

Transportation Performance Management (TPM)

Transportation Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals for the transportation system. Performance measures are indicators of progress toward attaining a goal, objective, or target (a desired level of future performance). Current federal legislation requires state departments of transportation (state DOT), metropolitan planning organizations (MPO), and transit providers to conduct performance-based planning by setting data-driven performance targets for several transportation performance measures, and then to program transportation investments that are expected to result in achievement of the targets.

The transportation performance measures, which were prescribed through rulemaking, address the national goal areas of:

- Improving Safety
- Maintaining Infrastructure Condition
- Reducing Traffic Congestion
- Improving the Efficiency of the System and Freight Movement
- Protecting the Environment
- Reducing Delays in Project Delivery

State DOTs and transit providers were required to establish applicable targets within one year of each performance measure rule's release date. The MPOs were required to either adopt the state or transit provider targets or to establish their own quantifiable targets for their planning area within 180 additional days after the state DOT or provider took action.

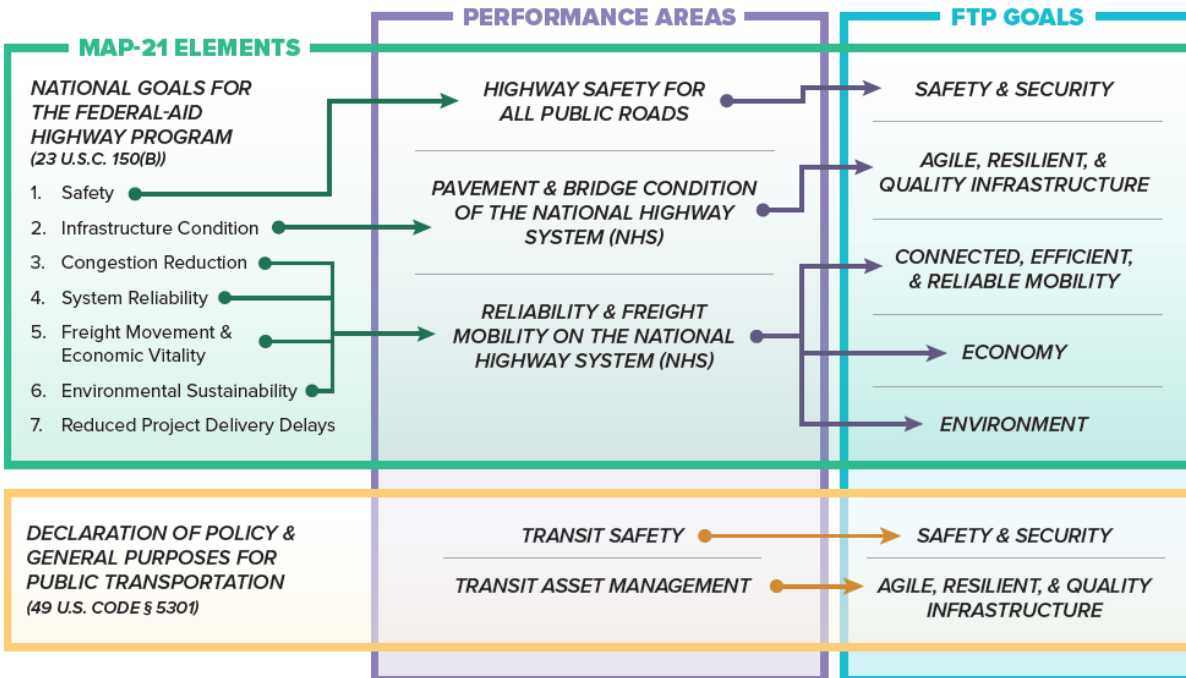
Development of the STIP

The Florida Transportation Plan (FTP) is the single overarching statewide plan that guides Florida's transportation future. The core component of the FTP is the Policy Element, which serves as Florida's long-range transportation plan under both state and federal law. It defines the goals, objectives, and strategies for Florida's transportation future over the next 25 years. The Policy Element was updated in December 2020. The FTP goals are:

- Safety and security for residents, visitors, and businesses
- Agile, resilient, and quality transportation infrastructure
- Connected, efficient, and reliable mobility for people and freight
- Transportation choices that improve accessibility and equity
- Transportation solutions that strengthen Florida's economy
- Transportation systems that enhance Florida's communities
- Transportation solutions that enhance Florida's environment

The FTP goals provide guidance for transportation decisions and align with national goals and performance measures. The FTP Policy Element establishes the framework for expenditure of state and federal transportation funds flowing through the Department's Work Program. The FTP Performance Element reports on how Florida's system performs, using the federally required measures. The figure below shows the relationship between the national performance goals, the required performance areas, and the FTP goals.

