



B ***Goals and Performance Measures***

Appendix B

Goals and Performance Measures

The process used to evaluate the goals, objectives, and performance measures for the Florida Aviation System Plan (FASP) 2043 allowed for improved alignment of performance measures (PMs) and in some instances performance indicators (PIs) with actionable targets for the Florida Department of Transportation Aviation Office (FDOT AO) and airports. It allows for the development of PMs that support aviation activities that are prevalent across the system, provide for emerging trends, and guide development of the FASP 2043 that supports decision-making.

Assessment Process

PMs identified as a result of document reviews, comparable state reviews, and airport and staff surveys were further refined for recommendation into the FASP 2043. Key factors in selecting PMs centered around two concepts:

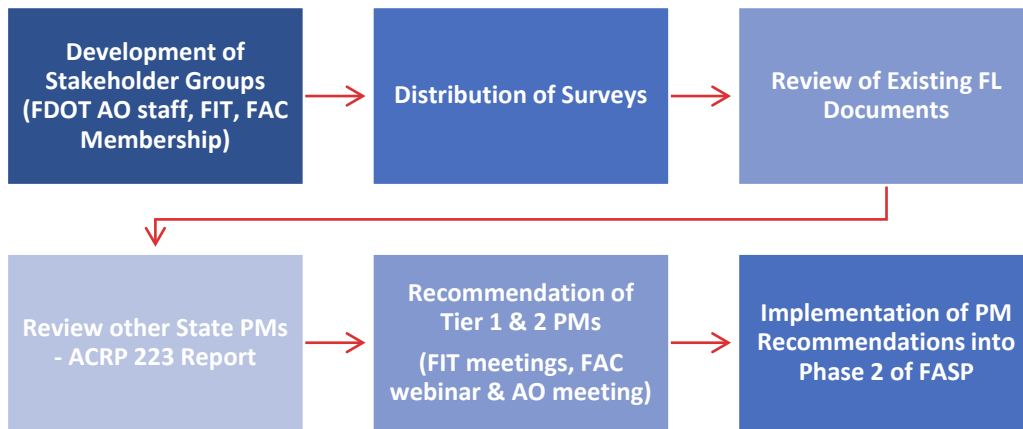
- Provide for more efficiency in decision-making within the FDOT AO to support funding and development decisions
- Provide recommendations for development to airports within the system that support their individual missions while contributing to the overall strength and health of the Florida aviation system

This process resulted in two tiers of potential performance measures for consideration:

- Tier 1 – those most likely to be included
- Tier 2 – those that are more challenging to evaluate

Discussion with FASP Input Team (FIT) members and the FDOT AO staff was sought to determine if there is merit to include the Tier 2 elements. Discussion was also held to determine if these Tier 2 items may be better defined as PIs instead of PMs.

The process for PM development for the FASP 2043, as part of Phase 1, is illustrated below. **Attachment 1** to this appendix outlines the PMs generated from this process for consideration. The first set of tables summarizes the existing FASP 2035 goals, objectives, PMs, and PIs. The second set of tables provides a summary of the other Florida-related documents with the existing goals, objectives, and PMs that should be considered.



Refinement of Performance Measures in Phase 1

Using this data and the responses from the various survey efforts and FIT meetings, a summary of these measures was presented for consideration to the FIT, the FDOT AO staff, and Florida Airports Council (FAC) members for review and comment during November and December 2022. This included measures grouped into airfield-related and planning-related PMs and various PIs as summarized below.

Airfield-Related Performance Measures

Issues that are safety-related

- Number of Airports with:
 - Federal Aviation Administration (FAA)-designated “hot spots”
 - Non-compliant airfield geometry (runway and taxiway)
 - Pavement Condition Index (PCI) rating of less than 70 (currently or forecast within next 5-10 years)

Issues related to capacity

- Number of Airports with:
 - Capacity related projects (runways, taxiways, aprons, hangars) planned in their Joint Automated Capital Improvement Program (JACIP)
 - Within the next 2 years, 3-5 years, more than 5 years out
 - Weather reporting
 - Automated weather observing system, automated surface observing system, other, none
 - Non-precision approach to at least one runway
 - Precision approach to at least one runway

Issues supporting aircraft operations that result in positive economic impact

- Number of airports without:
 - Broadband access

- Fuel service
 - Types of fuel (100 low lead [LL], JetA, unleaded avgas [avgas], sustainable aviation fuel [SAF], other)
 - Methods of delivery
 - Self-fuel, full-service, credit card readers
 - Truck vs. fuel farm
- Backup generators for:
 - Fueling, airfield lighting, terminal building

