



STATEWIDE COLLABORATION MEETING

Location: Turnpike Headquarters at the Turkey Lake Plaza

January 24, 2024

Florida Metropolitan Planning Partnership (FMPP) Meeting Summary

January 24, 8:30 am – 5:00 pm

The Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Florida's Metropolitan Planning Organizations (MPO) met to collaborate on transportation planning activities in Florida. The partnership between these entities provides valuable support for funding and program implementation.

Welcome and Introductions

Jennifer Fortunas introduced the FDOT team and welcomed everyone to the meeting. Jennifer introduced Donna Green, the new Central Office (CO) State MPO Administrator who has joined the Office of Policy Planning (OPP) from FDOT District 3. Jennifer also provided the following updates:

- FDOT will send the Apportionment Plans to the Executive Office of the Governor (EOG) soon.
- FDOT CO will be emailing a request to the MPO's for them to send the new Metropolitan Planning Area (MPA) boundaries based on the 2020 census to OPP in a Geographic Information System (GIS) shapefile format.
- FDOT notified the United States Department of Transportation (USDOT) of the decision not to submit a formal Carbon Reduction Strategy document. FDOT made no changes to projects programmed in the Five-Year Work Program, and is waiting for a response from USDOT for further discussion.
- On November 22, 2023, USDOT issued a final Greenhouse Gas (GHG) Rule. The final rule requires State DOTs and MPOs to establish declining carbon dioxide (CO₂) targets for reducing emissions and report biennially on progress toward achievement of those targets. Multiple MPOs in one urbanized area (UZA) must jointly establish an additional UZA target. This is in addition to the MPO's target for their Metropolitan Planning Area (MPA). This has significant impact to the MPOs, as Florida has the highest number of MPOs in the nation – 27 MPOs and 33 UZAs (urbanized areas with populations over 50,000), requiring 25 of the 27 MPOs to create joint targets.
- The submission date for state targets has been extended to March 17, 2024. FDOT is monitoring the response from other States and USDOT.
- FDOT remains committed to providing the MPOs with any support they need.

Karen Brunelle introduced the entire FHWA team:

- Carlos Gonzales – District 1
- Dana Knox – District 2
- Joe Sullivan – District 3



January 24, 2024

- Erika Thompson – Districts 4 and 6
- Jean Parlow – District 5
- Curlene Thomas – District 7
- Cathy Kendall is back from rotation with Policy Affairs

Unified Planning Work Programs (UPWPs)

Romero provided an update on UPWPs.

- The UPWP is a 2-year work program document summarizing the MPO's planning activities for two state fiscal years.
- MPOs are beginning to prepare the new fiscal year (FY) 24/25 - FY 25/26 UPWP now.
- The MPO must notify the District MPO Liaison the amount of PL funds the MPO plans to de-obligate from the current UPWP.
- The MPO must submit a draft FY 24/25 - FY 25/26 UPWP for review by March 15 by uploading into the [Grant Application Program \(GAP\)](#).
- The MPO must adopt the final FY 24/25 - FY 25/26 UPWP by May 15. The MPO also must sign a new FDOT/MPO Agreement by May 15.
- The District MPO Liaison and FHWA will review the draft and final FY 24/25 - FY 25/26 UPWP that has been uploaded into GAP. The District MPO Liaison must submit the final FY 24/25 - FY 25/26 UPWP and recommend approval to FHWA and FTA by June 1. If FHWA and FTA do not approve the UPWP by June 15, there will not be enough time to authorize funds by July 1.
- UPWP content should include:
 - Introduction
 - Organization and management
 - Tasks
 - Budget tables
 - Appendix
- UPWP required information includes:
 - Who will perform the work
 - The schedule for completing the work
 - End products
 - Proposed funding by activity and task
 - Summary of total amounts and sources of Federal and matching funds
- If the MPO does not include all required information for a task, FHWA may not approve the task, and the MPO may need to amend the adopted UPWP.
- FDOT updated the UPWP budget tables to include a location for the MPO to enter the amount of de-obligated funds. This is in response to a Federal Planning Finding recommendation to improve the tracking of de-obligated funds. Funds must be de-

January 24, 2024

obligated from the current UPWP before being added to the new FY 24/25 - FY 25/26 UPWP.

