL DRIVING

RAIL CROSSINGS

ROADWAY TRANSIT

MICROMOBILITY

CONNECTED AND AUTOMATED VEHICLES

The number of fatalities and fatality rates may also be impacted by factors such as Florida's growing population and economy, increasing number of visitors, rising VMT, declining transit ridership, compatibility with surrounding land uses, and technology.

## HOW DOES THE FTP ADDRESS THESE TARGETS?

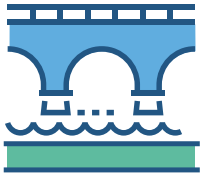
The FTP establishes the vision of zero transportation-related fatalities. This vision is reaffirmed in the state's SHSP and reflected in the target of zero for all five measures. The first goal of the FTP – safety and security for residents, visitors, and businesses – demonstrates the state's commitment to improving transportation safety.

Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4Es of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: intelligence, innovation, insight into communities, and investments and policies.



# PERFORMANCE > HIGHWAY INFRASTRUCTURE CONDITION

## WHAT ARE OUR GOALS?



**FTP Goal:**  
Agile, resilient, and quality transportation infrastructure.

**National Goal:**  
To maintain the highway infrastructure asset system in a state of good repair.

## WHY DOES THIS MATTER?

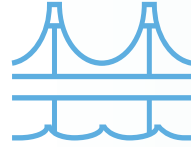

Maintaining the transportation system in good condition is one of Florida’s basic commitments to its residents, visitors, and businesses. The physical condition of Florida’s transportation system is important to meet customer expectations for safe and reliable travel and to support the state’s quality of life and economic competitiveness.

## WHAT ARE WE MEASURING?

Florida will continue to strive for a transportation system that is in good condition across every mode and every level of geography. These specific measures focus on the condition of roadway assets.

**Bridge condition** measures the physical characteristics of the bridge and its components. **Pavement condition** refers to the physical characteristics of roadway pavement, such as the degree of smoothness and evidence of cracking, rutting, or misalignment. A bridge or pavement in good condition has limited maintenance needs. A bridge or pavement in poor condition may be nearing a point where replacement or reconstruction is needed. This designation does not mean that a bridge or pavement is unsafe; rather, it needs frequent inspection and will become a priority for investment.

Florida law requires FDOT to ensure that 80 percent of the State Highway System pavement and 90 percent of FDOT-maintained bridges meet statewide standards. The federal transportation performance measures focus on the National Highway System (NHS), which comprises a subset of the State Highway System but also includes a small number of locally owned roads and bridges.

	FLORIDA'S STATEWIDE SYSTEM	NATIONAL HIGHWAY SYSTEM
<b>BRIDGES</b> 	<b>12,529 BRIDGES</b> 7,044 maintained by FDOT	<b>5,584 BRIDGES</b> 5,430 owned by the state 151 owned by local governments
<b>PAVEMENT</b> 	<b>275,922 LANE MILES</b> of all public roads 44,976 owned by the state	<b>37,309 LANE MILES</b> 8,630 on the Interstate 28,679 non-Interstate (26,207 state owned, 2,472 locally owned)

Source: FDOT Bridge Inventory Report, FHWA, National Bridge Inventory; FHWA, Highway Statistics; 2019 data.

Each bridge is inspected on a regular basis to evaluate components such as the deck, superstructure, substructure, and culverts. Individual components are rated on a numerical scale, and the bridge as a whole is classified as in good, fair, or poor condition based on the lowest rating for a single component. Performance is measured as the percentage of NHS bridges classified as in good or poor condition, based on deck area.

Pavement sections are assessed in a similar manner to evaluate the degree of roughness, cracking, rutting (longitudinal surface depressions), and faulting (vertical misalignment of two adjoining concrete slabs). The specific metrics and thresholds vary based on whether the pavement is asphalt, jointed concrete, or continually reinforced concrete. A section must be in good condition on all relevant metrics to be labeled good overall. Performance is measured as the percentage of NHS pavement classified as in good or poor condition, based on lane miles. This measure is reported for both the Interstate Highway System and the non-Interstate portion of the NHS.

