



300 S. ADAMS STREET
TALLAHASSEE, FL 32301
www.crtpa.org

TECHNICAL ADVISORY COMMITTEE

9:00 AM – 11:00 AM
3rd Floor Conference Room

RENAISSANCE BUILDING
435 N Macomb Street
Tallahassee, Fl. 32301

September 4, 2018

1. AGENDA MODIFICATIONS

2. CONSENT

A. TAC Minutes

The minutes of the June 5, 2018, TAC meeting have been prepared for committee review and approval.

Recommended Action: *Recommend approval of the June 5, 2018 TAC Meeting Minutes.*

B. Updated FY 2020 – FY 2024 Tallahassee International Airport Priority List

This item seeks approval of the Updated FY 2020 – FY 2024 Tallahassee International Airport Priority Project List that was adopted at the June 18 CRTPA meeting.

Recommended Action: *Recommend approval of the updated FY 2020 – 2024 Tallahassee International Airport Priority Project List*

C. Congestion Management Process Plan (CMPP)

The proposed prioritized project list for the CMPP is provided for committee recommendation of approval. Following formal approval of the categorized list, the full document will be prepared for submittal to the CRTPA in the following months.

Recommended Action: *Recommend approval of categorized CMPP Project List.*

3. PRESENTATIONS/DISCUSSION/ACTION

A. Fiscal Year (FY) 2019 – FY 2023 Transportation Improvement Program (TIP) Amendment

The FY 2019-2023 TIP is proposed to be amended to reflect the addition of the following projects:

- SR 10 (US 90) (from US 27 to Buck Lake Road) (Project #4395712): Provide construction funding in FY 2019 for roadway lighting to enhance pedestrian safety (Leon County).
- SR 363/SR 61 Woodville/Monroe Street (from Ross Road to Call Street) (Project #4395752): Provide construction funding in FY 2019 for roadway lighting to enhance pedestrian safety (Leon County).

Recommended Action: *Recommend approval of the FY 2019 -2023 TIP Amendments.*

B. Performance Measures Adoption

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

Recommended Action: *Recommend approval of the proposed performance measures for the CRTPA.*

4. OPEN FORUM FOR PUBLIC COMMENT

Citizens are invited to address the committee.

5. INFORMATION

6. ITEMS FROM COMMITTEE MEMBERS OR STAFF

If you have a disability requiring accommodations, please contact the Capital Region Transportation Planning Agency at (850) 891-8630. The telephone number of the Florida Relay TDD Service is #711.

September 4, 2018



Committee AGENDA ITEM 2A

COMMITTEE MEETING MINUTES

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The minutes of the June 5, 2018 Technical Advisory Committee (TAC) Meeting have been prepared for review and approval.

RECOMMENDED ACTION

Option 1: Recommend approval of the June 5, 2018 TAC Minutes.

ATTACHMENTS

Attachment 1: Minutes of the June 5, 2018 TAC Meeting.



300 S. ADAMS STREET
TALLAHASSEE, FL 32301
www.crtpa.org

TECHNICAL ADVISORY COMMITTEE

9:00 AM – 11:00 AM
Conference Room 3B

CITY HALL
300 S Adams Street
Tallahassee, Fl. 32301

June 5, 2018

MINUTES

TAC ATTENDANCE: JOSHUA LOGAN, ALISHA WETHERELL, ALLEN SECREAST, RYAN GUFFEY, ARTIE WHITE, STEVE SHAFER, MELISSA CORBETT, PAT MAURER, CHARLES WU,

CRTPA STAFF: GREG SLAY, GREG BURKE, LYNN BARR, YULONDA MITCHELL, JACK KOSTRZEWA

FDOT STAFF: SUZANNE LEX, DONNA GREEN,

CONSULTANT STAFF: BEVERLY DAVIS, RS&H

OTHER: KENSINGTON LITTLE (TLH AIRPORT), JENNIFER OSIAS (STUDENT)

1. AGENDA MODIFICATIONS

2. CONSENT

A. TAC Minutes

The minutes of the May 1, 2018, TAC meeting were prepared for committee review and approval.