Planning-Related Performance Measures

Design and layout of each airport and supporting decision making process

- Number of airports with:
 - Master Plans
 - Updated in the past 5 years, 10 years, more than 20, or none
 - Airport Layout Plans (ALPs)
 - Updated in the past 5 years, 10 years, more than 20, or none
 - Exhibit 'A' Property Plans
 - Updated in the past 5 years, 10 years, more than 20, or none
- Number of municipalities enacting Zoning Ordinances under F.S. Chapter 333
- Number of airports with:
 - Airport Security Plans
 - Updated in the past 5 years, 10 years, more than 20, no security plan
 - Wildlife Hazard Management Plans (WHMPs)
 - Updated in the past 5 years, 10 years, more than 20, no WHMP
 - Disadvantaged Business Enterprise (DBE) Plan
 - Updated in the past 5 years, 10 years, more than 20, no DBE plan
 - Airport Minimum Standards
 - Updated in the past 5 years, 10 years, more than 20, no minimum standards
 - Airport Rules and Regulations
 - Updated in the past 5 years, 10 years, more than 20, no rules and regulations

Performance Indicators

In some instances, there are items that are often requested by other agencies or provide interesting talking points about Florida Aviation System. These need to be considered in the FASP 2043, however, are identified as PIs since they are seen as informational items versus actionable items for both the FDOT AO and airport managers. These items include:

- Number of based aircraft,

- Number of annual operations,
- Hangar occupancy rate,
- Tonnage of air cargo shipped,
- Number of enplanements.

Additionally, there were items identified through the Phase 1 process that, while interesting, may be difficult or cost-prohibitive to collect and were therefore also placed in the category of PIs for consideration by the FDOT AO staff and FIT membership. These items included:

- Change in economic impact of FASP 2043 airports between past two economic impact studies,
- Number of Floridians employed directly/indirectly by the aviation industry,
- Amount of fuel flowage by various types,
- Number of airports with increases in number of commercial service destinations served,
- Ratio of allocated state and federal funds to the amount put under grant.

All of these PMs and PIs were adjusted in Phase 2 as additional information about the system and goals, objectives, and PMs were assessed.

Recommended Goals, Objectives, and Performance Measures

The following summarizes the recommended goals, objectives, and PMs for the FASP 2043, using the FASP 2035 data as a base. With the current focus on PMs that provide actionable items that support decision-making, several of the past FASP goals were removed from consideration.

FASP 2043 Goal 1:

Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses, and visitors

Objective – Support FASP airports in meeting FAA airfield geometric design criteria to promote operational safety.

- PMs
 - The number/percentage of FAA-obligated FASP airports that meet current FAA runway design standards.
 - The number /percentage of FAA-obligated FASP airports that meet current FAA taxiway design standards.
 - The number/percentage of FAA-obligated FASP airports that have FAA designated airfield "hot spots."

Objective – Support FASP airports in achieving greater capacity

- PMs
 - The number/percentage of airports with Pavement Condition Index (PCI) ratings of 70 or greater (currently or forecast within next 5-10 years) on their primary runway
 - The number/percentage of airports with PCI ratings of 70 or greater (currently or forecast within next 5-10 years) on their primary taxiway
 - The number/percentage of FASP airports with a non-precision approach to at least one runway end.
 - The number/percentage of airports with a precision approach to at least one runway end.
 - The number/percentage of airports with capacity related projects (runways, taxiways, aprons, and hangars) planned in their JACIP within the next 2 years, 3 years, 5 years, or more than 5 years out.

FASP 2043 Goal 2:

Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida’s natural environment and exhibiting social responsibility

Objective – Encourage operational efficiency and economic growth

- PMs
 - The number/percentage of airports providing pilot support:
 - Broadband access
 - Fuel service
 - Types of fuel (100 low-lead [LL], JetA, unleaded aviation gas [avgas], sustainable aviation fuel [SAF], other)
 - Methods of delivery
 - Self-fuel, full-service, credit card readers
 - Truck vs. fuel farm
 - Backup generators for:
 - Fueling, airfield lighting, terminal building
- PIs
 - The number of based aircraft across system airports
 - The number of annual operations across system airports
 - The number of annual enplanements across system airports
 - The hangar occupancy rate across the system airports
 - The tonnage of air cargo shipped within the system

Objective – Encourage environmental and community sustainability planning for FASP airports.

- PMs
 - Number/percentage of airports with Master Plans updated in the past 5 years, 10 years, more than 20 years, or none
 - Number/percentage of airports with ALPs updated in the past 5 years, 10 years, more than 20 years, or none
 - Number/percentage of airports with an Exhibit ‘A’ Property Plan updated in the past 5 years, 10 years, more than 20 years, or none
 - Number/percentage of airports with a Stormwater Management Plan
- PIs
 - The number/percentage of airports with a DBE Plan updated in the past 5 years, 10 years, more than 20 years, no DBE plan
 - The number/percentage of airports with Airport Minimum Standards updated in the past 5- years, 10 years, more than 20 years, or no minimum standards
 - The number/percentage of airports with Airport Rules and Regulations updated in the past 5 years, 10 years, more than 20 years, or no rules and regulations

FASP 2043 Goal 3:

Protect airspace and promote compatible land uses around public airports

Objective - Encourage FASP airports to work with communities to enact airport zoning ordinances compatible with F.S. Chapter 333 and FDOT's Florida Airport Compatible Land Use Guidebook.