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The Program and Resource Plan (PRP) provides the link between the FTP, the Department’s numerous programs (as reflected in the project-specific Work Program), and the Department’s Legislative Budget Request (LBR). It contains the specific long-range goals and objectives from the FTP, as well as selected operating policies and performance measures, which guide the development of each program in the Department.

The PRP consists of a complete 10-year projected budget for all major agency functions and programs. The PRP is a summary document that contains the approved program alternatives and funding levels by fiscal year to accomplish program goals and objectives within expected revenue. The document reports the Department’s planned budget in several different ways including by product area, product support, operations and maintenance, administration, and other categories. It also provides summary information by funding source. The PRP serves as a link between the FTP (a planning document) and the Adopted and Tentative Work Programs (documents listing all Department projects and expected spending out to a five-year horizon). The PRP establishes the programming framework by which the Work Program is developed.

The process of developing the Work Program involves a series of Program Planning Workshops, which are held from April to June of each year. These annual workshops provide an opportunity for the Executive Team (i.e., FDOT Secretary, Assistant Secretaries, and District Secretaries) to set priorities, provide direction, and make funding decisions. The primary objective of these workshops is to determine the level of funding to be allocated over the next 5 to 10 years, which is documented in the 10-year PRP.

During the workshops, presentations provide an assessment of prior years’ performance, projections for future performance, and recommended funding levels that ensure all preservation related performance objectives will be met annually as outlined in the Five-Year Work Program and beyond. Executive

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direction on funding level and priority is provided during the workshops. The FTP goals and associated performance indicators are used to “set the stage” for these discussions.

After funding levels and allocations have been established, discussions on project selection and prioritization commences. Local projects are included in those discussions. The state’s 27 MPOs develop their lists of priority projects in coordination with the Department’s 7 District Offices. Outside of MPO planning areas, the Department programs projects in cooperation with affected local elected and appointed officials.

The Department programs transportation projects into the Work Program based upon local priority, funding availability, and project schedules. Project needs are identified by the Department’s District Offices in conjunction with MPOs and local officials with responsibility for transportation. Specific programs such as the Strategic Intermodal System (SIS) have established policies to guide identification and prioritization of potential needs.

These project priorities serve as the basis for the District-wide prioritization process. The Department’s Central Office reviews the Districts’ programming of projects 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. The new STIP becomes effective in October of each year, upon Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approval, based on programming in the Department’s Adopted Work Program from the preceding July 1st of the same calendar year.

The STIP is developed consistent with federal rules and guidance, including guidance available on the new Bipartisan Infrastructure Law (BIL) enacted in November 2021. Future STIPs will incorporate additional BIL rulemaking and guidance as they become available. In particular, we are assessing how to incorporate the additional key performance indicators related to equity in the STIP as identified in the U.S. DOT’s Equity Action Plan published in April 2022.

STIP Relationship to Performance-based Plans and Required Transportation Performance Management Measures

The mission of the Department is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities. As previously explained, the PRP contains the specific long-range goals and objectives from the FTP, as well as selected operating policies and performance measures, which guide the development of each program in the Department.

Federal regulations require states to link the investment priorities contained in the STIP and TIP to achievement of performance targets. States and MPOs must describe the anticipated effect of the investment priorities toward achieving the performance targets. States must consider performance targets in the development of the STIP. FHWA and FTA provide maximum flexibility in both target setting and in practices to achieve targets.

The Department worked in collaboration with the MPOs and providers of public transportation, as applicable and to the extent practicable, to establish statewide targets for required TPM measures. The

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program of projects in the STIP is established to help ensure significant progress is made towards achieving the statewide TPM targets and supporting the Department’s performance-based plans.