TAC Action: *Recommended approval of the March 6, 2018 TAC Meeting Minutes. Motion made by Mr. Ryan Guffey with a second provided by Mr. Artie White.*

3. PRESENTATIONS/DISCUSSION/ACTION

A. Fiscal Year (FY) 2020 – FY 2024 Priority Project Lists (PPL)

The FY 2020 – 2024 PPLs were presented to the TAC for a recommendation of approval.

TAC Action: *The FY 2020 – FY 2024 PPL were approved unanimously with a motion made by Mr. Steve Shafer and a second provided by Mr. Charles Wu.*

B. Fiscal Year (FY) 2019 & FY 2023 Transportation Improvement Program (TIP) Adoption

The FY 2019 & 2023 TIP was provided for review and a recommendation of approval.

TAC Action: *The TAC recommended approval of the FY 2019 & FY 2023 TIP. The motion was made by Mr. Allen Secreast, with a second by Mr. Steve Shafer. The motion passed unanimously.*

C. Congestion Management Process Plan (CMPP)

The consultant team for the update to the CMPP presented a draft list of projects for the CRTPA area to be included and prioritized in the adoption of the CMPP in September of 2018.

TAC Action: No action was requested or taken.

4. OPEN FORUM FOR PUBLIC COMMENT

None.

5. INFORMATION

6. ITEMS FROM COMMITTEE MEMBERS OR STAFF : *NONE.*



September 4, 2018

COMMITTEE AGENDA ITEM 2B
FISCAL YEAR 2020 – FY 2024
TALLAHASSEE INTERNATIONAL AIRPORT
PRIORITY PROJECT LIST
UPDATE

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

This item seeks approval of the UPDATED Fiscal Year 2020 – FY 2024 Tallahassee International Airport Priority Project List (PPL).

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt the updated FY 2020 – FY 2024 Tallahassee International Airport Priority Project List.

BACKGROUND

Subsequent to the FY 2020 – FY 2024 Tallahassee International Airport Priority Project List adoption at the June 18 CRTPA meeting, CRTPA staff was notified by Airport staff that the format of the adopted PPL has been requested to be changed by the Florida Department of Transportation. Specifically, the PPL is proposed to be revised to break out the projects by separate fiscal years.

Annually, the Capital Region Transportation Planning Agency (CRTPA) provides a listing of projects to the Florida Department of Transportation (FDOT), in priority order, for funding consideration. One of these lists is the Tallahassee International Airport Priority Project List. Unlike other lists adopted by the CRTPA, the Tallahassee International Airport (TIA) develops this list. Projects contained on this list are consistent with TIA's Master Plan.

The TIA PPL provides guidance to the FDOT as the agency proceeds with development of the Annual FDOT Work Program. Ultimately, the projects included within the FDOT Work Program are included in the CRTPA's Transportation Improvement Program (TIP).

An update of the TIA Master Plan is currently in progress and is scheduled to be completed in 2017. The TIA Master Plan serves as the City of Tallahassee's strategy for the development of the Tallahassee International Airport.

ATTACHMENT

Attachment 1: UPDATED FY 2020 – FY 2024 Tallahassee International Airport PPL

NOTE: ATTACHMENT TO BE PROVIDED AT MEETING

September 4, 2018



Committee AGENDA ITEM 2C

CONGESTION MANAGEMENT PROCESS PLAN UPDATE

TYPE OF ITEM: Consent

STATEMENT OF ISSUE

The consultant team for the Congestion Management Process Plan (CMPP), RS&H, has completed an evaluation of numerous data sources to identify courses of action to address congestion and/or safety concerns identified within the area of the Capital Region Transportation Planning Agency (CRTPA). Having also met with the Technical Resource Committee for the project in July of 2018, a proposed final categorized project list (***Attachment 1***) has now been created for approval by the CRTPA Board for inclusion within the CMP.

RECOMMENDED ACTION:

Option 1: Provide a recommendation of approval for the categorized list of projects in the CMPP Update.