- PM
 - The number/percentage of municipalities enacting Zoning Ordinances under F.S. Chapter 333
- PI
 - The number/percentage of airports with a Wildlife Hazard Management Plan (WHMPs) updated in the past 5 years, 10 years, more than 20 years, or no WHMP

FASP 2043 Goal 4:

Foster technological innovation and support implementation of new technologies

Objective - Encourage FASP airports to provide infrastructure and technologies that support innovation and the implementation of new technologies.

- PMs
 - The number/percentage of airports providing changing opportunities for electric passenger vehicles
 - The number/percentage of airports that are providing or planning for changing of electric aircraft
 - The number/percentage of airports utilizing solar infrastructure on their airfield
 - The number/percentage of airports utilizing geothermal infrastructure on their airfield
 - The number/percentage of airports that provide alternative weather reporting
 - The number/percentage of airports providing alternative fuel options (SAF or unleaded avgas)

Attachment 1 Mission, Vision, Goals Matrix

Source	Mission <i>The clear and concise declaration of why an organization exists</i>	Goals <i>Broad targets to achieve</i>	Objectives <i>Describe specific areas where progress is desired to achieve the goal</i>	Performance Measures <i>Quantitatively assess a particular objective</i>	Performance Indicators
<p style="text-align: center;">Florida Aviation System Plan (FASP)</p>	<p>The FASP 2035 Update is a tool to help FDOT maintain a safe, efficient, and reliable system, evaluate future funding decisions by identifying the facilities and services that are needed to meet future demand, and effectively expand capacity in those areas where it is most needed and beneficial.</p>	<p>Goal 1: Provide efficient, safe, secure, and convenient service to Florida’s citizens, businesses, and visitors</p>	<ul style="list-style-type: none"> Ensure that FASP airports operate at an efficient demand/capacity (D/C) ratio. 	<ul style="list-style-type: none"> The number of FASP airports with an annual airfield D/C ratio of 60% or more (FDOT PM). The number of FASP airports with an annual airfield D/C ratio of 80% or more (FDOT PM). The number of FASP airports identified in FAA Future Airport Capacity Task (FACT) reports for capacity concerns. 	<ul style="list-style-type: none"> The number of FASP airports with terminal-related development projects (building, rental car, parking) and the amount of Joint Automated Capital Improvement Program (JACIP) funding identified for these projects. The percentage of "on time" flights relative to departure reliability (FDOT PM). The percentage of "on time" flights relative to departure reliability (FDOT PM).
			<ul style="list-style-type: none"> Achieve and maintain 100% of primary runways at FASP airports in compliance with FAA and Florida Administrative Code (FAC) 14-60 Runway Safety Area (RSA) standards. 	<ul style="list-style-type: none"> The number of FASP airports identified by FDOT inspection that do not meet relevant RSA standards on their primary runway. 	
			<ul style="list-style-type: none"> Achieve and maintain 100% of nonprimary runways at FASP airports in compliance with FAA and FAC 14-60 RSA standards. 	<ul style="list-style-type: none"> The number of FASP airports identified by FDOT inspection that do not meet relevant RSA standards on their nonprimary runways. 	
			<ul style="list-style-type: none"> Support protection of people and appropriate land uses and controls of runway protection zones (RPZs) at FASP airports. 	<ul style="list-style-type: none"> The number of FASP airports, as determined by a statewide database of land use, that control (through fee simple) the land for the RPZs of the primary runway. The number of FASP airports, as determined by a statewide database of land use, that control (through fee simple) the land for the RPZs of nonprimary runways. 	<ul style="list-style-type: none"> The number of FASP airports that have incompatible land uses within the RPZs of the primary runway. The number of FASP airports that have incompatible land uses within the RPZs of the nonprimary runways.
			<ul style="list-style-type: none"> Achieve compliance with Florida Statute (F.S.) regarding security plans. 		<ul style="list-style-type: none"> The number of FASP airports with a runway greater or equal to 5,000 feet in length that report having a security plan.
			<ul style="list-style-type: none"> Ensure FASP airports can maintain operational capabilities during disasters. 		<ul style="list-style-type: none"> The number of FASP airports with standby emergency power for airfield lighting. The number of FASP airports with standby emergency power for fueling operations. The number of FASP airports with standby emergency power for its terminal.
			<ul style="list-style-type: none"> Ensure FASP airports address wildlife incompatible uses through appropriate means. 	<ul style="list-style-type: none"> The number of FASP airports with completed wildlife hazard site visits, assessments, and/or management plans. 	
			<ul style="list-style-type: none"> Support FASP airports in meeting FAA airfield geometric design criteria to promote operational safety. 	<ul style="list-style-type: none"> The number of FAA-obligated FASP airports that meet current FAA taxiway design standards. The number of FAA-obligated FASP airports that have FAA designated airfield "hot spots." 	

