



September 18, 2018

AGENDA ITEM 7 B

CRTPA PERFORMANCE MEASURES

TYPE OF ITEM: Action

STATEMENT OF ISSUE

The purpose of this item is to adopt Performance Targets for the Capital Region Transportation Planning Area (CRTPA) for the following two Performance Measure Categories adopted by the Federal Highway Administration (FHWA) in 2017 for all public roads:

1. Bridge & Pavement Performance Measures;
2. National Highway System (NHS) Performance & Freight, & Congestion Mitigation & Air Quality (CMAQ) Improvement Program Measures

The Federal Performance Measures and Targets related to the Bridge & Pavement Condition, and Performance of the NHS, Freight and CMAQ will be discussed with the committee along with the proposed performance measures and Targets which are proposed for adoption by the CRTPA.

CRTPA COMMITTEE ACTIONS

The CRTPA's two (2) committees (Citizens Multimodal Advisory Committee and Technical Advisory Committee) met on September 4 and recommended approval for the CRTPA to adopt the performance measures and targets adopted by the Florida Department of Transportation (FDOT) for the Pavement and Bridge Conditions Performance Measures, and for the System and Freight Performance Measures.

RECOMMENDED ACTION

- Option 1: Recommend adoption of the FDOT established targets for the Pavement and Bridge Conditions Performance Measures, and for the System and Freight Performance Measures as shown in Tables 3 and 6 of this agenda item.

HISTORY AND ANALYSIS

National, state-specific, and local transportation plans exist to enhance the safe, efficient, and effective movement of people and goods on the transportation system. To enhance the coordinated effectiveness of these plans, Performance Measures were developed by the Federal Highway Administration (FHWA) for which targets were then to be established by state departments of transportation and the metropolitan planning organizations (MPO's) within them. MPO's were granted the option of either adopting/supporting the State target, or establishing a specific target number or rate for each performance measure. The following pages outline the performance measures and targets which were adopted by the Florida Department of Transportation (FDOT) as well as the proposed performance measures and targets to be adopted by the CRTPA in support thereof.

➤ PERFORMANCE MEASURES: PAVEMENT AND BRIDGE CONDITION (PM2)

The United States Department of Transportation (USDOT) published the Pavement and Bridge Condition Performance Measures Final Rule in January of 2017, which is also referred to as the PM2 Rule. This rule establishes the following six performance measures:

- 1) Percent of Interstate pavements in good condition;
- 2) Percent of Interstate pavements in poor condition;
- 3) Percent of non-Interstate National Highway System (NHS) pavements in good condition;
- 4) Percent of non-Interstate NHS pavements in poor condition;
- 5) Percent of NHS bridges by deck area classified as in good condition; and
- 6) Percent of NHS bridges by deck area classified as in poor condition.

For the pavement measures, five pavement metrics are used to assess condition: International Roughness Index (IRI); Cracking Percent; Rutting; Faulting; and a Present Serviceability Rating (PSR) for lower speed roads. The bridge measure assesses the condition of a bridge's deck, superstructure, substructure, and culverts. ***Good condition suggests that no major investment is needed, and poor condition suggests major reconstruction investment is needed.***

Statewide System Conditions

The Pavement and Bridge Conditions Performance Measures are included in **Table 1**, on the following page, along with 2017 baseline system conditions statewide.

Table 1. Pavement and Bridge/PM1, System Conditions and Performance

Performance Measures	Florida Baseline (2017)
PAVEMENT	
Percent of Interstate pavements in good condition	66%
Percent of Interstate pavements in poor condition	0.1%
Percent of non-Interstate NHS pavements in good condition	45%
Percent of non-Interstate NHS pavements in poor condition	0.4%
BRIDGES	
Percent of NHS bridges by deck area in good condition	72%
Percent of NHS bridges by deck area in poor condition	1%

FDOT Performance Measure Targets for Pavement and Bridge Condition

On May 18, 2018, the FDOT adopted 2 and 4-year targets for the full extent of the National Highway System (NHS) in Florida. The FDOT’s Goal and Targets are shown in **Table 2** below.

