

# PM3: System Performance



Florida Department of Transportation  
Systems Forecasting & Trends Office

## Performance Management

September 2025

### OVERVIEW

The third Federal Highway Administration (FHWA) performance management rule establishes measures to assess the reliability of passenger and truck freight travel on the National Highway System (NHS) and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report their targets.\*

### PERFORMANCE MEASURES

PERFORMANCE MEASURE	REFERRED TO AS	WHAT IT MEASURES
Percent of person-miles traveled on the Interstate that are reliable	Interstate reliability	Compares longer travel times (80 <sup>th</sup> percentile) to a normal travel time (50 <sup>th</sup> percentile). Vehicle occupancy is factored in to determine the person-miles traveled on segments considered reliable, and this is converted to a percent of total miles.
Percent of person-miles traveled on the non-Interstate NHS that are reliable	Non-Interstate NHS reliability	
Truck travel time reliability index (Interstate)	Truck reliability	Compares longer travel times (95 <sup>th</sup> percentile) to the normal travel time for trucks. This is expressed as a ratio called the Truck Travel Time Reliability Index, or TTTR.

The PM3 rule also defines measures for assessing the CMAQ Program that apply only to states and MPOs that are in a designated air quality non attainment areas or maintenance areas. Florida does not have any applicable areas, therefore the CMAQ measures are not addressed in this fact sheet.

### TIMELINE

SECOND Performance Period (January 1, 2022 to December 31, 2025)

#### BY OCTOBER 1, 2024

Mid Performance Period Report was due: Includes 2023 performance and progress towards achieving 2023 targets. FDOT may adjust the 2025 targets.

#### BY MARCH 30, 2025

MPOs may update 2025 targets if FDOT adjusts its 2025 targets.

● FDOT  
■ MPOs

2024

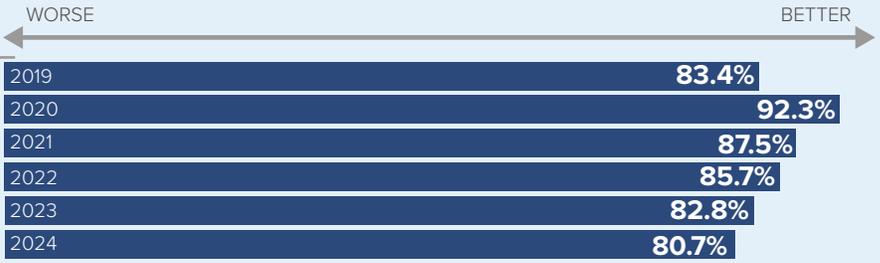
2025

\* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

# EXISTING STATEWIDE CONDITIONS

## INTERSTATE RELIABILITY

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



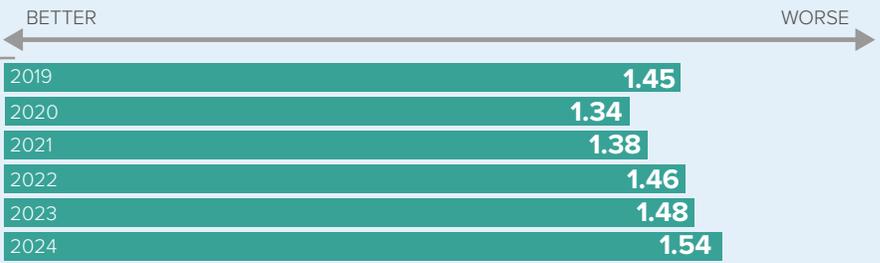
## NON-INTERSTATE NHS RELIABILITY

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



## TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



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 2023 and 2025 targets on December 16, 2022. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets.

PERFORMANCE MEASURE	2023 TARGET	2025 TARGET
INTERSTATE RELIABILITY	75.0%	75.0%
NON-INTERSTATE NHS RELIABILITY	50.0%	60.0%
TRUCK RELIABILITY	1.75	2.00

## MPO TARGETS

MPOs set their 2025 targets in June 2023 (180 days after FDOT set the statewide targets). MPOs may update their 2025 targets if FDOT adjusts its 2025 targets.

The TIP must include the most recent reported performance and targets as well as a description of how the investments contribute to achieving the targets. The LRTP must include a System Performance Report that discusses performance and the progress achieved in meeting targets.

## ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year statewide target if either:

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

FHWA's determination of significant progress toward the 2023 interstate reliability and truck reliability targets is anticipated to be provided in 2024. 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 truck reliability measure, it must provide additional freight congestion analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

## FOR MORE INFORMATION PLEASE CONTACT

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