

PM3: System Performance



Florida Department of Transportation Office of Policy Planning

MAP-21 Performance Management

April 2020

OVERVIEW

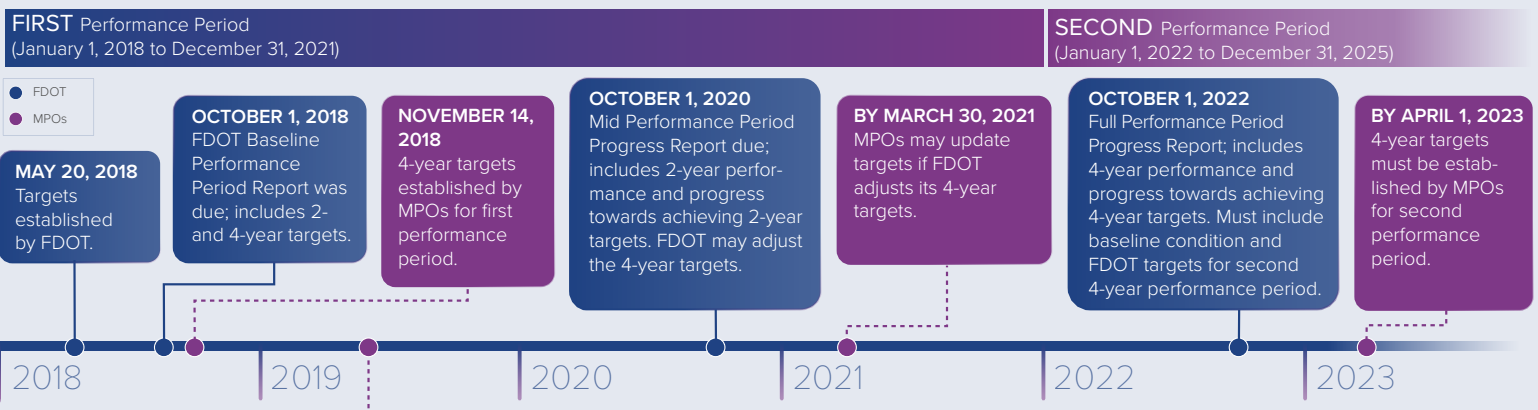
The third of the three performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the performance of the National Highway System (NHS), freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). This fact sheet summarizes the requirements of this rule, the targets that the Florida Department of Transportation (FDOT) selected to meet them, and the role of the Metropolitan Planning Organizations (MPO) under this rule.*

PERFORMANCE MEASURES

| Performance Measure | Typically Referred to As | What It Measures |
|---|----------------------------|--|
| Percent of person-miles traveled on the Interstate that are reliable | Interstate reliability | Seeks to assess how reliable the NHS network is by creating a ratio (called Level of Travel Time Reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable. |
| Percent of person-miles traveled on the non- Interstate NHS that are reliable | Non-Interstate reliability | Traffic volume and an average vehicle occupancy are factored in to determine the person miles that are reliable, and this is converted to a percent of total miles. |
| Truck travel time reliability (TTTR) index | Truck reliability | Seeks to assess how reliable the Interstate network is for trucks by creating a ratio (called Truck Travel Time Reliability, or TTTR) that compares the very worst travel times for trucks against the travel time they typically experience. |

This rule also contains measures addressing CMAQ Program. These are applicable only for areas that are designated as nonattainment or maintenance, of which Florida currently has none. Therefore, they are currently not applicable to Florida Department of Transportation (DOT) or any of Florida's MPOs.

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 PM3 Rule.

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

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

Percent of the person-miles traveled on the Interstate that are reliable



NON-INTERSTATE NHS RELIABILITY

Percent of the person-miles traveled on the non-Interstate NHS that are reliable



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



Note: A higher Interstate and non-Interstate NHS reliability percentage means greater reliability. However, a higher TTTR index means lower reliability.

Source: PM3 Report on Regional Integrated Transportation Information System (RITIS) platform using National Performance Management Data Research Data Set (NPMRDS)

STATEWIDE TARGETS

FDOT established the following 2- and 4-year targets on May 18, 2018. Two-year targets reflect the anticipated performance level at the end of calendar year 2019, while 4-year targets reflect anticipated performance at the end of 2021.

| Performance Measure | 2-Year Target | 4-Year Target |
|--------------------------------|---------------|---------------|
| Interstate reliability | 75% | 70% |
| Non-Interstate NHS reliability | Not required | 50% |
| Truck reliability | 1.75 | 2.00 |

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 system performance targets for the first performance period by November 14, 2018. If FDOT opts to adjust its 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 its 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 that 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 non-Interstate reliability 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 toward achieving a reliability target, it must document the actions it will take to achieve the target. For the freight reliability measure, it must provide additional freight analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and Federal Transit Administration (FTA) will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews, including the Transportation Management Area (TMA) MPO certification reviews, reviews of updated and amended Long-Range Transportation Plans (LRTP), and approval of MPO Transportation Improvement Programs (TIP).

FOR MORE INFORMATION PLEASE CONTACT

Mark Reichert, Administrator for Metropolitan Planning
 Florida Department of Transportation Office of Policy Planning
 Mark.Reichert@dot.state.fl.us | (850) 414-4901