A. Safety Performance Measures and Plans

Highway Safety

The safety performance measures established by the FHWA support the data-driven performance focus of the Highway Safety Improvement Program (HSIP). The measures and statewide targets that have been established are listed below.

FHWA Safety Performance Measures	CY23 Target
Number of fatalities	0
Rate of fatalities per 100 million vehicle miles traveled (VMT)	0
Number of serious injuries	0
Rate of serious injuries per 100 million vehicle miles traveled (VMT)	0
Number of non-motorized fatalities and serious injures combined	0

[Learn more.](#)

FDOT adopted a vision of zero traffic-related fatalities in 2012. This, in effect, became FDOT’s target for zero traffic fatalities and quantified the policy set by Florida’s Legislature more than 35 years ago (Section 334.046(2), Florida Statutes, emphasis added):

*“The mission of the Department of Transportation shall be to provide a **safe** statewide transportation system...”*

Safety is the first goal of the FTP and the emphasis of the Strategic Highway Safety Plan (SHSP). The FTP, published in December 2020, identified as its highest priority strengthening and expanding the statewide commitment to eliminating transportation fatalities and serious injuries. The SHSP, updated in March 2021, specifically embraces Vision Zero and the Safe System approach, as well as a new slogan and logo of “Target Zero.” Florida’s safety vision and target zero goal are consistent with the U.S. Department of Transportation’s National Roadway Safety Strategy, which states:

“One of the Safe System Approach principles is that roadway safety is a shared responsibility. We applaud those who have already committed to zero roadway fatalities and serious injuries, and understand that no one will achieve this goal alone. “

And

“Together, we must strive for zero roadway fatalities. Zero is the only acceptable number of deaths on our highways, roads, and streets.”

FHWA annually completes an assessment of target achievement for FDOT’s safety targets. A state has met or made significant progress toward its safety targets when at least four of the five targets have been met or the actual outcome is better than the baseline performance. Based on FHWA’s most recent review, Florida did not make significant progress toward achieving its CY 2020 safety targets. The analysis considered actual performance during the CY 2016-2020 period compared to a CY 2014-2018

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baseline. Both the total number of fatalities and the fatality rate increased. The total number of serious injuries, the serious injury rate, and the total number of fatalities and serious injuries for non-motorized users declined, although Florida did not achieve its target of zero for any measure. As required by FHWA, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the targets. This plan was submitted with the HSIP Annual Report to FHWA on August 31, 2022.

Project Selection and Development

FDOT commits 100 percent of HSIP funding to improving safety. FDOT's State Safety Office works closely with FDOT Districts and regional and local traffic safety partners to update the HSIP annually. Historic, risk-based, and predictive safety analyses are conducted to identify appropriate proven countermeasures to reduce fatalities and serious injuries associated with Florida's SHSP emphasis areas, resulting in a list of projects that reflect the greatest needs and are anticipated to achieve the highest benefit. Each District maintains a list projects representing the greatest safety needs anticipated to achieve the highest benefit. Proposed HSIP projects are authorized and funded based on assessments of District-level and statewide needs, within available resources.

Beginning in fiscal year 2024, HSIP funding will be distributed among FDOT Districts based on statutory formula to allow the Districts to have more clearly defined funding levels for which they can better plan to select and fund projects. Central Office will continue to provide guidance and support, **and FDOT will continue to commit 100 percent of HSIP funding to improving safety.** The HSIP Guidelines Manual outlines the importance of strong coordination with MPOs, local governments, and community traffic safety teams to identify need and potential projects. FDOT's HSIP Guidelines Manual also provides detailed information on data-driven decision-making and funding eligibility.

In addition to HSIP, safety is considered as a factor in planning and setting priorities for projects in preservation and capacity programs. Transportation projects are identified and prioritized with Florida's 27 MPOs and non-metropolitan local governments. Data is analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The Florida PD&E Manual requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. FDOT considers safety as one factor when setting priorities for highway capacity projects through the Strategic Intermodal System (SIS), a statewide needs-based program. The SIS Policy Plan was updated in February 2022 and places greater emphasis on safety in the SIS investment decision making process. MPOs and local governments also consider safety data analysis when determining project priorities.

