



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

September 27, 2016

Francine Shaw Whitson
Office of Transportation Performance Management (HIPM-10)
Federal Highway Administration, Room E76-338
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Ms. Whitson:

The Florida Department of Transportation (FDOT) is pleased to provide you with our State Performance Report in accordance with the Guidance issued by Federal Highway Administration on August 31, 2016. FDOT's performance reporting aligns closely with the requirements for the federal-aid highway program found in section 150 of title 23, United States Code.

We have issued a MAP-21 Performance Report for each of the last four years. Our February 2016 report is enclosed. It summarizes Florida's transportation performance in three areas:

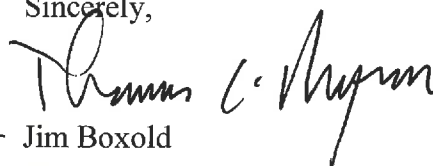
- Transportation safety
- Infrastructure preservation – bridges and pavements
- Mobility measures including freight and passenger transportation

We continue to expand our collaboration with Florida's 27 metropolitan planning organizations (and other partners as well). Thank you for being a valued partner by participating in each of our Collaboration Workshops over the past three years.

I am committed to us continuing to lead and innovate in the vitally important area of performance management. Our performance reports, Asset Management Plan and Performance Management Policy are available at FDOTperforms.org.

Please contact David Lee at (850) 414-4802 if you have any questions about our report.

Sincerely,


For Jim Boxold
Secretary

cc: James Christian, FHWA Division Administrator

Florida Department of Transportation

Transportation Performance

A Report to Florida's Congressional Delegation
February 2016



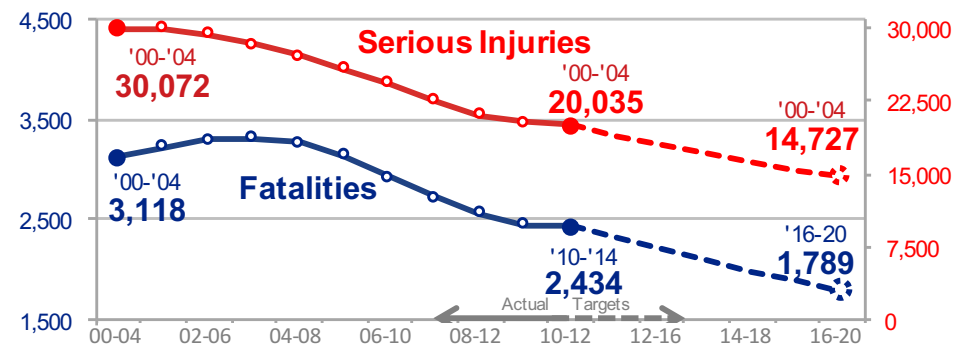
SAFETY

Fatalities & Serious Injuries

Florida's total annual serious injuries and fatalities (Rolling 5-year average)

Fewer deaths and serious injuries make travel safer in Florida. FDOT's long-term aspirational goal is zero deaths on our roadways.

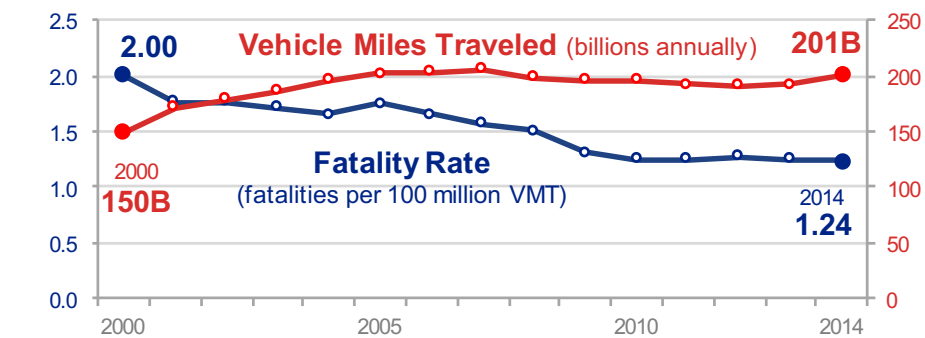
Transportation system safety is among Florida's highest commitment to its residents and visitors. Safety and security improvements save lives, enhance our quality of life, and support Florida's economic competitiveness.



Fatality Rate

Fatality Rate vs. Vehicle Miles Traveled

Florida's rates of serious injuries and fatalities have steadily decreased over the past decade, even as VMT has increased.