# PERFORMANCE HIGHWAY INFRASTRUCTURE CONDITION

## WHAT ARE OUR TARGETS?

FHWA requires states to set two-year and four-year performance targets for the percentage of bridges and pavement in good and poor condition. FDOT established statewide targets. All 27 MPOs supported the statewide targets including the intent to plan and program projects that are anticipated to make progress toward achieving the statewide targets.

### Highway Infrastructure Performance Trends

Federal Performance Measure	2017 Baseline	2018	2019	Trend	2019 Target	2021 Target	2019 Target Met?
NHS bridges in good condition	67.7%	66.2%	65.6%	●	≥ 50%	≥ 50%	✓
NHS bridges in poor condition	1.2%	1.2%	0.5%	●	≤ 10%	≤ 10%	✓
Interstate pavements in good condition	66.1%	54.2%	68.0%	●	NA	≥ 60%	NA
Interstate pavements in poor condition	0.0%	0.6%	0.5%	●	NA	≤ 5%	NA
Non-Interstate NHS pavements in good condition	44.0%	39.9%	41.0%	●	≥ 40%	≥ 40%	✓
Non-Interstate NHS pavements in poor condition	0.4%	0.4%	0.3%	●	≤ 5%	≤ 5%	✓

*Note: Per the federal rule, state DOTs are to maintain NHS bridges so that the percentage of the deck area of bridges classified as structurally deficient (poor) does not exceed 10 percent. The percentage of lane miles of Interstate pavement in poor condition must not exceed five percent. Pavement condition values were assessed using pavement roughness, cracking percent, rutting, and faulting. States were not required to set two-year targets for Interstate pavement condition. The trend column indicates progress toward target from the baseline: green indicates performance is moving toward the target; yellow indicates limited change; red indicates performance is moving away from the target. Targets listed are two- and four-year (2019 and 2021) for bridges and nonInterstate pavement, and four-year for Interstate pavement. For the purposes of this document, we have included <= or >= to help the reader understand whether the performance is below or above target.*

## ARE WE MAKING PROGRESS?





FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets.

Baseline bridge data for 2017 and reported data for 2018 and 2019 show that bridge condition continues to exceed established targets. An evaluation of historical bridge data over the last few years show the condition of bridges on the NHS is slowly moving from good condition to fair condition, which is to be expected as FDOT’s bridge inventory is slowly growing older.

Pavement condition data reported in 2018 and 2019 show conditions that exceed applicable two-year targets. In January 2021, FHWA determined Florida had made significant progress toward the two-year bridge and pavement targets.

## WHAT FACTORS INFLUENCE PERFORMANCE?

Several trends influence the condition of Florida’s bridges and pavement. Some of the most significant include:

-  Available funding for maintenance, repair, and replacement/reconstruction of bridges and pavement.
-  Traffic levels, particularly the number of trucks and other commercial vehicles using bridges and driving on pavement sections.
-  Compliance with size and weight limits posted for bridges and pavement.
-  Exposure to hurricanes, storm surge, sea level rise, and other weather and climate impacts.

# PERFORMANCE > HIGHWAY INFRASTRUCTURE CONDITION

## HOW DOES THE FTP ADDRESS THESE TARGETS?

Florida has a long-established and highly effective approach to preservation and maintenance of its bridge and pavement assets. The current practices for asset management are rooted in statutory requirements and implemented by FDOT's strong commitment to maintain the existing infrastructure before implementing capacity projects.

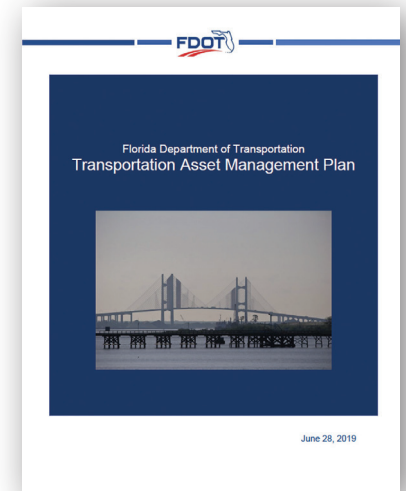
The FTP reinforces this legislative commitment by identifying “agile, quality, and resilient infrastructure” as a long-range goal for all of Florida’s transportation system. The current FTP identifies strategies to support this goal, with greater emphasis on identifying and mitigating risks related to extreme weather, climate, and other trends.

