

## Florida's Statewide Multimodal Mobility Performance Measures Team

By Doug McLeod (FDOT)

The purpose of Florida's Statewide Multimodal Mobility Performance Measures Team is to provide guidance and support to the Florida Department of Transportation (FDOT) and the state's MPOs on multimodal mobility performance measures including reporting for internal and MAP-21 purposes. Nationwide there appears to be a lot of concern about upcoming MAP-21 performance measure requirements related to system performance and freight movement; however, with this comprehensive statewide consensus building approach most major statewide concerns appear to be resolved. FDOT has taken a strong stance that performance measurement is a positive program to undertake and is supportive of the overall performance based planning process. Consensus agreements have been achieved among FDOT's modal offices and districts and the state's 26 MPOs related to measures, methodology and future plans. The consensus document can be found on FDOT's website:

<http://www.dot.state.fl.us/planning/statistics/mobilitymeasures/consensusitems.pdf>

In January 2013 the statewide team was formed consisting of representatives of FDOT's modal offices (aviation, bicycle/pedestrian, highway, rail, seaport, transit), 7 FDOT districts, and 7 MPOs, one each from the 7 FDOT districts. One of the districts and the Broward MPO (both headquartered in Ft. Lauderdale) served as the lead district and MPO, respectively. In October and November statewide team recommendations were presented to the Florida's Metropolitan Planning Organization Advisory Council (consisting of the state's 26 MPOs) and FDOT's Executive Board, respectively.

Whereas MAP-21 mobility measures concentrate on auto and freight mobility measures, during the consensus building process it became clear that FDOT and the MPOs wanted a more comprehensive mobility approach also including, aviation, bicycle, pedestrian, rail, seaport, and transit mobility measures. FDOT and the MPOs would comply with MAP-21 auto/freight requirements, but for planning purposes all modes will be monitored and considered for improving mobility. In developing applicable measures the four dimensions of mobility (quantity, quality, accessibility and capacity utilization) would be considered with at least two measures recommended for each mode. While a general consensus was reached on measures each MPO will have flexibility in choosing the applicable measures, other than those required by MAP-21. Five measures were recommended for FHWA consideration for MAP-21 purposes. These are:

- Vehicle and combination truck miles traveled
- Percent travel meeting generally acceptable operating conditions during the peak hour
- Delay
- Travel time reliability

- Percent miles severely congested

Another major consensus item was the development and reporting of the mobility measures and the roles of FDOT's Central Office, district offices and MPOs. The general agreement is the Central Office Transportation Statistics Office (TranStat) will develop and report all required MAP-21 measures for the state. Furthermore, TranStat will provide all required MAP-21 measures to each MPO. The intent is to provide the MAP-21 required measures using the following breakdowns for the benefit of the MPOs:

- Areas
  - MPO urbanized area (the 2013 "FHWA smoothed area boundary")
  - MPO planning area boundary
  - Metropolitan areas (if multiple MPOs exist in a U.S. Census designated metropolitan area)
- Roadway networks
  - National Highway System
  - National Freight Network
  - State Highway System
    - Freeways
    - Non-freeways
- Vehicle types
  - All vehicles
  - Combination trucks (all trucks if required)

MPOs will have the flexibility to report and use the state analysis or use their own analyses for their areas if they desire. Maintaining FDOT's concept of a decentralized agency, direct interaction on these measures would be between the staffs of the MPOs and the FDOT district offices.

Another key area addressed by the team was the development of mobility performance measure related definitions. Among the many terms defined are congestion, delay, free flow travel speed, and travel time reliability. The Team agreed these FDOT definitions be used as much as possible for statewide consistency.

The Statewide Multimodal Mobility Performance Measures Team will stay active through 2014 and beyond. Anticipated major activities include reviewing USDOT's proposed measures, developing relevant targets for the different areas of the state and the state as a whole, and training of state and MPO staffs.

For more information:

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