FDOT and the MPOs continue to discuss and reevaluate safety needs and strategies, with an emphasis on making progress toward the target of zero. The projects in the STIP-both those funded through safety-specific programs like the HSIP and those funded through capacity programs such as the SIS-reflect the collaboration between the MPOs and FDOT in recognizing those targets and jointly implementing strategies to achieve them.

FDOT Work Program Offices hold Program Planning Workshops annually, to determine the level of funding to be allocated over the next 5 to 10 years to preserve and provide for a safe transportation system. After projects are prioritized collaboratively by the MPOs, local governments and FDOT Districts, certain funding types are then further analyzed and prioritized by FDOT Central Offices; for example, the Safety Office is responsible for the HSIP and Highway Safety Program (HSP) and the Systems

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Implementation Office is responsible for the SIS. Both the Safety and SIS programs consider the reduction of traffic fatalities and serious injuries in their criteria for ranking projects.

Florida design and construction standards include safety criteria and countermeasures, which are incorporated in every construction project. These safety measures are implemented as part of the total project and are funded using a combination of state and/or federal funds in addition to allocated federal safety dollars. FDOT also recognizes the importance of the American Association of State Highway Transportation Official (AASHTO) Highway Safety Manual (HSM). Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of project development and design. The HSM was used for both safety and capacity projects in this STIP.

Policies, Programs, and Standards

In addition to on-going policies, programs and standards, like Complete Streets, the Manual on Intersection Control Evaluation, and the Florida Design Manual, FDOT has initiated new policies and programs to further support the achievement of zero traffic fatalities. An internal working group is identifying and implementing strategies to reduce and mitigate lane departure, intersection, and bicycle and pedestrian crashes.

As noted in the National Roadway Safety Strategy, the United States experienced an increase in traffic-related fatalities and serious injuries in the last two years; this appears to be partially related to extenuating circumstances related to the pandemic. Like other states, Florida saw an increase in traffic-related fatalities and serious injuries. The Department will continue to commit 100 percent of HSIP funding to safety projects, as well as to consider how other projects funded through other programs can contribute to improved safety. Safety is inherent in FDOT programs and projects. Because of the broad and holistic approach the Department is undertaking with its commitment to Target Zero, the program of projects in this STIP is anticipated to support progress towards achieving the zero safety targets established by the Department.

Public Transportation Safety

The Public Transportation Agency Safety Plan (PTASP) requirement applies to operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53, with FTA deferring applicability for those operators receiving only 5310 and 5311 funds. Certain fixed guideway transportation systems are not required to develop PTSAPs or submit transit safety targets because they are under the safety jurisdiction of the Federal Railroad Administration, including the SunRail and South Florida Regional Transportation Authority TriRail commuter rail systems (and automated people movers at the Miami, Orlando, and Tampa airports).

Transit agencies in Florida establish System Safety Program Plans (SSPP), as required by Chapter 14-90, Florida Administrative Code. These plans were expanded to meet the federal requirements for public transportation agency safety plans. Beginning in 2021, the transit agencies are including transit safety targets for fatalities, injuries, safety events, and system reliability in their SSPPs. The operators of these systems must track their safety performance through the collection of data related to these measures and prioritize their investments accordingly.

FDOT assisted the smaller urban agencies in developing safety plans consistent with the federal requirements and certified to the FTA that the safety plans are compliant with the federal rule. FDOT will continue to provide technical assistance to these agencies to track, analyze, and react to safety data

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so that they meet their individual safety performance targets. Because each transit agency already developed an SSPP, FDOT did not develop a group plan for smaller operators as was the case for transit asset management, and there are no statewide transit safety targets.

Providers initially were required to establish transit safety targets by July 20, 2020. However, FTA extended the deadline to July 21, 2021, to provide regulatory flexibility due to operational challenges presented by the COVID-19 public health emergency. MPOs are required to establish transit safety targets for their planning area 180 days after receipt of the PTASP targets from the providers. All 26 MPOs in Florida who were required to adopt transit safety targets took action by the end of calendar year 2021; the Heartland Regional TPO currently does not meet this requirement.

MPOs are not required to establish transit safety targets annually each time the transit provider(s) in the planning area establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the Long Range Transportation Plan (LRTP). MPOs will reflect current PTASP targets in updated TIPs.