BACKGROUND

As a Transportation Management Area, Federal law requires that the CRTPA develop a Congestion Management Process Plan (CMPP). This document serves to measure the system performance of transportation facilities within the planning boundary, and identifies various low-cost strategies that could be employed to improve safety, alleviate congestion, and/or maximize the mobility options available (such as operational improvements).

A final outcome of the CMP study is a categorized list of projects that the CRTPA recommends to address the safety and congestion problems in the CRTPA area. The CRTPA local governments utilize the CMP when making decisions regarding the investment of resources in the transportation infrastructure of the region, and the CRTPA utilizes the document to identify potential solutions to congestion that can be accomplished as a companion to the adopted Regional Mobility Plan.

The consulting for the CMP project, RS&H, has spent the last several months analyzing congestion and crash data within the CRTPA area. Trends and issues that were identified were then shared with CRTPA staff, the CMP's Technical Resource Committee, and the CRTPA Advisory Committees for their input and consideration.

RECENT ACTIVITY

A Draft list of potential CMP Projects were presented to the CRTPA Advisory Committees for review and consideration at their June 5, 2018 committee meetings. Since that time, the project list was again presented to the Technical Resource Committee for the CMPP for input and further consideration. Following the meeting, the consultant for the project finalized the project list into categorized projects by county for consideration of final adoption by the CRTPA Board as part of the CMPP.

NEXT STEPS

Subsequent to the Committee Meeting, the categorized project list will go before the CRTPA Board for consideration and approval. Upon approval, the final documentation of the CMPP will be packaged into a report, provided to the CRTPA Board, and made available to the public in the CRTPA webpage.

ATTACHMENT

Attachment 1: CRTPA Congestion Management Categorized Project List

CRTPA Congestion Management Projects: CATEGORIZED BY COUNTY

SAFETY: FATALITIES

County	Location	Project/Strategy	Supporting Data
LEON	Springhill Rd. near Bice Rd.	Addition of approximately 1 mile of guardrail approximately 3.3 miles south of Capital Circle SW	2 fatalities; 7 other lane departure crashes
	Tennessee St. (Monroe St. to Capital Circle SW)	1. Exclusive bicycle/scooter accommodation west of Ocala Street; existing travel lanes remain in the same configuration 2. Bicycle-Pedestrian-Driver Education	9 fatalities: 3 scooter/motorcycle vs. Vehicle.; 1 bicycle vs. vehicle; 2 pedestrian vs. vehicle
GADSDEN	US 90/SR 10 (West of Leon County Line)	1. Addition of rumble striping and increased signage (\$859,171.35) 2. Addition of inside shoulder (\$1,500,000)	4 fatalities - lane departure
WAKULLA	Spring Creek Highway at MLK Blvd.	Increased signage	3 fatalities - angle crashes

SAFETY: INTERSECTION AND SEGMENT CRASHES

County	Location	Project/Strategy	Supporting Data
WAKULLA	US 98/Coastal Highway at US 319/Sopchoppy Highway	Increase advanced warning signage for each intersection leg	ADT: 9700 vehicles Crash Rate: 2.165 crashes/million
	US 98/Coastal Highway at Bloxham Cutoff Rd.	1. Addition of "CROSS TRAFFIC DOES NOT STOP" sign for Bloxham Cutoff Rd. (\$312.15) 2. Evaluate horizontal geometry	ADT: 2100 vehicles Crash Rate: 2.174 crashes/million
	US 98/Coastal Highway at Woodville Highway	1. New striping and improved pavement markings (\$1,096.71) 2. Illuminate bicycle/multi-use path (\$920) 3. Evaluate the lighting needs of the intersection	ADT: 4750 vehicles Crash Rate: 2.307 crashes/million

CONGESTION: SEGMENTS

County	Location	Project/Strategy	Supporting Data
Leon	Old Bainbridge Rd. (Tharpe St. to Macomb/Tennessee St)	Land use coordination; access management	V/C Ratio

CONGESTION: BOTTLENECKS - RECURRING CONGESTION

County	Location	Project/Plan of Action	Supporting Data
Leon	Monroe St. at Gaines St.	Signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 42 min
	Monroe St. at Tennessee St.	Signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 40 min
	Tennessee St. at Capital Circle NW	Signal timing optimization; access management; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 20 min

