

# PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

## MAP-21 Performance Management

April 2020

### OVERVIEW

The second of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the condition of the pavements and bridges on the National Highway System (NHS). This fact sheet summarizes the requirements of this rule, the targets Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.\*

### PAVEMENT PERFORMANCE MEASURES

- » Percentage of pavements (by lane miles) on the Interstate System in **GOOD** condition.
- » Percentage of pavements (by lane miles) on the Interstate System in **POOR** condition.
- » Percentage of pavements (by lane miles) on the non-Interstate NHS in **GOOD** condition.
- » Percentage of pavements (by lane miles) on the non-Interstate NHS in **POOR** condition.

### BRIDGE PERFORMANCE MEASURES

- » Percentage of NHS bridges (by deck area) classified as in **GOOD** condition.
- » Percentage of NHS bridges (by deck area) classified as in **POOR** condition.

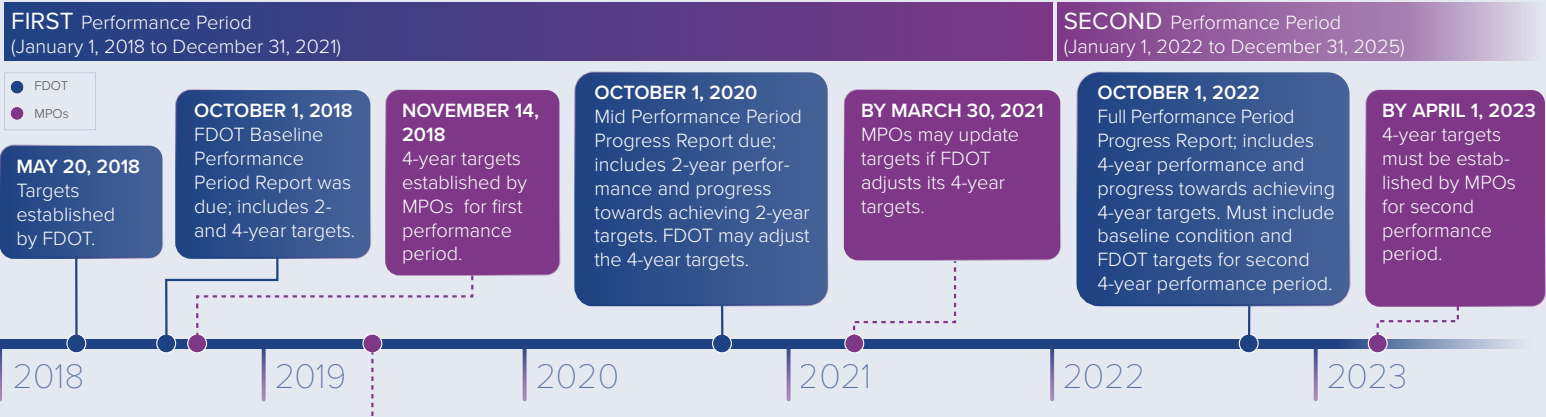
#### GOOD CONDITION

Suggests no major investment is needed.

#### POOR CONDITION

Suggests major investment is needed.

### TIMELINE

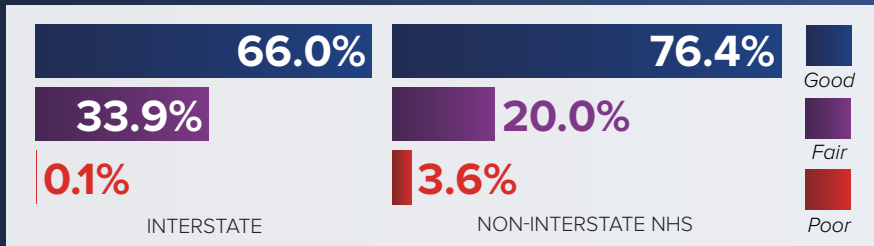


**AFTER MAY 20, 2019**  
Updates or amendments to the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) must be developed according to the PM2 Rule.

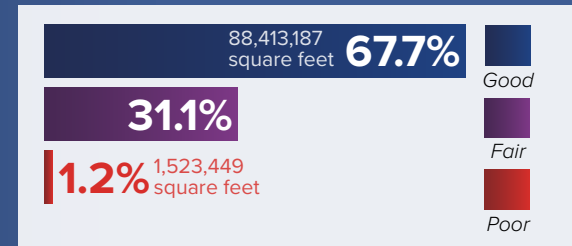
\* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

# EXISTING STATEWIDE CONDITIONS

## Pavement (Flexible and Rigid Combined)



## NHS Bridge (by Deck Area)



Source: FDOT.

## STATEWIDE TARGETS

FDOT established 2- and 4-year targets on May 18, 2018 for the full extent of the NHS in Florida. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period.

Performance Measure	2-Year Target	4-Year Target
<i>Pavement</i>		
% of Interstate pavements (by lane-miles) in <b>GOOD</b> condition	Not required	≥ 60%
% of Interstate pavements (by lane-miles) in <b>POOR</b> condition	Not required	≤ 5%
% of non-Interstate NHS pavements (by lane-miles) in <b>GOOD</b> condition	≥ 40%	≥ 40%
% of non-Interstate NHS pavements (by lane-miles) in <b>POOR</b> condition	≤ 5%	≤ 5%
<i>Bridge</i>		
% of NHS bridges (by deck area) classified in <b>GOOD</b> condition	≥ 50%	≥ 50%
% of NHS bridges (by deck area) classified in <b>POOR</b> condition	≤ 10%	≤ 10%

## MPO TARGETS

MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area. MPOs must set their targets within 180 days after FDOT sets the statewide targets. MPOs set pavement and bridge targets for the first performance period by November 14, 2018. If FDOT opts to adjust the 4-year targets as part of the mid-period performance report due October 1, 2020, the MPOs will have 180 days to determine if they choose to adjust their targets. FDOT will set the targets for the second 4-year performance period by October 1, 2022, after which the MPOs will have 180 days to set their targets.

## ASSESSMENT OF SIGNIFICANT PROGRESS

Beginning in 2020 and continuing every two years thereafter, FHWA will determine if FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- » The actual condition/performance level is better than the baseline condition/performance; or
- » The actual condition/performance level is equal to or better than the established target.

Because two year targets were not required for Interstate pavement condition for the first performance period, FHWA will not assess significant progress toward these targets in 2020. Two year targets will be required for the second and subsequent performance periods. If FDOT does not make significant progress, it must document the actions it will take to achieve the target. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the Transportation Management Area (TMA) MPO certification reviews and reviews of adopted/amended LRTPs and TIPs.

## MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting the following statewide minimum condition requirements. If it is not, FDOT must obligate funds to meet minimum requirements.

### FDOT IS ON TRACK TO MEET MINIMUM CONDITION REQUIREMENTS

- » **Pavement:** No more than 5 percent of the Interstate System in *Poor* condition for most recent year. ✓
- » **Bridge:** No more than 10 percent of total deck area of NHS bridges classified as Structurally Deficient (*Poor* condition) for three consecutive years. ✓

## FOR MORE INFORMATION PLEASE CONTACT

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