The MPOs consider transit safety in development of their TIPs. FTA funding, as programmed by the transit providers, MPOs, and FDOT, is used for programs and products that improve the safety of the region's transit systems. FDOT ensures that transit providers monitor all assets for unsafe conditions. Identifying an opportunity to improve the safety of an asset, however, does not necessarily indicate an unsafe condition. When an unacceptable safety risk associated with an asset is identified, that asset will be taken out of service and a replacement will be ranked with higher investment priority to the extent practicable. Transit safety also is considered in data analysis and prioritization of highway safety projects.

Transit agencies, MPOs, and FDOT consider safety targets, including transit safety targets that are established in PTASPs, in the data-driven identification and prioritization of projects. As a result, projects in this STIP support the achievement of these targets through ensuring that safety-related investments are appropriately prioritized consistent with agency safety performance goals.

B. Asset Management Performance Measures and Plan (Pavement and Bridge Conditions)

Asset management is a strategic process for managing physical assets in a state of good repair over their lifecycle at minimum practicable cost. Federal rule requires state DOTs to develop a Transportation Asset Management Plan (TAMP) for the National Highway System (NHS) to improve or preserve the condition of the Interstate and non-Interstate NHS pavements and the NHS bridges. FHWA developed performance measures to assess the condition of pavement and bridges on the NHS and requires state DOTs to establish two-year and four-year performance targets to support the data-driven performance focus of the TAMP.

The FHWA Pavement and Bridge condition performance measures and the Department's statewide targets that were established for the first four-year period are listed below. The Department is in the process of updating the TAMP and identifying potential targets for the second four-year performance period.

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FHWA Pavement Performance Measures	CY19 Target	CY21 Target
% of Interstate pavements in Good condition	-	≥ 60.0%
% of Interstate pavements in Poor condition	-	≤ 5.0%
% of non-Interstate NHS pavements in Good condition	≥ 40.0%	≥ 40.0%
% of non-Interstate NHS pavements in Poor condition	≤ 5.0%	≤ 5.0%
FHWA Bridge Performance Measures	CY19 Target	CY21 Target
% of NHS bridges classified as in Good condition by deck area	≥ 50.0%	≥ 50.0%
% of NHS bridges classified as in Poor condition by deck area	≤ 10.0%	≤ 10.0%

Note: Per the federal regulations, no more than 5 percent of the Interstate pavement can be in Poor condition and no more than 10 percent of total deck area of NHS bridges can be classified as structurally deficient (Poor).

Policies and Standards

The Department has a long history of leadership in the field of transportation asset management. The Department’s asset management practices for pavements and bridges are mission-driven and are incorporated in the agency’s goals, operating policies, plans and procedures. This business practice allows the Department to bring together a variety of disciplines and stakeholders (internal and external) to achieve a common understanding and commitment to maintain or improve performance. It also demonstrates the Department’s commitment to sustainable asset stewardship, effective use of resources and justifications for funding.

Florida’s highly effective approach to preservation and maintenance of its pavement and bridge assets is rooted in the Department’s strong adherence to statutory state-level performance targets that were developed prior to the federal measures, as well as an organizational philosophy, supported by legislative mandate, to maintain the existing infrastructure before pursuing capacity projects. The Department is mandated by Florida statute, s. 334.046, to preserve the state’s transportation infrastructure to specific standards:

- Ensuring that 80 percent of the pavement on the State Highway System (SHS) meets Department standards;
- Ensuring that 90 percent of Department-maintained bridges meet Department standards; and
- Ensuring that the Department achieves 100 percent of the acceptable maintenance standard on the SHS.

The Department defines the State of Good Repair (SOGR) as the above standards for pavements and bridges, which were derived over time from the use of output measures and engineering input to evaluate the performance of the transportation system, long before outcome-based measures were required. These standards are similar to the federal pavement and bridge performance measures, with some differences in metrics and calculation methodologies.

Project Selection and Development

Pavement and bridge maintenance or improvement projects listed in this STIP were identified in accordance with the Department’s [Transportation Asset Management Plan \(TAMP\)](#).