Table 2. FDOT Pavement and Bridges/ Targets

FDOT Adopted Measures	GOAL	2-Year Target	4-Year Target
PAVEMENT			
% of Interstate pavements in GOOD condition	≥ 80 %	Not Required	≥ 60 %
% of Interstate pavements in POOR condition		Not Required	≤ 5%
% of non-Interstate NHS pavements in GOOD condition		≥ 40 %	≥ 40 %
% of non-Interstate NHS pavements in POOR condition		≤ 5 %	≤ 5%
BRIDGES			
% of NHS bridges by deck area in GOOD condition	≥ 90 %	≥ 50 %	≥ 50 %
% of NHS bridges by deck area in POOR condition		≤ 10 %	≤ 10%

What This Means for the CRTPA

MPOs are required to set four-year targets for all six performance measures for Bridge and Pavement Conditions no later than November 14, 2018. MPO’s may either agree to adopt the statewide targets, or set their own quantifiable targets for the MPO’s planning area. CRTPA staff proposes to accept the statewide targets as adopted by FDOT and as indicated in **Table 3** below.

Table 3. CRTPA Pavement and Bridges/ Targets

CRTPA Adopted Measures	GOAL	2-Year Target	4-Year Target
PAVEMENT			
% of Interstate pavements in GOOD condition	≥ 80 %	Not Required	≥ 60 %
% of Interstate pavements in POOR condition		Not Required	≤ 5%
% of non-Interstate NHS pavements in GOOD condition		≥ 40 %	≥ 40 %
% of non-Interstate NHS pavements in POOR condition		≤ 5%	≤ 5%
BRIDGES			
Percent of NHS bridges by deck area in GOOD condition	≥ 90 %	≥ 50 %	≥ 50 %
Percent of NHS bridges by deck area in POOR condition		≤ 10%	≤ 10%

➤ **SYSTEM PERFORMANCE, FREIGHT, AND CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM MEASURES**

The United States Department of Transportation (USDOT) published the System Performance/Freight/CMAQ Performance Measures Final Rule in January of 2017 to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), as well as traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). ***This rule, which is referred to as the PM3 rule, requires MPOs to set targets for the following six performance measures, however, because Florida currently meets NAAQs, targets are only required for the first three (3) performance measures:***

1. **Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);**
2. **Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);**
3. **Truck Travel Time Reliability index (TTTR);**
4. Annual hours of peak hour excessive delay per capita;
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Total emissions reduction of on-road mobile source emissions.

Statewide System Conditions

Each of the first three System Performance and Freight Performance Measures are included in **Table 4**, below, along with 2017 statewide baseline system conditions.

Table 4. System Performance/PM3, System Conditions and Performance

Performance Measures	Florida Statewide Baseline Performance (2017)
% of person-miles on the Interstate system that are reliable (Interstate LOTTR)	82%
% of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	84%
Truck travel time reliability (TTTR)	1.43

FDOT Performance Measure Targets for System and Freight Performance

On May 18, 2018, the FDOT adopted 2 and 4-year targets for the full extent of the National Highway System (NHS) in Florida. The FDOT’s targets are shown in **Table 5** below.

Table 5. System & Freight Performance

Performance Measures	Florida Statewide Baseline Performance (2017)	2-year Florida Statewide Target (Jan. 1, 2018 to Dec. 31, 2021)	4-year Florida Statewide Target (Jan. 1, 2018 to Dec. 31, 2021)
% of person-miles on the Interstate system that are reliable (Interstate LOTTR)	82%	75%	70%
% of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	84%	Not Required	50%
Truck travel time reliability (TTTR)	1.43	1.75	2.0

What This Means for the CRTPA

The CRTPA is required to set four-year targets for all three performance measures for LOTTR and TTTR no later than November 14, 2018. MPO’s may either agree to adopt the statewide targets, or set their own quantifiable targets for the MPO’s planning area. CRTPA staff proposes to accept the statewide targets as adopted by FDOT and as indicated in **Table 6** below.

Table 6. CRTPA System Performance Targets

CRTPA Adopted System Performance Measures	2-Year Target	4-Year Target
LOTTR		
% of person-miles on the Interstate system that are reliable (Interstate LOTTR)	75%	70%
% of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required	50%
TTTR		
Truck travel time reliability (TTTR)	1.75%	2.0

RECOMMENDATION FOR PERFORMANCE MEASURES AND TARGETS

The CRTPA recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, CRTPA staff recommends adopting the same performance measures and targets as FDOT for pavement and bridge conditions and for system and freight performance. In addition, CRTPA staff recommends that the LRTP update reflect the goals, and targets for these performance measures and that the scheduling of project investments in the Transportation Improvement Program (TIP) further support the achievement of these goals and targets.

NEXT STEPS

Upon adoption, the proposed targets and performance measures for the will be forwarded to FDOT and FHWA.

OPTIONS

- Option 1: Recommend adoption of the FDOT established targets for the Pavement and Bridge Conditions Performance Measures, and for the System and Freight Performance Measures as shown in Tables 3 and 6 of this agenda item.

- Option 2: CRTPA Board Discretion.