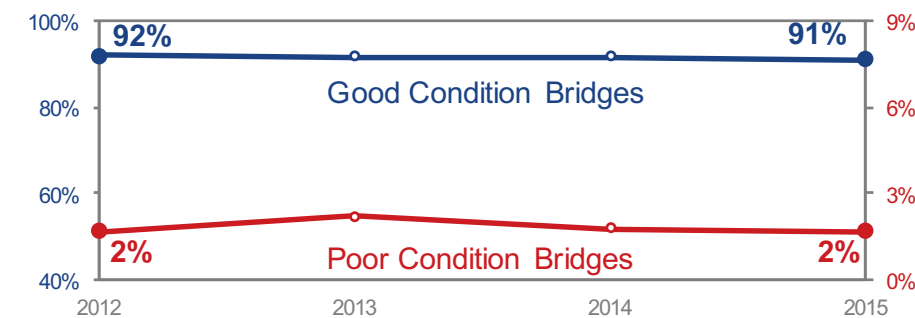
PRESERVATION

Bridges

Condition of National Highway System (NHS) Bridges

The vast majority of Florida bridges do not show evidence of structural deterioration nor are they weight restricted.

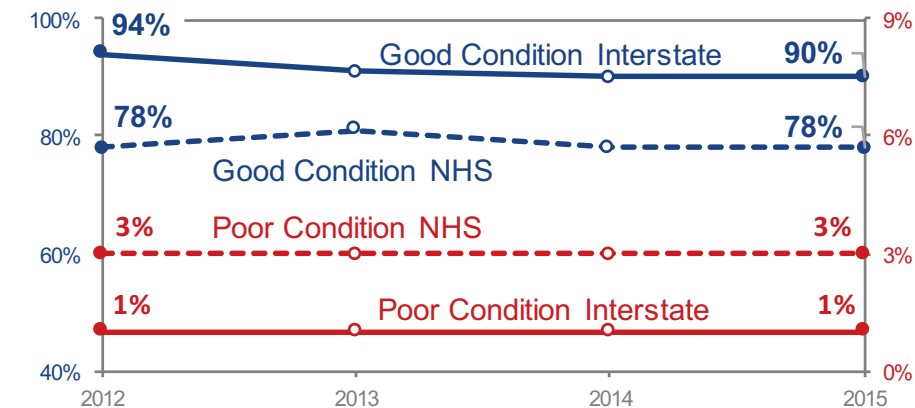
Transportation system preservation is at the heart of FDOT's business. FDOT's maintenance program is one of the best in the country, and has met or exceeded standards for bridges, pavement and maintenance since 1994.



Pavements

Condition of Interstate and National Highway System (NHS) Pavements

Regular maintenance improvements keep assets operating efficiently, extending their useful life and delaying the substantial cost of reconstruction or replacement.



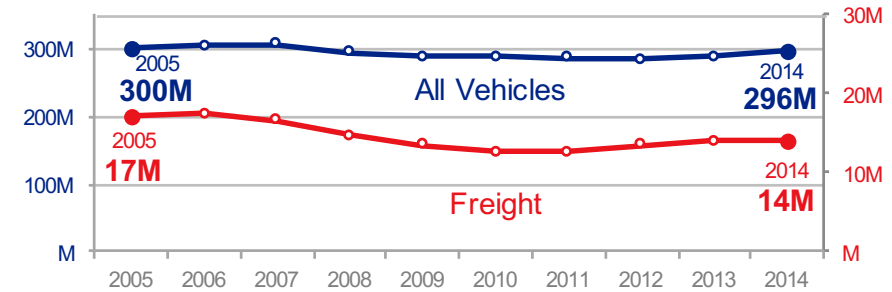
MOBILITY

Vehicle Miles Traveled

Daily Vehicle Miles Traveled (millions)

Over the last decade, daily VMT has remained steady for all vehicles, but combination truck mileage has decreased.