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The TAMP describes the Department's risk-based, data-driven approach to identifying projects that support the achievement of the state's pavement and bridge performance standards as well as the federal targets established for the Interstate pavements, non-Interstate NHS pavements, and NHS bridges. The TAMP policies, procedures, and processes support the Department's continued mission to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of Florida's environment and communities.

As described in the TAMP, the Department collects data and information on the performance and condition of its pavement and bridge assets. For pavements, information is stored in the Department's Pavement Management System (PMS). An integral part of that system is a forecasting model, which relies on customized regression equations to forecast performance and future needs. This allows the Department to run a variety of budget needs and funding scenarios to help optimize project selection for decision-makers to ensure there is no gap between existing conditions and SOGR conditions. Similarly, for bridges the Department's bridge management system, AASHTOWare™ Bridge Management Software (BrM), ensures there is no gap between the existing conditions and SOGR conditions. The Department uses the Project Level Analysis Tool (PLAT) and data from BrM to customize and evaluate the impact of the timing of projects. Projects are placed in any year of a ten-year period and the tool will project the element level of deterioration until the project is executed. A Network Analysis Tool (NAT) can also be used that combines the results of the PLAT to provide a network level perspective on the tradeoffs between fund and performance of the entire bridge inventory or specified portion of the inventory.

The projects in this STIP were selected based on PMS and BrM analyses, availability of funding, and review by FDOT engineers. Since the majority of the SHS is also part of the NHS, this process ensures that the projects prioritized in this STIP provide the gains toward the achievement of the PM2 targets.

Title 23, Code of Federal Regulations (CFR) Part 667 requires the FDOT to identify and conduct statewide evaluations to determine if there are reasonable alternatives to NHS roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. In addition, beginning on November 23, 2020, FDOT also is required to prepare an evaluation that conforms to Part 667 for all other roads, highways, and bridges (non-NHS) in the state prior to including any project affecting the facility in the Statewide Transportation Improvement Program (STIP). The evaluations for non-NHS roads, highways and bridges are required only when there is "reasonable likelihood" work will be performed on those facilities. An emergency event is defined as "a natural disaster or catastrophic failure resulting in an emergency declared by the Governor of the State or an emergency or disaster declared by the President of the United States." Repair and reconstruction refer to "permanent repairs" that restore roads, highways, and bridges to their pre-disaster conditions.

The Department published the evaluation of both NHS and non-NHS facilities corresponding to this rule on November 30, 2020. As required by 23 CFR 515.9(d)(6) the results of the evaluations will be incorporated into the TAMP. Additionally, the Department used the evaluation to review the draft TIPs to determine if evaluations for other roads, highways and bridges are required before each MPOs TIP is included in the STIP. The Department will update the evaluations after every emergency event, as well as on a regular four-year cycle.

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C. System Performance Measures and Plans

To improve the efficiency of the surface transportation system, FHWA established performance measures to assess the reliability of the Interstate and non-Interstate NHS and truck travel time on the Interstate system and requires state DOTs to establish two-year and four-year performance targets. The FHWA performance measures and FDOT’s statewide targets that were established for the first four-year performance period are listed below. The Department is in the process of assessing these targets as it prepares for the second four-year performance period.

FHWA System Performance Measures	CY19 Target	CY21 Target
% of person-miles traveled on the Interstate highway system that are reliable	75.0%	70.0%
% of person-miles traveled on the non-Interstate NHS that are reliable	-	50.0%
Truck travel time reliability ratio (TTTR) on the Interstate highway system	1.75	2.00

Note: Florida is currently in attainment, therefore the congestion mitigation and air quality improvement program (CMAQ) measures do not apply at this time.

The Strategic Intermodal System (SIS) includes all Interstates and 39 percent of the total non-Interstate NHS mileage statewide. The SIS is a primary focus of the Department’s capacity and mobility investments and is Florida’s primary network for ensuring a strong link between transportation and economic competitiveness. Therefore, the focus on performance of the SIS goes hand-in-hand with performance of the NHS, which is the focus of the FHWA’s TPM program.