Florida’s **Transportation Asset Management Plan (TAMP)** describes FDOT’s objectives, measures, and processes for improving or preserving the condition and performance of NHS bridge and pavement assets. The TAMP is consistent with the FTP and identifies actions needed to meet the two- and four-year targets. Example strategies documented in the TAMP include:

- > **Program the replacement or repair** of all structurally deficient FDOT-maintained bridges and those bridges posted for weight restriction within six years of deficiency identification and program the replacement of all other FDOT-maintained bridges designated for economy replacement within nine years of identification.
- > **Balance the programming** of resurfacing projects in relation to needs and optimize the timing of projects through the pavement management system.



In addition, as required by 23 CFR Part 667, FDOT has conducted two statewide evaluations of facilities repeatedly requiring repair and reconstruction due to emergency events. The first evaluation, completed in 2018, focused on NHS roads and bridges. The second evaluation, completed in 2020, included non-NHS roads and bridges that had previously undergone emergency repairs using federal funds. These reports identified a small number of facilities in Escambia, Franklin, Leon, Monroe, and Pinellas counties where emergency repairs had occurred on more than one occasion following an emergency event between 1997 and 2019. Per federal rule, FDOT will determine if there are reasonable alternatives prior to including projects on these facilities in future updates to the Work Program. FDOT will coordinate with MPOs on project priorities identified by the MPOs on these facilities for potential inclusion in the Work Program, and also consider this information in updates to the TAMP. FDOT will update the evaluation following every emergency event, as well as on a regular four-year cycle.



# PERFORMANCE > HIGHWAY RELIABILITY & FREIGHT MOBILITY

## WHAT ARE OUR GOALS?



### FTP Goals:

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

Strengthen Florida's economy.

### National Goals:

To achieve a significant reduction in congestion on the National Highway System.

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.

## WHY DOES THIS MATTER?

Travel delay and unpredictable travel times impacts Florida's economic competitiveness and quality of life. Customers have increasing expectations for reliable travel for both people and freight. Florida seeks to reduce delays related to bottlenecks, gaps, and crashes and other incidents, as well as to increase the reliability of Florida's transportation system.

## WHAT ARE WE MEASURING?

Florida collects travel time data for autos, buses, and trucks on major roadways. These specific performance measures focus on the reliability of travel for people riding in these vehicles and for truck freight on the Interstate and non-Interstate NHS. The measures are:

- > Percent of person-miles traveled on the **Interstate highway system** that are reliable.
- > Percent of person-miles traveled on the **non-Interstate NHS** that are reliable.
- > **Truck travel time reliability index** (TTTR).

Reliability is a measure of how travel times on a route differ from day to day. Higher reliability means trips usually will take about the same amount of time on any given day; lower reliability means the amount of time required to complete a trip will vary widely, based on factors such as bottlenecks, crashes and other incidents, and weather.

The first two measures are expressed in person-miles, which considers the number of people traveling in autos, trucks, and buses on these roads. A higher percentage for these measures means better performance.

The final measure, truck travel time reliability, is expressed as an index that compares actual truck travel times on the Interstate system in Florida with normal truck travel times. A higher index means lower reliability.



# PERFORMANCE > HIGHWAY RELIABILITY & FREIGHT MOBILITY

## WHAT ARE OUR TARGETS?

FHWA requires states to set two-year and four-year performance targets for the reliability and freight mobility measures. FDOT established statewide targets. All 27 MPOs are supporting the statewide targets including the intent to plan and program projects that are anticipated to make progress toward achieving the statewide targets.

### Reliability Performance Trends

FHWA Performance Measure	2017 Baseline	2018	2019	Trend	2019 Target	2021 Target	2019 Target Met?
% of person-miles on the Interstate highway system that are reliable	82.2%	83.5%	83.4%	●	≥75.0%	≥70.0%	✓
% of person-miles on the non-Interstate system that are reliable	84.0%	86.3%	87.0%	●	NA	≥50.0%	NA
Truck travel time reliability index on the Interstate highway system	1.43	1.42	1.45	●	≤1.75	≤2.00	✓

Note: The trend column indicates progress toward target from the baseline: green indicates performance is moving toward the target; yellow indicates limited change; red indicates performance is moving away from the target. For the purposes of this document, we have included <= or >= to help the reader understand whether the performance is below or above target.