CONGESTION: BOTTLENECKS - NON-RECURRING CONGESTION EXAMPLE

LEON	US 90/Mahan Dr. at Capital Circle NE	Example: Fatal accident on I-10 resulting in closure of I-10 westbound between Exits 203 and 209. Traffic diverted to US 90 to US 319 to I-10. Resulting bottleneck lasted from 3:10 PM until 5:10 PM with peak queue length of 4.3 miles	Continue coordination and integration of traffic information systems during events
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CONGESTION PROJECTS/STRATEGIES - RECOMMENDED STUDIES

County	Location	Project/Strategy	Supporting Data
LEON	Calhoun St. (Thomasville Rd. to Tennessee St.)	Evaluate intersection for further need of traffic control devices	Multiple crashes due to speeding
	Betton Rd.	Origin/Destination Study to evaluate additional access point for Betton Hills	V/C Ratio Buffer Time Index: Westbound PM Peak - 2.71
	US 27/N. Monroe St. (John Knox to I-10)	Study feasibility of capacity improvements from Callaway Rd. to John Knox Rd.	V/C Ratio Buffer Time Index: Southbound AM Peak - 1.4
	US 90/Mahan Dr. at Capital Circle NE	Specific study to address intersection congestion; flyover included in 2040 Cost Feasible Plan	Average Daily Bottleneck Duration - 53 min
	Thomasville Rd. at N Monroe St.	Evaluate N Calhoun St. and Thomasville Rd intersection for accessibility issues and queue length problems; signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 28 min

SAFETY/FATALITIES: PROJECTS UNDERWAY/COMPLETED TO ADDRESS IDENTIFIED ISSUE

County	Location	Project/Strategy	Supporting Data
Leon	Woodville Highway (in Woodville)	Lighting Study: Project # 4395762; FDOT	3 fatal accidents, night; 1 pedestrian
	Pensacola St. (Appleyard Dr. to Ocala Rd.)	1. Lighting Study: Project # 4395792; FDOT 2. Coordinate with StarMetro on stop location: Stop Relocated 3. Bicycle-Pedestrian-Driver Education	1 fatality and multiple serious injuries
Leon	Crawfordville Hwy. at Shelfer Rd.	1. Lighting Study Completed 2. Bicycle-Pedestrian-Driver Education	2 Pedestrian fatalities, night
JEFFERSON	SR 20/Apalachee Pkwy at Leon/Jeffersn County Line	1. Addition of inside shoulder 2. Cross slope correction 3. Evaluation of curve radii	3 fatalities - lane departure

CONGESTION: PROJECTS OR STUDIES UNDERWAY/COMPLETED TO ADDRESS IDENTIFIED ISSUE

County	Location	Project/Strategy	Supporting Data
LEON	Gaines St.	Southwest Area Study Underway; Orange Avenue PD&E	V/C Ratio Buffer Time Index: Eastbound AM Peak - 2.0
	Thomasville Rd. (Kerry Forest Pkwy to Capital Circle NE), including Thomasville Rd/Capital Circle Intersection	Thomasville Road/I-10 Interchange Modification Report - included in area of influence	Buffer Time Index: Southbound AM Peak - 1.39 Northbound PM Peak - 1.44
	Orange Ave. (Springhill Rd. to Monroe St.)	Southwest Area Study Underway; Orange Avenue PD&E	Buffer Time Index: Eastbound PM Peak - 1.4 Westbound PM Peak - 1.58
	Orange Ave at Monroe St. (Orange Ave Eastbound)	Addition of right turn lane: Southwest Area Study Underway; Orange Avenue PD&E	Average Daily Bottleneck Duration - 21 min
WAKULLA	Crawfordville Rd. (Ivan Church Rd. to Harvey Mill Rd.)	Right-of-Way acquisition underway	Buffer Time Index: Northbound AM Peak - 0.62