Source	Mission <i>The clear and concise declaration of why an organization exists</i>	Goals <i>Broad targets to achieve</i>	Objectives <i>Describe specific areas where progress is desired to achieve the goal</i>	Performance Measures <i>Quantitatively assess a particular objective</i>	Performance Indicators	
Florida Aviation System Plan (FASP)		Goal 2: Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida's natural environment and exhibiting social responsibility	<ul style="list-style-type: none"> Encourage revenue generation at FASP airports to enhance airport self-sufficiency by assisting airports to develop business plans in accordance with FDOT's Florida General Aviation Airport Business Plan Guidebook. 		<ul style="list-style-type: none"> The number of FASP airports that report having a business/marketing plan. 	
			<ul style="list-style-type: none"> Enhance the competitiveness of Florida Strategic Intermodal System (SIS) airports for intermodal enhancement funding. Provide seamless transportation for Florida's travelers from point of departure to destination. 		<ul style="list-style-type: none"> The number of commercial service SIS airports reporting direct bus service. The number of commercial service SIS airports reporting direct passenger rail connections. The percentage of levels of service (LOS) on SIS Highway Airport Connectors that are LOS A through C (FDOT PM). 	
			<ul style="list-style-type: none"> Encourage economic, environmental, and community sustainability planning for FASP airports. 		<ul style="list-style-type: none"> The number of airports that have plans on file with FDOT (master plans and sustainability plans). 	
		Goal 3: Support and enhance the position of leadership and prominence held by Florida's aviation industry	<ul style="list-style-type: none"> Maintain Florida's status as a national leader in supporting aviation. 		<ul style="list-style-type: none"> The amount of Florida's aviation funding in relation to other states. The amount of Florida's aviation economic impact in relation to other states. The number of pilot certificates held in Florida (by category). The number of United States (U.S.) Parachute Association licenses issued in Florida. The number of revenue passengers boarding aircraft (FDOT PM). The tonnage of all air cargo landed at FASP airports (FDOT PM). The value of air cargo transported at FASP airports (FDOT PM).1 The number of based aircraft in Florida. 	
			Goal 4: Protect airspace and promote compatible land uses around public airports	<ul style="list-style-type: none"> Encourage FASP airports to work with communities to enact airport zoning ordinances compatible with F.S. Chapter 333 and FDOT's Florida Airport Compatible Land Use Guidebook. 		<ul style="list-style-type: none"> The number of FASP airports reporting that surrounding municipalities have enacted airport zoning ordinances compatible with F.S. Chapter 333.
				<ul style="list-style-type: none"> Encourage mapping at FASP airports that is compatible with FAA's electronic airport layout plan (eALP) standards. 		<ul style="list-style-type: none"> The number of FASP airports reporting that they have mapping compatible with FAA eALP standards.
		Goal 5: Foster technological innovation and support implementation of new technologies	<ul style="list-style-type: none"> Encourage the development of global positioning system (GPS)-based instrument approaches. 	<ul style="list-style-type: none"> The number of FASP airports with a GPS approach. 		
			<ul style="list-style-type: none"> Encourage readiness of FASP airports to meet NextGen requirements. 		<ul style="list-style-type: none"> The number of FASP airports that meet the FAA standards for an instrument approach procedure with visibility minima between 3/4 mile and less than one mile. The number of FASP airports that meet the FAA standards for an instrument approach procedure with visibility minima less than 3/4 mile. 	
			<ul style="list-style-type: none"> Ensure unmanned aerial system (UAS) operations are considered in the state infrastructure and airway system in accordance with FAA directives. 		<ul style="list-style-type: none"> The number of coordination events with various UAS stakeholders (e.g., institutions of higher learning, UAS manufacturers, etc.) in the development of UAS technologies. 	

		Goal 6: Promote support for aviation from business, government, and the public	<ul style="list-style-type: none"> Quantify and communicate the economic impact of FASP airports. 		<ul style="list-style-type: none"> The change in the economic impact of FASP airports.
			<ul style="list-style-type: none"> Coordinate with Enterprise Florida to advertise the availability of resources and developable land at FASP airports to aviation-minded businesses around the country. 		<ul style="list-style-type: none"> The number of coordination meetings with Enterprise Florida representatives to communicate economic impact and business development opportunities of FASP airports.
			<ul style="list-style-type: none"> Encourage airports to maintain pavement in an above-average level of condition. 		<ul style="list-style-type: none"> The number of airport pavement condition index (PCI) inspections per year.
		Goal 7: Foster Florida’s reputation as a military- and aerospace-friendly state	<ul style="list-style-type: none"> Coordinate with military aviation representatives as it relates to the Florida aviation system. 		<ul style="list-style-type: none"> The number of military officials participating in the Continuing Florida Aviation Systems Planning Process (CFASPP).
			<ul style="list-style-type: none"> Coordinate with military on emergency response coordination efforts. 		<ul style="list-style-type: none"> The number of task force meetings held with military officials.
			<ul style="list-style-type: none"> Measure the economic impact of military aviation in Florida. 		<ul style="list-style-type: none"> The number of coordination meetings held with emergency response officials, including the military.
					<ul style="list-style-type: none"> The amount of Florida's aviation economic impact with military aviation units and airports included.