## ARE WE MAKING PROGRESS?

FDOT collects and reports travel time data to FHWA each year to track performance and progress toward the reliability targets. The percentage of person-miles that are reliable improved since 2017 on both the Interstate and non-Interstate NHS. The truck travel time reliability index improved slightly from the 2017 baseline to 2018 but declined slightly in 2019. The data all indicate performance exceeding applicable two-year targets. In January 2021, FHWA determined Florida had made significant progress toward the two-year reliability and freight mobility targets.

## WHAT FACTORS INFLUENCE PERFORMANCE?

A variety of factors influence travel time reliability on Florida’s Interstate and non-Interstate system, including:

- > Underlying growth in Florida’s population, visitors, and economy.
- > Growth in vehicle-miles traveled for people and freight.
- > Changes in fuel prices and other costs of highway travel.
- > Changes in the use of other modes of transportation to move people and freight.

National studies suggest that about one-half of all highway congestion is related to nonrecurring sources, including crashes and other incidents, construction activity, weather, and special events. The remainder is the result of bottlenecks, system deficiencies, and other recurring sources.

# PERFORMANCE > HIGHWAY RELIABILITY & FREIGHT MOBILITY

## HOW DOES THE FTP ADDRESS THESE TARGETS?

The FTP identifies multiple strategies that support the mobility goals:

- > Transform Florida's major transportation corridors and hubs.
- > Strategically complete transportation systems and networks.
- > Expand transportation infrastructure.
- > Prioritize mobility for people and freight.
- > Further access to opportunity for those who need it most.

FDOT also manages multiple related initiatives focused on improving the efficiency and reliability of the transportation system.

- > **FDOT's Freight Mobility and Trade Plan (FMTP)** identifies freight specific goals, objectives, and strategies that align with and build upon the FTP. The FMTP identifies truck bottlenecks and other freight investment needs, and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high priority projects support the statewide freight vision.

- > **Florida's Strategic Intermodal System (SIS)** is a statewide high-priority network of transportation hubs, corridors, and intermodal connectors focused on interregional, interstate, and international travel. The SIS Policy Plan is updated following completion of the FTP to establish the policy framework for designating which facilities are part of the SIS, as well as how SIS investment needs are identified and prioritized. The project selection process is performance-based using multiple evaluation criteria.
- > FDOT also maintains a statewide **Transportation Systems Management and Operations (TSMO)** program to guide operational strategies to improve system efficiency and reliability. This includes a TSMO Strategic Plan and strategic, business, or action plans for traffic incident management, statewide arterial management, and connected and automated vehicles.





# PERFORMANCE > TRANSIT ASSET MANAGEMENT

## WHAT ARE OUR GOALS?



### 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.

## WHY DOES THIS MATTER?

Maintaining the transportation system in good condition is one of Florida's basic commitments to its residents, visitors, and businesses. Florida will continue to strive for a transportation system that is in good condition across every mode and every level of geography.

A total of 30 urban and 18 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.

## WHAT ARE WE MEASURING?

The transit asset performance measures assess how well transit providers are maintaining assets, including vehicles, equipment, and facilities.

Transit asset performance measures are:

- > For transit vehicles and equipment, the percentage that have met or exceeded their **useful life benchmark** (ULB). ULB is the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider. ULB considers a provider's unique operating environment such as geography and service frequency.

- > For facilities, the percentage with a **condition rating** of marginal or poor according to Federal Transit Administration (FTA) Transit Economic Requirements Model (TERM) rating scale, which is used to assess physical condition of transit facilities.

Each performance measure represents the percentage of assets in that class that are not in a state of good repair. Therefore, a lower value represents better condition.