The Department recently updated the SIS Policy Plan to align with the FTP, including stronger consideration of applicable performance targets. The SIS Policy Plan now focuses on five areas: safety, resilience, technology and innovation, urban mobility and connectivity, and rural mobility and connectivity. The plan now recognizes capacity in terms of person and freight throughput and increases flexibility by allowing SIS funds to be used for projects that are intended to improve the performance and reliability of the SIS, including projects on facilities not currently designated as part of the SIS. In addition, this plan will help implement statutory changes approved by the Governor and Legislature in 2021. This statute provides additional direction to the Department for improving rural arterial corridors, both on and off the SIS, to controlled access standards.

Project Selection and Development

The identification of needs on the SIS is the result of cooperative planning efforts involving coordination between Central and District offices, Florida’s Turnpike Enterprise, MPOs, expressway authorities, local governments, and modal partners from around the state. The process considers both bottom-up input through each District in collaboration with MPOs and local government, and top-down statewide plans for specific modes. The assessment of needs considers issues such as of highly congested roadways, safety and security considerations, access to business and industry, links to military facilities, and improvements to major economic assets such as seaports, airports, and rail facilities.

These priorities serve as the basis for the statewide prioritization process. The Department’s Strategic Investment Tool (SIT) prioritizes and scores SIS highway capacity projects based on FTP goals/SIS objectives using quantitative measures for five areas: safety, interregional connectivity, intermodal connectivity, economic competitiveness, and environmental stewardship. By default, the SIT weighs

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each goal equally, but the weighting can be adjusted to place additional emphasis where needed. Specific factors include safety, travel time reliability, delay, bottlenecks, and air quality, consistent with the direction of the federal system performance measures. After prioritization is completed, projects are reviewed to determine if existing funding commitments, phasing or timing issues, and availability of SIS funding affect them.

Periodically, the Department conducts reviews and studies sources of congestion. The Department developed a methodology to periodically identify freight bottlenecks on the SIS using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids the Department in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into the SIT to help identify the most important SIS capacity projects to relieve congestion.

Capacity needs on non-SIS facilities are based on local and regional considerations such as support of local comprehensive plans to include economic objectives and land use activities. Project needs are identified by District offices in conjunction with local and regional transportation partners. Capacity projects on non-SIS facilities may add capacity, improve highway geometry, provide grade separations, improve turning movements through signalization improvements and storage capacity within turn lanes, and include other enhancement phases which support a main capacity improvement.

The Freight Mobility and Trade Plan (FMTP), Florida's state freight plan under federal rule, is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. The FMTP drives innovation in order to provide a safe, efficient, and resilient transportation system that enhances Florida's economy and communities while preserving the quality of our environment. The FMTP moves from vision to action by:

- referencing the Florida Transportation Plan goals;
- focusing on 10 FMTP objectives that were vetted and validated by the outreach process;
- comprehensively addressing extensive stakeholder input, technical analysis, and review of emerging industry trends;
- consolidating information into recommendations tied back to FMTP objectives; and
- breaking each recommendation into implementable actions.

The FMTP prioritization process determines which projects will receive funding from the National Highway Freight Program (NHFP). This annual process begins with project identification, includes a step to review for NHFP eligibility, and then scores projects based on quantitative and qualitative criteria. The quantitative score is based on geographical/ locational factors such as truck AADT along the project location, while the qualitative score weighs a project's ability to effect Freight and Multimodal Operations Office priorities such as addressing resiliency of the freight system. Both quantitative and qualitative criteria tie back to the FMTP objectives to ensure high priority projects support the statewide freight vision.

Topics addressed in the prioritization criteria were developed based on performance measures and input from regional freight forums held in each FDOT District across the state. The internal Project Advisory Committee and the Florida Freight Advisory Committee consisting of public and private sector freight stakeholders provided input on the criteria and weighting over a series of FMTP-focused outreach meetings.

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Based on the linkages to the SIS, FTMP, and other plans and programs, projects have been selected and funding has been allocated in this STIP, that once implemented, will demonstrate support toward achievement of the Department's system performance targets.