Source	Mission <i>The clear and concise declaration of why an organization exists</i>	Goals <i>Broad targets to achieve</i>	Objectives <i>Describe specific areas where progress is desired to achieve the goal</i>	Performance Measures <i>Quantitatively assess a particular objective</i>	Performance Indicators		
Florida Transportation Plan		Goal 1: Safety and Security	<ul style="list-style-type: none"> Eliminate transportation-related fatalities and serious injuries 		<ul style="list-style-type: none"> Highway fatalities (total and rate) Highway serious injuries (total and rate) Non-motorized fatalities and serious injuries Reportable transit fatalities, serious injuries (total and rate) Reportable transit safety events (total and rate) Micromobility safety events Crashes (total and rate) Derailments Rail trespassing events Human trafficking incidents using the transportation system Incident response time Emergency evacuation clearance times 		
			<ul style="list-style-type: none"> Reduce the number of crashes and other safety incidents on the transportation system 				
			<ul style="list-style-type: none"> Reduce the frequency and severity of transportation-related public health, safety, and security risks 				
			<ul style="list-style-type: none"> Improve emergency response and recovery times 				
		Goal 2: Infrastructure and Mobility	<ul style="list-style-type: none"> Maintain Florida's transportation assets in a State of good repair for all modes 			<ul style="list-style-type: none"> Pavement condition Bridge condition Transit vehicle and facility condition Airport pavement condition Seaport infrastructure condition Spaceport infrastructure condition Sidewalk and trail condition Vulnerability to flooding or storm surge Hours or days of transportation facility closure due to smoke, fire, flooding, wind, or extreme temperature Frequency of repairs due to damage from extreme weather or other events Customer satisfaction Connections between modes/systems and extent of system gaps 	
			<ul style="list-style-type: none"> Increase the resilience of infrastructure 				
			<ul style="list-style-type: none"> Meet customer expectations for infrastructure 				
			<ul style="list-style-type: none"> Improve transportation system connectivity 				
		Goal 3: Accessibility	<ul style="list-style-type: none"> Increase access to jobs, education, health, and other services for all residents 				<ul style="list-style-type: none"> Access to jobs Access to education and healthcare Broadband access Transportation options for traditionally underserved communities Percent of people working remotely Travel time reliability Truck travel time reliability index Person-hours of delay On time departure or arrival for aviation and passenger rail Freight hours/cost of delay Supply chain efficiency/resilience Person trips by mode, including bicycle/pedestrian and micromobility
			<ul style="list-style-type: none"> Increase the reliability and efficiency of people and freight trips 				
			<ul style="list-style-type: none"> Increase alternatives to single occupancy vehicles 				

					<ul style="list-style-type: none"> Number of automated and connected vehicles sold
		Goal 4: Economy, Community, and Environmental	<ul style="list-style-type: none"> Support job creation and economic development 		<ul style="list-style-type: none"> Jobs in transportation-dependent industries Support for statewide and regional economic development goals Industry-recognized credentials in transportation-related industries Return on investment from FDOT Work Program Flooding events related to stormwater runoff Air pollutant and greenhouse gas emissions Energy per ton/passenger mile Share of vehicle fleet using alternative fuels Consistency with local government comprehensive plans Support for statewide conservation and environmental stewardship goals
			<ul style="list-style-type: none"> Reduce transportation's impact on water, critical lands, and habitats 		
			<ul style="list-style-type: none"> Decrease transportation-related air quality pollutants and greenhouse gas emissions 		
			<ul style="list-style-type: none"> Increase the energy efficiency of transportation 		

Source	Mission <i>The clear and concise declaration of why an organization exists</i>	Goals <i>Broad targets to achieve</i>	Objectives <i>Describe specific areas where progress is desired to achieve the goal</i>	Performance Measures <i>Quantitatively assess a particular objective</i>	Performance Indicators
FDOT Freight Mobility and Trade Plan		Goal 1: Capitalize on the Freight Transportation Advantages of Florida through Collaboration on Economic Development, Trade, and Logistics Programs	<ul style="list-style-type: none"> Maximize the strategic advantage of Florida's transportation hubs for trade logistics 	<ul style="list-style-type: none"> Characterize and highlight the unique strengths of each seaport Develop criteria for strategic port investments in tandem with private investments to respond to market needs nimbly and transparently Determine the operating characteristics of transportation hubs and improve the connecting distribution/transportation system to match their particular logistic needs and opportunities Develop a comprehensive plan to support/facilitate international exports and interstate commerce 	<ul style="list-style-type: none">
			<ul style="list-style-type: none"> Foster the development and deployment of ILCs through cooperative efforts with industry 	<ul style="list-style-type: none"> Include ILCs in the SIS and roadways and railways serving ILCs Expedite the resolution of local issues for ILC development Include onsite capacity to facilitate international exports Implement the ILC infrastructure support program 	
			<ul style="list-style-type: none"> Support the branding of Florida as the Gateway to the Western Hemisphere for trade 	<ul style="list-style-type: none"> Include all freight transportation modes 	
			<ul style="list-style-type: none"> Focus general collaboration with other agencies 	<ul style="list-style-type: none"> Host a joint website as a comprehensive portal for freight mobility and trade matters with Enterprise Florida, Workforce Florida, and the Florida Chamber of Commerce to facilitate manufacturers locating and expanding in Florida; e.g., "the freight base" Include Enterprise Florida, Workforce Florida, and the Department of Economic Opportunity as ex officio members of the predominantly industry sector CEO Freight Leadership Group 	
			<ul style="list-style-type: none"> Support the Statewide Economic Development Strategic Plan led by the DEO 	<ul style="list-style-type: none"> Factor logistics efficiency and sustainability into comprehensive economic development strategies Proactive participation by the FDOT economic development liaison to the DEO Coordinate and inform transportation programs with the initiatives and policies of the DEO Expand interagency collaboration and coordination Foster relationships with local government economic development staff 	
			<ul style="list-style-type: none"> Collaborate with Enterprise Florida to address transportation and logistics needs for the targeted industries 	<ul style="list-style-type: none"> Identify and address transportation issues and challenges for each of the targeted industries Match trade and transportation needs of the targeted industries with the characteristics of the ports, airports, and ILCs as branding enhancements Inventory and brand beneficial transportation characteristics of the different regions to support economic development branding 	