FTA's Transit Asset Management (TAM) rule establishes two tiers of providers:

- > A **Tier I** provider operates rail, operates more than 100 vehicles in all fixed route modes, or operates more than 100 vehicles in one non-fixed route mode. A Tier I provider must develop its own TAM plan.
- > A **Tier II** provider is a sub-recipient of FTA 5311 funds for rural and intercity bus service, or is an Native American Tribe, or has 100 vehicles or fewer across all fixed route modes, or has 100 vehicles or fewer in one non-fixed route mode. Tier II agencies may develop their own plans or participate in a group TAM plan, which is compiled by a group TAM plan sponsor.

A total of 19 transit providers currently participate in the FDOT Group TAM Plan and coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD). The statewide group TAM targets are based on the condition of existing transit assets and planned investments in equipment, rolling stock, infrastructure, and facilities over the next year.



# PERFORMANCE > TRANSIT ASSET MANAGEMENT

## WHAT ARE OUR TARGETS?

FDOT and the small providers that are subrecipients of Section 5311 Rural Program funding establish performance targets annually and monitor performance over time to maintain the transit assets in the group plan in a state of good repair. The table below documents the asset conditions for FY 2018 and FY 2019 and the FY 2020 performance targets. FY 2020 performance data and FY 2021 targets are being finalized. Each MPO that is served by one or more Tier II providers annually adopts these targets or sets its own targets. MPOs coordinate directly with Tier I providers and those Tier II providers that developed individual plans on targets for their areas.



### Florida Group Transit Asset Management Targets for Tier II Providers

Asset Category – Performance Measure	Asset Class	FY 2018 Asset Condition	FY 2019 Asset Conditions	FY 2020 Performance Target
<b>Revenue Vehicles</b>				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Automobile	57.9%	27.3%	≤ 27%
	Bus	8.2%	9.1%	≤ 9%
	Cutaway Bus	14.5%	15.6%	≤ 15%
	School Bus	12.5%	25.0%	≤ 25%
	Mini-Van	17.3%	13.8%	≤ 13%
	SUV	0%	10.0%	≤ 10%
	Van	31.4%	30.1%	≤ 30%
<b>Equipment</b>				
Age - % of equipment or non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	47.4%	20.0%	≤ 20%
	Trucks and other Rubber Tire Vehicles	75.0%	4.0%	≤ 4%
<b>Facilities</b>				
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger and Parking Facilities	0%	0%	≤ 0%
	Administration and Maintenance Facilities	0%	0%	≤ 0%

# PERFORMANCE > TRANSIT ASSET MANAGEMENT

## ARE WE MAKING PROGRESS?

As of FY 2019, a majority of transit assets are within their useful life benchmark. By category, the percent of assets exceeding their useful life benchmark is highest for vans, automobiles, and school buses.

Many small providers have retired older vehicles and acquired new vehicles in recent years, which has led to a reduction in the number of revenue vehicles that exceed their useful life benchmarks in some categories since the previous asset inventory was developed in FY2018.

For equipment, the small providers reduced the number of non-revenue and service vehicles and equipment exceeding their useful life benchmarks by a significant amount.

The small transit providers currently maintain all facilities in satisfactory condition.

## WHAT FACTORS INFLUENCE PERFORMANCE?

Several trends influence the condition of transit assets. Some of the most significant include:

- The age of vehicles, equipment, and buildings and the level of preventative maintenance over time.
- Transit ridership and service frequency levels.
- The condition of the roads on which transit buses and other vehicles run.
- Available spending for maintenance, repair, and replacement/reconstruction of vehicles and facilities.
- Extreme weather and other potential disruptions to normal operation.

## HOW DOES THE FTP ADDRESS THESE TARGETS?

The FTP commits to proactively managing transportation asset for all modes to achieve acceptable conditions. It identifies specific strategies to support this direction, including greater emphasis on identifying and mitigating risks.

The Group TAM Plan includes an investment prioritization strategy to maintain or improve the percentage of assets in adequate or better condition. The group priorities are first to replace cutaway vehicles currently rated as poor or marginal, and then to evaluate van fleets with the goal of having no vans with a poor condition rating. Should enough funding be available, the third priority is to reduce the number of vehicles in all other service categories that have a rating of poor or marginal. FDOT and the transit providers will monitor all assets for unsafe conditions. When an unacceptable safety risk associated with an asset is identified, that asset will be ranked with higher investment prioritization to the extent practicable.