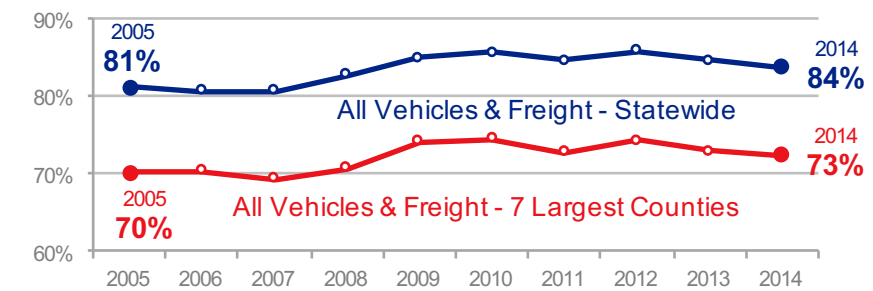
Moving people and goods is transportation's essential purpose. As travel demand changes, Florida continues to improve our multimodal transportation system. Data shows all vehicles and combination trucks (freight) for the State Highway System.



Acceptable Travel

Travel Meeting Acceptable Level of Service During Peak Period

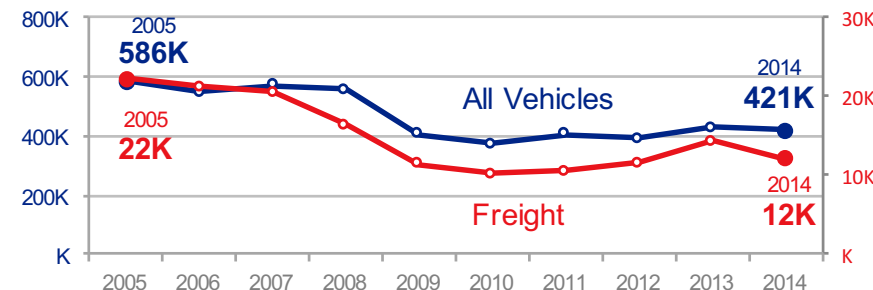
The overall trend is one of generally steady travel improvement, but a decrease occurred after 2012.



Delay

Vehicle Hours of Delay During Peak Period

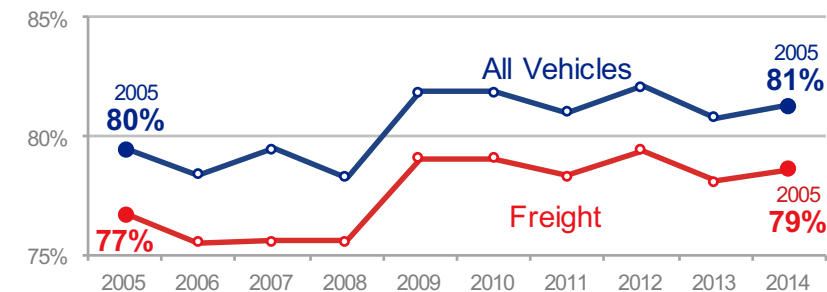
During the most congested period, vehicle hours of delay have generally been declining over the past decade.



Travel Time Reliability

Travel Time Reliability on Freeways During Peak Period

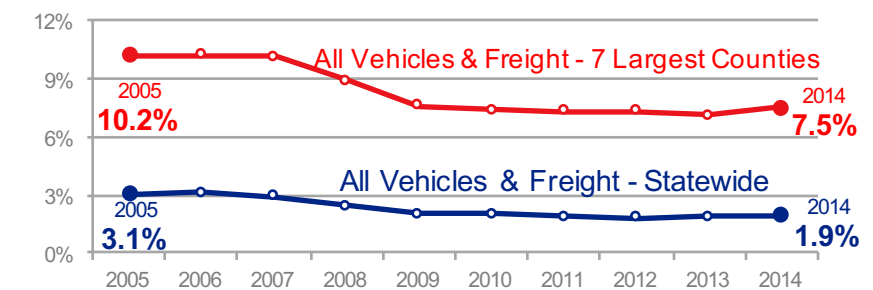
Travel Time Reliability is slightly improving—translating to time and cost savings for shippers and carriers.



Severely Congested

Miles Severely Congested During Peak Period

Florida has experienced a notable reduction in the number of roads that are severely congested during the peak period.



Florida's FOURTH MAP-21 Performance Report

HOW does FDOT use performance measures?

This is our fourth MAP-21 (Moving Ahead for Progress in the 21st Century) Performance Report which defines national goals for the Federal-aid highway program. The Florida Department of Transportation (FDOT) has a performance reporting history that aligns closely with the MAP-21 performance requirements.

Collaboration between federal and state government is essential for achieving the potential envisioned for performance management and measurement. We are continuing our collaboration with Florida's 27 metropolitan planning organizations (MPOs).