			<ul style="list-style-type: none"> Collaborate with Workforce Florida to develop a trade and logistics workforce 	<ul style="list-style-type: none"> Identify needed skills, abilities, and best strategies for attracting and developing the necessary workforce Develop jointly sponsored vocational and technical training academies for maritime operations, trade and logistics staff, and other skills needed for increased manufacturing, trade, and logistics operations in Florida 	
			<ul style="list-style-type: none"> Explore mutual interests and highlight value that Florida can bring to neighboring states 	<ul style="list-style-type: none"> Participate in the update of the Latin American Transportation and Trade Study Coordinate freight planning activities with states in our region as encouraged by federal legislation 	<ul style="list-style-type: none">

FDOT Freight Mobility and Trade Plan	<p>Goal 2:</p> <p>Increase Operational Efficiency of Goods Movement</p>	<ul style="list-style-type: none"> Identify the critical freight transportation network for the state, which includes the national freight network designated by the USDOT 	<ul style="list-style-type: none"> No tactics listed 	<ul style="list-style-type: none">
		<ul style="list-style-type: none"> Identify and implement freight movement gap-closing improvements 	<ul style="list-style-type: none"> Improve hub connections (last mile and beyond) Work with local governments to support and back-up efforts to maintain and improve freight movement access and reduce negative local impacts 	
		<ul style="list-style-type: none"> Identify and implement freight movement efficiency enhancements 	<ul style="list-style-type: none"> Prioritize investments on connections (distribution hubs, ILCs, etc.) 	
		<ul style="list-style-type: none"> Promote and support use of Intelligent Transportation Systems (ITS) technology to increase efficiency and reliability of freight movements 	<ul style="list-style-type: none"> Establish appropriate role to promote and support the use of best practice information technology among all Florida trucking companies (in coordination with transportation systems management and operations [TSM&O]) Foster uniform information technology among all Florida seaport for trucking and rail operators Expedite the implementation of recommendations and lessons from the Freight Advanced Traveler Information System (FRATIS) pilot 	
		<ul style="list-style-type: none"> Champion and support needed freight capacity expansions 	<ul style="list-style-type: none"> Identify and implement projects to eliminate freight bottlenecks Examine dedicated freight facilities or freight shuttles when existing capacity has been maximized Explore the appropriate role of marine highways or short-sea shipping Anticipate future freight facility needs Examine dedicated facilities for “non-freight” activity that serves to restore capacity for freight movement 	
		<ul style="list-style-type: none"> Identify and implement safety and security enhancements 	<ul style="list-style-type: none"> Information technology cargo and truck, truck parking, dedicated truck lanes Employ alternative delivery mechanisms for rest-stops/lay-over areas and other safety-enhancing facilities Facilitate the safe implementation of autonomous vehicles (driverless vehicles and unmanned space vehicles) 	
		<ul style="list-style-type: none"> Assess possible freight network disruptions and develop contingency plans or principles that support the logistics industry and disaster response 	<ul style="list-style-type: none"> Conduct periodic strengths, weaknesses, opportunities, and threats (SWOT) analyses of the complete freight and logistics network 	
	<p>Goal 3:</p> <p>Minimize Costs in the Supply Chain</p>	<ul style="list-style-type: none"> Advance the use of more environmentally friendly alternative fuels 	<ul style="list-style-type: none"> Support and provide fuel site information and locations to LNG and CNG users 	<ul style="list-style-type: none">
		<ul style="list-style-type: none"> Support and facilitate the deployment of CNG/LNG use for hub logistics and long-haul trucking in collaboration with the Florida Department of Agriculture 	<ul style="list-style-type: none"> Explore alternative fuel corridors with suppliers and first-adopters (facilitation to address local issues) Coordinate initiatives for user conversions as market evolves (via incentives to level playing field) 	
		<ul style="list-style-type: none"> Evaluate alternative fuel taxing options as a successor to gasoline taxes 	<ul style="list-style-type: none"> Assess impact of alternative tax or user fee proposals 	