- The District and MPO will amend the existing FDOT/MPO Agreement when funds are de-obligated from the current UPWP.
- The District and MPO will also prepare a new FDOT/MPO Agreement for the new UPWP.
- Funds de-obligated before May 2024 will be available in Year 1 of the new FY 24/25 - FY 25/26 UPWP. Funds de-obligated at close-out of the current UPWP (after July 2024) will not be available until Year 2 (FY 25/26) of the new FY 24/25 - FY 25/26 UPWP.
- De-obligation timeline:
 - March 15
 - The MPO notifies District MPO Liaison of the total funds the MPO plans to de-obligate.
 - The MPO submits draft FY 24/25 - FY 25/26 UPWP for review in the GAP.
 - April 15
 - This is the deadline for the MPO to approve an amendment to the current UPWP to de-obligate funds.
 - May 1
 - This is the deadline for the MPO to transmit to the District MPO Liaison the amendment to the current UPWP for de-obligating funds .
 - The MPO submits all UPWP amendments for review and approval in GAP.
- Close-out process for the current UPWP:
 - By August 1, the District sends a reminder to the MPO to submit final invoices before September 30. The UPWP must be closed-out by September 30, so it is a best practice for the MPO to submit final invoices by September 15 to allow time for processing payment.
 - District processes final invoice. Payment to the MPO should be made within 40 days to avoid penalty.
 - The District confirms in the Florida Accounting Information Resource (FLAIR) Information Delivery Option (FIDO) that the final invoice has been paid.
 - The District prepares the close-out letter and close-out form and forwards them to the MPO to review and sign.
 - MPO signs Close-Out form and returns to the District. The District uploads into the Florida Accountability Contract Tracking System (FACTS).
 - The District prepares the Contract Status Change and FHWA Funds Close-Out Internal Memo and emails to the distribution list on the Internal Memo.
 - The close-out process will be completed by September 30.
- The updated UPWP Chapter of the MPO Handbook will be sent after this meeting.



STATEWIDE COLLABORATION MEETING

Location: Turnpike Headquarters at the Turkey Lake Plaza

January 24, 2024

- [GAP](#) will replace the [MPO Document Portal](#) for UPWP review, approval, and amendments for de-obligation.
- GAP training will be provided on February 8 at 9:30 am and will include a live demonstration. FDOT will record the training, but OPP staff is available to provide training upon request.
- GAP benefits include:
 - Improved User Accessibility – Users will be sent a username directly from GAP so they can set up their password. Users can also reset passwords directly on the website without FDOT staff assistance. The 24-hour website offers a GAP helpline that users can call if they need access assistance.
 - Consistent Documentation – When uploading files to the GAP, users are directed to attach specific files to specific locations, which assigns a consistent naming convention to files. The files can be found in one location.
 - Targeted Notifications – GAP workflows are set up so that notifications are sent to your agency when it is your turn to review a document.
- General discussion followed the presentation:
 - FDOT will make the updated UPWP budget tables available after this meeting. MPOs are not required to use the UPWP budget table templates, and FDOT is available to assist with budget tables upon request.
 - Please work with your District MPO Liaison to de-obligate funds immediately.
 - The Central Office will follow up with the Office of Work Program and Budget (OWPB) to share current PL allocations.
 - Can funds that have not been authorized be included in the new UPWP?
 - Unauthorized funds cannot be included in the UPWP. OWPB provides the District Liaisons with a spreadsheet listing the allocation for each MPO. This is provided before each PL allocation. To build the new UPWP's, an email was provided September 2023 containing a spreadsheet detailing each MPO's FY2025-FY2026 UPWP PL Allocation
 - Public Transportation Grant Agreements (PTGAs) not part of the Consolidated Planning Grant (CPG) and must be shown separately from PL funds.
 - FHWA, MPO, and Districts must work closely together during UPWP development to ensure funds reflected in the UPWP are accurate.
 - Ensure the District Work Program has an adequate planning budget for de-obligations.
 - Districts should plan for MPOs to be able to use SU funds for Long Range Transportation Plans (LRTPs). LRTPs need to be on the MPO's List of Priority Projects as a priority to use SU funds.
 - The District MPO Liaison must coordinate with the District OWPB.



January 24, 2024

- The current UPWP and existing FDOT/MPO Agreement must be amended to de-obligate funds, before they are added to the new FY 24/25 - FY 25/26 UPWP.
- Process for an MPO:
 - MPO Board approves current UPWP and existing FDOT/MPO Agreement amendments.
 - MPO Board approves new FY 24/25 - FY 25/26 UPWP with the de-obligated funds per the amendment to the current UPWP and existing FDOT/MPO Agreement.
 - Note: the de-obligated amount is not counted in the new FY 24/25 - FY 25/26 UPWP total until both amendments are processed.
- Funds are available on July 1 depending on the availability of the District's work program's PL budget. SU funds may be more likely to be available on July 1. PL funds (greater than the initial allocation) are typically available in October due to the differences in federal and state fiscal years. District MPO Liaisons and District OWPB must coordinate closely to ensure timing and availability of budget for each fund type.
- MPOs need to communicate their PL budget needs with the District MPO Liaison and District OWPB early.
- MPOs should submit invoices at least two weeks before September 30 to allow FDOT time to process and pay the invoice and complete the UPWP close-out.
- Use the [MPO Document Portal](#) to amend and modify the current UPWP.