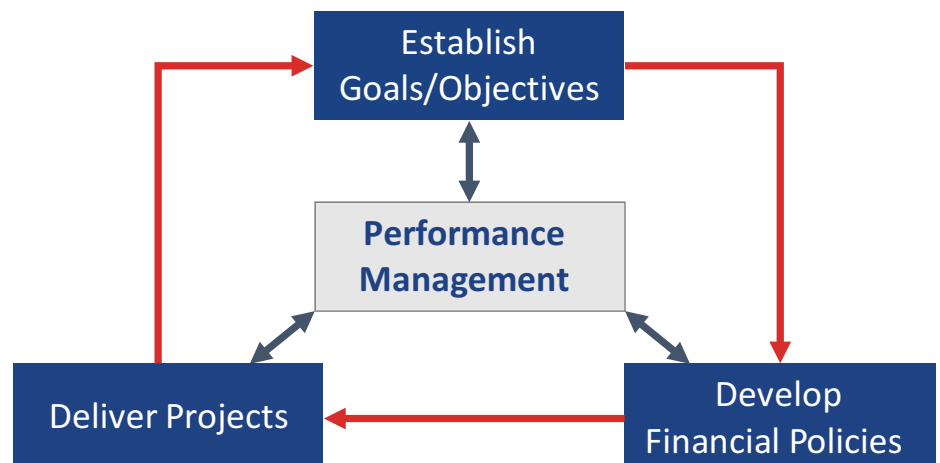
Because Florida's transportation system improvement needs exceed available funding, resources must be invested in the most strategic, effective and efficient ways possible. Performance measures provide useful "feedback" and are integrated into FDOT's business practices on three levels:

At the strategic level – Performance measures help to establish and inform goals and strategic objectives, and to monitor progress in carrying out FDOT's Mission. Performance measures also communicate progress toward achieving goals in various programs and plans such as the [Florida Transportation Plan](#), the [Strategic Highway Safety Plan](#), and the [Freight Mobility and Trade Plan](#).

At the decision-making level – Performance measures are used to inform and assess the financial policies for allocating funds across programs such as highway preservation, system expansion, and public transportation. These programs are defined in the Program and Resource Plan.

At the project delivery level – After projects are selected, performance measures help to monitor the efficiency and effectiveness of projects and services in the department's [Five Year Work Program](#). The measures also support organizational and operational improvements.

As shown in the **Performance-Based Planning and Programming Process** graphic below, performance management is at the heart of FDOT's planning and programming process.





State Performance Report to FHWA

The Florida Department of Transportation (FDOT) is submitting this report to the Federal Highway Administration (FHWA) pursuant to the Guidance issued on August 31, 2016. In addition, we are submitting a transmittal letter from FDOT Secretary Jim Boxold and the MAP-21 Performance Report that FDOT provided to the Florida Congressional Delegation earlier this year. The following information responds to the four requested areas.

(1) The condition/performance of the National Highway System (NHS) in the State

Our accompanying MAP-21 Performance Report provides further details on the bridge and pavement condition and system performance of highways in Florida.

The overall condition of National Highway System (NHS) bridges in Florida is good. The vast majority of Florida bridges do not show evidence of structural deterioration, nor are they weight restricted.

The condition of Interstate and National Highway System (NHS) pavements is also good. Regular maintenance improvements keep these assets operating efficiently, extending their useful life and delaying the substantial cost of reconstruction or replacement.

FDOT previously submitted bridge data to the National Bridge Inventory (NBI) on March 1, 2016 and highway data to the Highway Performance Monitoring System (HPMS) on June 14, 2016 and we received confirmation of those submittals from FHWA.

(2) The effectiveness of the investment strategy document in the State Asset Management plan for the NHS

FDOT's Asset Management Plan is available at <http://www.dot.state.fl.us/planning/TAMP/>. The Plan was adopted in October 2015. Section 5 provides the FDOT investment Strategies and Financial Plan.

The Florida legislature has adopted several prevailing principles for the department to meet to achieve and sustain a state of good repair and maintain system performance targets. Among the most germane are the requirements to:

- ensure that 80 percent of the pavement surfaces on the State Highway System (SHS) meet department standards;

- ensure that 90 percent of department-maintained bridges meet department standards; and
- ensure that the department achieves 100 percent of the acceptable maintenance standard on the SHS (Section 334.046, Florida Statutes).