			<ul style="list-style-type: none"> Advocate for regulatory reform and federal inspection agencies staffing to reduce impediments to goods movement (e.g., weight limits) 	<ul style="list-style-type: none"> Support integration and implementation of technology to reduce inspection time 	
			<ul style="list-style-type: none"> Support manufacturing and assembly that reduces empty backhauling 	<ul style="list-style-type: none"> Expand FTZ benefits to ILCs with potential for manufacturing capacity Facilitate transportation and CNG/LNG supply to support such ILCs Strategize with freight forwarders on how to maximize freight forwarding opportunities for goods manufactured in other states for export through Florida ports and airports 	
FDOT Freight Mobility and Trade Plan	Align Public and Private Efforts for Trade and Logistics	Goal 4:	<ul style="list-style-type: none"> Formalize CEO Freight Leadership Group from the FMTP Florida Freight Leadership Forum to function in the role of the freight advisory committee encouraged by federal law 	<ul style="list-style-type: none"> Establish freight policy and program input and feedback mechanisms Convene regularly to discuss and strategize on trade and logistics issues 	
			<ul style="list-style-type: none"> Devise public-private partnership framework options for joint investments for freight mobility 	<ul style="list-style-type: none"> Focus public investment in long-term infrastructure Leverage private investment in technology and operational improvements Solicit public-private partnership for infrastructure investment 	
			<ul style="list-style-type: none"> Bring business community into transportation planning process 	<ul style="list-style-type: none"> Maintain continuous contact with freight system users via listening sessions, webinars, surveys, etc. 	
	Raise Awareness and Support for Freight Movement Investments	Goal 5:	<ul style="list-style-type: none"> Tell the Freight Story – undertake a joint public-private communications campaign 	<ul style="list-style-type: none"> To educate the public about the importance of freight transportation To educate young people about the job opportunities in the freight and logistics field To educate and inform elected officials about freight 	
			<ul style="list-style-type: none"> Develop a common lexicon of freight terms for transportation and business partners to use to minimize confusion over terms 	<ul style="list-style-type: none"> Identify existing freight terminology dictionary sources Encourage private freight sector partners to review and revise periodically 	
	Develop a Balanced Transportation Planning and Investment Model that Considers and Integrates All Forms of Transportation	Goal 6:	<ul style="list-style-type: none"> Provide transportation and land use planning guidance and direction to local and regional agencies for enhanced economic development and freight efficiencies that support community goals 	<ul style="list-style-type: none"> In coordination with FDOT Districts, facilitate on-going discussions with private sector stakeholders, MPOs and local agencies on transportation needs and solutions 	
			<ul style="list-style-type: none"> Coordinate across state agencies to ensure consistency of regulations that impact freight operations and mobility 	<ul style="list-style-type: none"> Continue to support and collaborate with ITTS/Freight in the Southeast conference 	
			<ul style="list-style-type: none"> Coordinate and integrate freight-related plans and programs of freight facility owners, local jurisdictions, Metropolitan Planning Organizations (MPOs) and the FDOT (Central Office & Districts) for expedited and informed decision-making 	<ul style="list-style-type: none"> In coordination with FDOT Districts, facilitate on-going discussions with private sector stakeholders, MPOs and local agencies on transportation needs and solutions 	
			<ul style="list-style-type: none"> Facilitate and maintain regional partnerships for multi-jurisdictional consensus and collaboration 	<ul style="list-style-type: none"> In coordination with FDOT Districts, facilitate on-going discussions with private sector stakeholders, MPOs and local agencies on transportation needs and solutions 	

			<ul style="list-style-type: none"> Assign specific responsibility to FDOT leadership to ensure alignment of state and local freight transportation policies, plans, and programs 	<ul style="list-style-type: none"> Upon completion of the FMTP, develop and present information to FDOT leadership on topics and matters where policies, programs, and projects may be in conflict or not congruent 	
	<p>Goal 7:</p> <p>Transform the FDOT’s Organizational Culture to Include Consideration of Supply Chain and Freight Movement Issues</p>	<ul style="list-style-type: none"> Integrate modal perspectives with multimodal supply chain perspective 	<ul style="list-style-type: none"> Add freight factors to Strategic Investment Tool (SIT) prioritization process Add freight movement metrics to the FDOT performance measures Add criteria for inclusion of ILCs in the SIS Position and support emerging freight facilities: spaceports, marine highways, etc. 		
		<ul style="list-style-type: none"> Instill goods movement perspective in the transportation planning process and decisions 	<ul style="list-style-type: none"> Revise FDOT policies to incorporate freight movements in planning, design, and operations Revise FDOT organization and processes to be more truly multimodal Provide freight policy guidance to Districts and local agencies Streamline FDOT procedures to respond nimbly to market changes 		
		<ul style="list-style-type: none"> Prioritize freight projects across the modes 	<ul style="list-style-type: none"> Establish procedures to identify critical freight infrastructure investments that reflect private sector and local goals and needs Leverage freight infrastructure investments to amplify private sector investments Establish ROI or value criteria to focus investments Develop multimodal investment and decision tools Support freight infrastructure investments from the SIS, State Infrastructure Bank (SIB), Transportation Infrastructure Finance and Innovation Act (TIFIA), etc. 		