September 4, 2018

COMMITTEE AGENDA ITEM 3 A
FISCAL YEAR 2019 – FISCAL YEAR 2023
TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

TYPE OF ITEM: Presentations/Discussion/Action

STATEMENT OF ISSUE

The purpose of this item is to amend the CRTPA Fiscal Year (FY) 2019 – FY 2023 Transportation Improvement Program (TIP) to add the following projects:

- SR 10 (US 90) (from US 27 to Buck Lake Road) (Project #4395712): Provide construction funding in FY 2019 for new roadway lighting to enhance pedestrian safety (Leon County).
- SR 363/SR 61 Woodville/Monroe Street (from Ross Road to Call Street) (Project #4395752): Provide construction funding in FY 2019 for new roadway lighting to enhance pedestrian safety (Leon County).

RECOMMENDED ACTION

Option 1: Recommend the CRTPA adopt a resolution amending the FY 2019 – FY 2023 Transportation Improvement Program to reflect:

- ADD FUNDING: SR 10 (US 90) (from US 27 to Buck Lake Road) (Project #4395712): Provide construction funding in FY 2019 for roadway lighting to enhance pedestrian safety (Leon County).
- ADD FUNDING: SR 363/SR 61 Woodville/Monroe Street (from Ross Road to Call Street) (Project #4395752): Provide construction funding in FY 2019 for roadway lighting to enhance pedestrian safety (Leon County).

HISTORY AND ANALYSIS

The CRTPA's Transportation Improvement Program is adopted annually and identifies those projects in the region that have received state and federal funding. Subsequent to adoption, the TIP is occasionally formally amended to reflect project changes such as the addition or deletion of a project and changes to existing projects related to funding or project scope.

The CRTPA was recently contacted by the Florida Department of Transportation to amend the current TIP to reflect the addition of construction funding for two (2) lighting safety projects. Funding for the design of both projects was previously included in prior year CRTPA TIP's.

Specifically, the following projects are proposed for amendment:

- SR 10 (US 90) (from US 27 to Buck Lake Road) (Project #4395712): Provide construction funding in FY 2019 for roadway lighting to enhance pedestrian safety at signalized intersection locations (Leon County).
- SR 363/SR 61 Woodville/Monroe Street (from Ross Road to Call Street) (Project #4395752): Provide construction funding in FY 2019 for roadway lighting to enhance pedestrian safety at signalized intersection locations (Leon County).

Subsequent to Board approval, the FY 2019 – FY 2023 TIP will be updated to reflect the projects addition.

ATTACHMENT

Attachment 1: TIP project pages

SR 363/SR 61 (US 27) WOODVILLE HWY/MONROE ST FROM ROSS RD TO CALL STREET



Project #: 4395752

Work Summary: LIGHTING **SIS?:** No

Lead Agency: Managed by FDOT **Length:** 4.370

County: Leon County **LRTP #:** 2040 RMP Maintenance (5.7)

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	HSP	598,614	0	0	0	0	598,614
Total		598,614	0	0	0	0	598,614

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 598,614

Project Description: This project upgrades existing lighting at all existing signalized intersections. This project was amended at the September 18, 2018 CRTPA meeting to add construction funding as well as revise the project number.

SR 10 (US 90) FROM SR 61 (US 27) MONROE ST TO CR 1568 (BUCK LAKE ROAD)



Project #: 4395712

Work Summary: LIGHTING **SIS?:** Yes

Lead Agency: Managed by FDOT **Length:** 4.206

County: Leon County **LRTP #:** 2040 RMP Maintenance (5.7)

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	RED	673,335	0	0	0	0	673,335
Total		673,335	0	0	0	0	673,335

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 673,335

Project Description: This project upgrades existing lighting at all existing signalized intersections. This project was amended at the September 18, 2018 CRTPA meeting to add construction funding as well as revise the project number.



September 4, 2018

Committee AGENDA ITEM 3 B

CRTPA PERFORMANCE MEASURES

TYPE OF ITEM: Discussion

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.

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**, below, 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

The proposed targets and performance measures for the CRTPA will be provided to the CRTPA Board for adoption at the September 18, 2018 CRTPA Board Meeting. Upon adoption, these performance measures and targets will be forwarded to FDOT and FHWA.