# PERFORMANCE > TRANSIT SAFETY

## WHAT ARE OUR GOALS?



### FTP Goal:

Safety and security for residents, visitors, and businesses.

### National Goal:

To establish a comprehensive Public Transportation Safety Program.

## WHY DOES THIS MATTER?

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. However, 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. Given the complexities of operating public transit systems, providers are subject to a host of training, planning, and operating procedures that aim to improve safety. Tracking public transit fatalities, injuries, and incidents is an important step that helps decision makers ensure that safety improvements are ongoing and continuous.

## WHAT ARE WE MEASURING?

The transit safety performance measures assess the safety and reliability of the state's public transit providers and their fleets. The four measures are:

- > The total number of reportable **fatalities** on the transit system, and the fatality rate calculated per total vehicle revenue miles by mode.

- > The total number of reportable **serious injuries** on the transit system, and the fatality rate calculated per total vehicle revenue miles by mode.
- > The total number of reportable **safety events**, and the rate per total vehicle revenue miles by mode.<sup>2</sup>
- > **System reliability** measured as the mean distance between major mechanical failures by mode.

Each of these measures is calculated annually for specific modes of transit, such as rail transit, bus transit, and Americans with Disabilities Act/paratransit.

These measures apply to all transit providers receiving certain categories of financial assistance through the FTA. They primarily apply to recipients and subrecipients of FTA Section 5307 Urbanized Area Formula Program funds, which cover urbanized areas of more than 50,000 population, or operating a rail transit system subject to FTA's State Safety Oversight Program. FTA is currently deferring applicability to providers receiving solely formula funds under Section 5310 (specialized services for elderly individuals and disabled individuals) and Section 5311 (non-urbanized areas).

These measures are developed as part of a Public Transportation Agency Safety Plan meeting federal guidelines and aligned with the National Public Transportation Safety Plan. Nationally, small providers who do not operate rail and generally operate 100 vehicles or fewer have the option of developing their own plan or having their plan drafted and certified by the state DOT; larger providers must develop their own plan. In Florida, each Section 5307 and 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. Each individual provider will establish its own targets. FDOT is providing technical guidance to Florida's transit agencies as they revise their existing SSPPs to be compliant with the new FTA PTASP requirements.<sup>3</sup>

<sup>3</sup> Reportable safety events are safety or security events occurring on transit right of way or infrastructure; at a transit revenue facility, maintenance facility, or rail yard; during a transit related maintenance activity or involving a transit revenue vehicle that meets requirements for reporting to the National Transit Database, such as a fatality, injury requiring immediate medical attention, significant property damage, or evacuation.

<sup>4</sup> FDOT Public Transportation Agency Safety Plan Guidance Document for Transit Agencies. Available at <https://www.fdot.gov/transit/default.shtm>

# PERFORMANCE > TRANSIT SAFETY

## WHAT ARE OUR TARGETS?

Florida's transit providers are in the process of developing their targets. The FTA rule requires establishment of targets by July 20, 2020, but FTA has deferred enforcement of this date to July 21, 2021 due to the COVID-19 pandemic. After the transit provider establishes its targets, the applicable MPO(s) will have 180 days to either agree to support the provider's targets or establish its own targets.

## ARE WE MAKING PROGRESS?

Progress toward targets will be tracked on an annual basis once the targets are established.

## WHAT FACTORS INFLUENCE PERFORMANCE?

Several trends influence public transit safety, including:

- > The level of transit ridership.
- > The age and condition of the transit fleet.
- > Providers' safety training and compliance programs.
- > The safety of the roads on which the transit system operates or crosses.



## HOW DOES THE FTP ADDRESS THIS TARGET?

The FTP safety goal applies to all modes. The current FTP identifies the need to increase safety and security for public transportation users. The updated SHSP, for the first time, identified roadway transit as an “evolving emphasis area” that will be monitored during the next five years to determine if additional proactive strategies and investments are needed.