Source	Mission <i>The clear and concise declaration of why an organization exists</i>	Goals <i>Broad targets to achieve</i>	Objectives <i>Describe specific areas where progress is desired to achieve the goal</i>	Performance Measures <i>Quantitatively assess a particular objective</i>	Performance Indicators
FDOT Source Book	The objective of this document is to detail the methodologies used to develop the measures and factors presented in the Source Book.		<ul style="list-style-type: none"> • People-Related Mobility Measures <ul style="list-style-type: none"> ○ Auto/Truck ○ Transit ○ Aviation ○ Bicycle/Pedestrian ○ Rail ○ Seaport 		<p>Auto/Truck</p> <ul style="list-style-type: none"> • Vehicle Miles Traveled • Person Miles Traveled • Travel Time Reliability • Average Travel Speed – Auto • Average Speed vs. Posted Speed • Vehicles per Lane Mile • % Travel by Congestion Level • % Miles by Congestion Level • Duration of Congestion • Hours of Delay • Job Accessibility by Auto <p>Transit</p> <ul style="list-style-type: none"> • Transit Passenger Trips • Transit Revenue Miles • Passenger Trips per Revenue Mile • Transit Revenue Miles Between Failures • Transit Weekday Span of Service • Resident Access to Transit • Job Accessibility by Transit <p>Aviation</p> <ul style="list-style-type: none"> • Aviation Passenger Boardings • Aviation Departure Reliability • Aviation Tonnage <p>Bicycle/Pedestrian</p> <ul style="list-style-type: none"> • % Bicycle Facility Coverage • % Pedestrian Facility Coverage • Non-Motorized Traffic Counts <p>Rail</p> <ul style="list-style-type: none"> • Rail Passengers • Passenger Rail On-Time Arrival <p>Seaport</p> <ul style="list-style-type: none"> • Seaport Passenger Movements
			<ul style="list-style-type: none"> • Safety Measures <ul style="list-style-type: none"> ○ Auto/Truck 		<p>Auto/Truck</p> <ul style="list-style-type: none"> • Number of Fatalities • Number of Serious Injuries • Rate of Fatalities • Rate of Serious Injuries • Motorcycle Fatalities and Serious Injuries • Pedestrian Fatalities and Serious Injuries • Bicycle Fatalities and Serious Injuries • Safety Belt Use

FDOT Source Book			<ul style="list-style-type: none"> • Freight-Related Mobility Measures <ul style="list-style-type: none"> ○ Truck ○ Aviation ○ Space Measures ○ Seaport 		<p>Truck</p> <ul style="list-style-type: none"> • Average Travel Speed – Combination Truck • Combination Truck Cost of Delay
					<p>Aviation</p> <ul style="list-style-type: none"> • Aviation Tonnage
					<p>Space Measures</p> <ul style="list-style-type: none"> • Space Launches and Sites • Space Payloads
					<p>Seaport</p> <ul style="list-style-type: none"> • Seaport Tonnage • Seaport Twenty-Foot Equivalent Units

Source	Mission	Goals	Objectives	Performance Measures	Performance Indicators
	<i>The clear and concise declaration of why an organization exists</i>	<i>Broad targets to achieve</i>	<i>Describe specific areas where progress is desired to achieve the goal</i>	<i>Quantitatively assess a particular objective</i>	
FL Planning Division FDOT Office of Chief Planner	To provide the foundation for programming and project delivery through innovative planning and effective outreach that will strategically advance the best transportation solutions at the right time.	<ul style="list-style-type: none"> • Consistent in processes and approaches to provide clear direction and reliable service • Collaborative in working with all customers and partners • Purposeful in everything we do to ensure we maximize the value of planning to FDOT's programming and project development • Adaptable so that we adjust with agility and flexibility as our organization and the transportation industry changes 	<ul style="list-style-type: none"> • 	Infrastructure Measures	<ul style="list-style-type: none"> • Percent of lane miles on the State Highway System (SHS) having a pavement condition rating of either excellent or good • Percent of bridge structures on the SHS having a condition rating of either excellent or good • Achieve the acceptable maintenance standard on the SHS
				Mobility Measures	<ul style="list-style-type: none"> • Peak hour vehicle hours of delay on the SHS • Daily combination truck hours of delay on the SHS • Annual transit revenue miles
				Safety Measures	<ul style="list-style-type: none"> • Number of fatalities on all public roads • Number of serious injuries on all public roads
				Accountability	<ul style="list-style-type: none"> • Percent of construction projects completed on time • Percent of construction projects completed within budget