The department meets the pavement condition standard by balancing resurfacing needs with SHS pavement deterioration rates. Pavement condition standards are based on the percentage of lane-miles with a Pavement Condition Rating of either excellent or good using cracking, ride, or rut measurements. The bridge standard is the percentage of bridge structures on the State Highway System that have a condition of excellent or good. The Maintenance Rating Program uses visual and mechanical evaluation of routine highway maintenance conditions in a uniform manner to rate maintenance levels.

Through these statutory provisions, Florida has established a well-recognized approach for preserving existing assets and protecting the public's investment in its highways and bridges. The mandated condition targets, coupled with a departmental commitment to adopting innovative approaches for meeting these targets, foster a highly accountable approach to maintenance and preservation activities.

The Asset Management Plan includes also includes an Implementation Section describing the actions necessary to institutionalize the practices described within the Plan. An FDOT Steering Committee has been established for ongoing oversight of the Plan's implementation within the department.

(3) A description of State DOT's progress in achieving performance targets

While FDOT has significant experience in using performance targets, the target setting required for federal performance measures is still in progress since the federal rulemaking is still underway. Since the federal target setting involves both FDOT and Florida's 27 Metropolitan Planning Organizations (MPOs), a series of statewide workshops have been held. Our third Statewide Performance Measures Workshop will be held on September 28, 2016 with Federal, State and MPO participation. Performance target setting will be discussed including a review of progress for our pilot effort with four MPOs. That pilot entails sharing data and exploring State/MPO coordination issues.

A Collaboration Workshop report for each of the three Workshops has been produced and is available at <http://www.dot.state.fl.us/planning/Policy/metrosupport>.

(4) A description of the ways in which the State DOT is addressing congestion at freight bottlenecks

Introduction

FDOT has a nationally recognized approach to address bottlenecks, specifically freight bottlenecks. Although FHWA's Notice of Proposed Rulemaking on freight movement covers only the Interstate System, FDOT's process of identifying freight bottlenecks extends beyond the Interstate System. It covers Florida's entire Strategic Intermodal System (SIS). As such, FDOT freight bottleneck analyses not only addresses Interstate facilities, rather all roadways including connecting facilities to Florida's major seaports, airports and rail terminals. It addresses the "first" and "last miles", which frequently represent freight bottleneck areas more than Interstate facilities.

Freight Bottleneck Identification

Over the last three years, FDOT developed and refined a methodology to identify freight bottlenecks on Florida's SIS using vehicle probe data and travel time reliability measures. The vehicle probe data, National Performance Measurement Research Data Set (NPMRDS) from FHWA, provided travel speed on roadways at five-minute intervals. The vehicle probe data was analyzed and three freight performance measures were calculated – planning time index, frequency of congestion and vehicle hours of delay. Freight bottlenecks are identified as those portions of the roadway network with a high (worse) combination of the freight performance measures. The bottlenecks are displayed on easy-to-understand graphics and the top bottlenecks at the statewide and districtwide level are identified.

This methodology is being used to update the bottleneck locations on Florida's SIS with the latest vehicle probe data on an annual basis. Applying this methodology routinely over time and with the latest vehicle probe data allows the identification of new bottlenecks and monitoring of existing ones to discern congestion trends.

Identification of bottlenecks and estimation of their activation times and delay impact can aid FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's Strategic Investment Tool to help identify the most important projects to relieve congestion. FDOT also does site visits of all SIS and National Highway System connectors to identify traffic operation improvements to improve traffic flow. Information about the roadway geometry and traffic operations at the identified bottleneck locations can help to identify corrective actions.

Freight Mobility Performance Measures

FDOT has an extensive multimodal freight mobility reporting process. In 2016, FDOT reported on 25 freight measures in its Multimodal Mobility Performance Measures Source Book. Additional measures are also available from individual modal offices. The Source Book measure that specifically addresses "bottlenecks" is the state's percent of miles

heavily congested. Reporting is further broken down by the state's seven largest Metropolitan Planning Areas, other urbanized areas and non-urbanized areas. Ten year trends are provided for this measure.

Freight Mobility and Trade Plan

The Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The Freight Mobility and Trade Plan was developed and completed in two phases, a Policy Element and Investment Element, each addressing specific needs, with their own purposes. The Policy Element is intended to lay out the policy framework and identify responsibilities for implementation. The Investment Element builds on the Policy Element and is specifically intended to identify Freight Needs, identify criteria for state investments in freight, prioritize freight investments across modes, and meet requirements of MAP-21. The Policy Element of the Plan was adopted in June 2013 and the Investment Element of the Plan was adopted in September 2014.