FDOT's Transit Office supports the FTP and ensures compliance with applicable state and federal safety requirements through actions including:

- > **Develop and implement a statewide safety review program** for bus and fixed guideway transit systems.
- > **Develop maintenance inspection and repair procedures** for use by transit systems. Perform on-site inspections of vehicles to ensure compliance with proper maintenance procedures and contractual agreements.
- > **Provide technical assistance** to transit systems on maintenance and safety matters relating to the purchase and operation of vehicles.
- > **Research and identify existing training**, technical assistance, and education programs that may be utilized by FDOT and transit agencies.
- > **Develop and implement research activities** related to transit vehicles, safety programs, and facilities and equipment in support of FDOT and transit agency needs.
- > **Coordinate, develop, and implement federal regulations** regarding drug and alcohol testing requirements for transit agencies.

# NEXT STEPS

FDOT will work with statewide, regional, and local partners to develop an FTP Implementation Element defining short-term actions to help accomplish the goals and objectives of the FTP. This Implementation Element will include specific activities to monitor progress toward these goals over time by FDOT, MPOs, transit providers, and other partners. The Implementation Element is intended to be a living document, with actions that could be modified over time based on annual reporting of progress toward performance targets.

FDOT will continue to use the federally required performance targets, 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 also will continue to work closely with MPOs to cooperatively develop investment priorities in MPO planning areas consistent with established targets, as well as with the transit providers participating in the group plan.

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. Future versions of this report may include additional state-level performance measure that augment the required federal measures.



# FOR MORE INFORMATION

## **Florida Transportation Plan (FTP) Policy Element (2020)**

[www.FloridaTransportationPlan.com/policyelement2020.pdf](http://www.FloridaTransportationPlan.com/policyelement2020.pdf)

## **Florida Strategic Highway Safety Plan (SHSP) (2016)**

[www.fdot.gov/docs/default-source/safety/shsp2012/FDOT\\_2016SHSP\\_Final.pdf](http://www.fdot.gov/docs/default-source/safety/shsp2012/FDOT_2016SHSP_Final.pdf)

## **Florida Highway Safety Improvement Program (HSIP) (2019)**

[www.safety.fhwa.dot.gov/hsip/reports/pdf/2019/fl.pdf](http://www.safety.fhwa.dot.gov/hsip/reports/pdf/2019/fl.pdf)

## **Florida Highway Safety Plan (HSP) (FY 2020)**

[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/3-grants/forms/2020-florida-highway-safety-plan.pdf?sfvrsn=186bfc9\\_0](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/3-grants/forms/2020-florida-highway-safety-plan.pdf?sfvrsn=186bfc9_0)

## **Florida Transportation Asset Management Plan (TAMP) (2019)**

[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)

## **Title 23 code of Federal Regulations (CFR) Part 667 report**

[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/performance/part-667-evaluation-report-\(final\).pdf?sfvrsn=3f341f30\\_4](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/performance/part-667-evaluation-report-(final).pdf?sfvrsn=3f341f30_4)

## **Florida Freight Mobility and Trade Plan (FMTP) (2020)**

[www.fdot.gov/rail/plandev/freight-mobility-and-trade-plan](http://www.fdot.gov/rail/plandev/freight-mobility-and-trade-plan)

## **Florida Strategic Intermodal System (SIS) Policy Plan (2016)**

[www.fdot.gov/docs/default-source/planning/systems/programs/mspi/plans/SIS-PolicyPlan.pdf](http://www.fdot.gov/docs/default-source/planning/systems/programs/mspi/plans/SIS-PolicyPlan.pdf)

## **Florida Transportation System Management and Operations (TSMO) Strategic Plan (2017)**

[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/traffic/doc\\_library/pdf/2017-tsm-and-o-strat-plan-aug-24-2017-final.pdf?sfvrsn=d38c3054\\_0](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/traffic/doc_library/pdf/2017-tsm-and-o-strat-plan-aug-24-2017-final.pdf?sfvrsn=d38c3054_0)

## **Group Transit Asset Management (TAM) Plan (FY 2018/19-2021/22)**

<https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/transit/documents/fdotgrouptamplanfinal10312018.pdf>

## **FDOT Sourcebook (2019)**

<https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/fto/sourcebook/2019sourcebook.pdf>

## **General performance information**

[www.fdot.gov/planning/performance/default.shtm](http://www.fdot.gov/planning/performance/default.shtm)

# FLORIDA

## Transportation Plan



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