D. Transit Asset Management

FTA established transit asset condition standards and performance measures that transit providers must use to maintain their systems in a state of good repair. Every transit agency that receives FTA funds must develop a Transit Asset Management (TAM) plan. The new federal performance measures look specifically at the percentage of revenue, non-revenue, and service vehicles that have exceeded their Useful Life Benchmark (ULB); the percentage of rail track segments with performance restrictions; and the percentage of facilities with a condition below 3.0 on the Federal Transit Administrator's Transit Economic Requirements Model (TERM) Scale. Based on size constraints, the FTA has established two tiers of agencies:

- Tier I Agency - operates rail OR has 101 vehicles or more all fixed route modes, OR has 101 vehicles or more in one non-fixed route mode.
- Tier II Agency - a sub-recipient of FTA 5311 funds, OR is an American Indian Tribe, OR has 100 or less vehicles across all fixed route modes, OR has 100 vehicles or less in one non-fixed route mode.

Because the Department is the direct recipient of FTA funds for its subrecipients, the Department's Transit Office sponsors a Group TAM Plan for those providers. The current participants in the [FDOT Group TAM Plan](#) are comprised of FDOT's subrecipients of the Section 5311 rural program. The Group Plan TAM will be updated by October 2022 and will provide input to future STIP updates. Tier I agencies are not eligible for group plans and Tier II agencies who are direct recipients of Section 5307 Urbanized Area Formula Grants are responsible for their own TAM plans.

For all Tier I and Tier II agencies, including those providers under the FDOT Group TAM Plan, any TIP document or Long Range Transportation Plan (LRTP) adopted after October 1, 2018 will incorporate the performance targets from the TAM Plans of providers within the MPO as well as the regional performance measures adopted by the MPO as a whole. The planning processes for each MPO will integrate (directly or by reference) the performance measures and targets described in the applicable Tier I and Tier II TAM plans.

The State of Good Repair (SOGR) performance measure targets for the current FDOT Group TAM Plan participants are as follows:

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FTA SOGR Performance Measure	Asset Class	FY2020 Asset Condition	FY2022 Target
Revenue Vehicles			
% of revenue vehicles met or exceeded ULB*	Automobile	29%	57%
	Bus	17%	24%
	Cutaway Bus	14%	19%
	Mini-Van	27%	13%
	School Bus	100%	99%
	Van	48%	43%
	SUV	18%	20%
Equipment			
% of equipment or non-revenue vehicles met or exceeded ULB*	Non-Revenue/Service automobile	67%	75%
	Trucks and Other Rubber Tire Vehicles	7%	6%
Facilities			
% of assets with condition rating below 3.0 of FTA TERM scale	Administration/Maintenance	0%	10%
	Passenger/ Parking Facilities	0%	NA

Note: New targets may be established in October 2022 when the new Group TAM Plan is available.

Investment decisions for asset replacement in the FDOT Group TAM Plan inventory will be made with the goal to maintain or improve the percentage of vehicles, equipment, and facilities in an adequate or better condition, as indicated in Appendix 2 of the FDOT Group TAM Plan.

FDOT and its subrecipient transit providers monitor all assets for unsafe conditions. Identifying an opportunity to improve the safety of an asset, however, does not necessarily indicate an unsafe condition. When an unacceptable safety risk associated with an asset is identified, that asset will be ranked with higher investment priority to the extent practicable.

As the current operator of SunRail, FDOT also developed transit asset management targets for this system. The FY 2022 targets for rolling stock (percent of revenue vehicles [locomotives and passenger coaches] that have met or exceeded ULB), equipment (percent of service vehicles [trucks and other rubber tire vehicles] that have met or exceeded ULB), and facilities (percent of facilities [passenger/parking and administrative maintenance] rated below 3.0 on the FTA TERM scale) are all 0. The FY 22 target for infrastructure (percent of track with performance restrictions) is 2.80 percent.

Transportation Performance Management (TPM)

In the STIP, transit funds are used for operating assistance and capital improvements, including vehicle acquisitions. Funds are also provided to public agencies for commuter assistance activities such as ridesharing.

Transit asset targets are established following the data-driven identification and prioritization of projects. As a result, projects in this STIP support the achievement of these targets through ensuring that asset management investments are appropriately prioritized consistent with agency goals.

Consistency

The STIP is consistent with the Department's performance-based plans. As previously stated, the Program and Resource Plan (PRP) guides the development of each program in the Department. Based on those plans, which are designed to achieve the specific goals and objectives from the FTP, the program of projects in the STIP are derived. Performance measures are then used to help monitor progress toward attainment of the Department's mission.