Transportation Performance Measures (TPM)

Dana Reiding, FDOT Forecasting and Trends Office (FTO) kicked off the workshop for TPM. This was an open opportunity to comment and ask questions about statewide targets for Federal TPMs. Comments will be considered this summer with new data and the development of interim targets in October.

- Purpose of this workshop:
 - Provide an overview of Federal performance measures and current statewide targets.
 - Describe FDOT's approach to target setting.
 - Define the role of the MPOs in setting and making progress toward targets.
- FTO seeks feedback on the travel demand model, specifically data visualization.
- FTO has heard it is difficult to convey state decisions to MPO board members.
 - What is the MPO's role and responsibility?
 - What should the MPO do for project selection?
- FTO did a live walk-through of the [FDOT Sourcebook](#). This is a reliable resource for tracking the performance metrics of Florida's transportation system.

January 24, 2024

- TPM Overview
 - Performance management is a good practice and Federally required.
 - Performance management ensures the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes.
 - Performance measures and targets provide feedback on how we progress toward our goals and help guide investment decisions. We can and should adjust investment policies to best align with targets so that we can make progress toward our goals.
 - The State is responsible for statewide targets and recording the progress toward achieving set targets. This includes reporting progress as part of the Florida Transportation Plan (FTP). This includes how MPOs are progressing on their targets. FDOT will provide additional guidance to MPOs on providing information to FDOT for the FTP.
 - MPOs set their targets and monitor progress towards achieving those targets.
 - Target setting considerations include looking at data that influences performance. Some factors may be outside of FDOT's control.
 - Some targets, like safety, are aspirational. FDOT considers aspirations, policy, and data when developing targets.
 - The Department coordinates with its different offices and considers the potential consequences when developing targets.
 - [Chapter 334 of Florida Statute](#) provides FDOT's mission to plan and develop the statewide transportation system. This includes preservation measures.
 - The FTP establishes the policy framework for funds in the Five-Year Work Program and guides investment decisions.
 - Statutory requirements guide State Investment Priorities. This includes safety, preservation, statutory allocation, and system capacity.
 - Performance measures provide feedback for performance-based planning and programming. The FTP, Program and Resource Plan, and Five-Year Work Program inform investment decisions.
- Performance Measure (PM) 1
 - Federal rule requires agencies to set targets and measure performance for five safety metrics:
 - Total number of fatalities
 - Fatality rate
 - Total number of serious injuries
 - Serious injury rate
 - Total number of fatalities and serious injuries involving non-motorized users (pedestrians and bicyclists)

January 24, 2024

- PM1 targets are reported as a five-year rolling average.
- During the past few years, we have seen an upward trend in fatalities and fatality rates. Preliminary data for 2021 show a continued increase in fatalities.
- Recently, the State has begun to see a reduction in non-motorized fatalities and serious injuries, The State is now seeing an increase in the number and rate of fatalities in this area.
- The Strategic Highway Safety Plan (SHSP) is a 5-year data-driven plan. Work with partner agencies to identify safety challenges.
 - Key strategic areas include roadways, road users, and user behavior.
 - Distracted teen driver lane departures count in all of these categories.
 - Where can FDOT make the biggest impact? Where are the most injuries?
 - Lane departure, intersections, and bicycle/pedestrian-related crashes result in the most injuries and deaths. FDOT is focusing on these areas.
 - FDOT has an aggressive target of zero deaths. FDOT has to track performance towards this goal and is working on new travel miles data collection technology.
 - FHWA provides approximately \$150 million annually towards engineering infrastructure improvements. The National Highway Traffic Safety Administration (NHTSA) provides roughly \$35 million annually for safety education.
- Highway Safety Improvement Program (HSIP)
 - HSIP is the core Federal aid program for infrastructure that reduces serious injuries or fatalities on all roadways.
 - FDOT submits the HSIP report to FHWA annually on expenditures and targets.
 - What is an eligible project?
 - Does it address a key emphasis area?
 - Does it have a benefit-cost ratio (BCR) of 1.0 or greater?
 - Does it have the ability to reduce fatalities and injuries significantly?
 - Requests come from the local level through the FDOT Districts and Central Office. These requests are sent to FHWA for review, and projects are programmed.
 - Before June, District Safety Offices work with partners to identify candidate projects. Projects are input into the SharePoint site for Central Office coordination. Projects are added to the crash reduction analysis safety hub, a tool used to calculate BCR. The State Safety Office reviews projects and sends them to FHWA for review.
 - Project identification includes:

January 24, 2024

- Citizen and internal requests.
- Data-driven process to analyze requests.
- Historic and predictive analyses include a network screening on historical crash patterns.
 - Identify risk factors most present when crashes occur. Two-lane rural roads with a high-speed limit are an example risk factor. Screen network for these roads.
- Look for projects in MPO safety plans.
- Project identification can supplement projects in the Work Program if there is a current safety problem or if it exhibits risk factors.
- Questions included:
 - In the screening process, do MPOs have to do a cost-benefit analysis before authorizing funding?
 - Yes.
 - Regarding the local road safety program, is there a ceiling for Federally eligible facilities? What can local governments anticipate?
 - There is no ceiling. Please work with the District Safety Engineer for them to prioritize needs.
 - HSIP funds are available for on and off systems.
 - Can we get a breakdown by District as well?
 - Yes.
- District allocations are based on population and fuel tax revenue. This determines how much each District gets for its portion of needs and allows Safety Offices to manage resources and plan.
- 2023 accomplishments:
 - FDOT merged two data systems into one. The Crash Analysis Reporting (CAR) System and Signal4 are integrated, and all data is available in Signal4 now.
- Highway safety key dates:
 - August 31, 2023: FDOT established Calendar Year (CY) 2024 Highway Safety targets.
 - February 27, 2024 (on or before): MPOs establish CY 2024 Highway Safety targets.
- General discussion followed the update:
 - For Polk TPO, Collier MPO, and Lee MPOs, is there a way to preprogram funding for communities devastated by disasters to set up funding before disasters?
 - For example, is there funding set aside for hurricanes beyond normal emergency response?

January 24, 2024

- The statutes are specific to the standard process of allocating resources to Districts. If a concern needs to be raised at the statewide level, it can be discussed during workshops.
 - There is a high bar for safety, and are we willing to sacrifice pavement conditions? How is this decision made?
 - Today will help explain the decision-making process for setting statewide targets.
 - Has the Central Office looked at short-term, interim, or marginal targets?
 - FDOT has a system that tracks up-to-date data.
 - Has the Department considered e-bikes and scooters in safety data?
 - Data sources are limited. Traffic crash records involve motor vehicles, not micromobility, if not involved with motor vehicles. FDOT monitoring is a new emphasis area for micromobility.
 - How does FDOT get information on distracted drivers? What measures are related to behaviors?
 - FDOT gets this information by using the FHWA safe system approach. Safe roads, speeds, users, vehicles, and post-crash care are the five elements that help prevent crashes or minimize severity. Consider how these elements work together to address behaviors. Consider flows into statewide traffic safety coalitions and multiagency groups that look at issues from multiple angles. This functions as the implementation arm for the Strategic Highway Safety Plan (SHSP). Agency collaboration, behavior, and citations that supplement crash forms. We also talk with local law enforcement and participate in ride-alongs. Florida Highway Patrol (FHP) monitors how drivers interact with infrastructure.
 - When looking at drivers at intersections and pedestrian crashes, males 17-37 are the focus group.
 - Education is a big component of addressing behavioral issues.
 - The Safe Routes to Schools (SRTS) Program has agencies working with area high schools on driver education.
 - How do MPOs work with FDOT to identify projects?
 - MPOs with project recommendations that could be HSIP eligible should work with the District Safety Engineer and MPO Liaison to incorporate needs into their work plans.
 - A steady decrease in injuries and fatalities has been seen in the Tallahassee area. We attribute it to safer vehicles and systems.
 - Florida has seen a decline in 4 of the 5 areas. FDOT has been monitoring crash rates and changes and analyzing where the rate is increasing more than it should be. This has been an emerging area of concern.

January 24, 2024

- Where and how is the rolling average calculated? Does that come from FDOT? What are the penalties?
 - One methodology for looking at trends is this rolling average. They will take five years every year and calculate an average (past five years). This smooths out over time.
 - Consequences in Federal regulations say that if a state is not making significant progress towards targets, FHWA will notify the state DOT.
 - FDOT would be required to do an HSIP implementation plan.
 - All HSIP money is spent on safety in Florida.
- How do we account for population density and funds per capita when allocating funds?
 - Population is built into the formula.
- What is the difference between The Florida Highway Safety and Motor Vehicles (FLHSMV) and Signal4 numbers?
 - When the data enters Signal4, it is assigned to a point on the road. FDOT verifies every fatality and serious injury and all crash types.
 - Are the totals the same between the sources?
 - It should be relatively the same. The data is constantly being updated and reviewed, which leads to slight differences.
 - Is there a day the systems are locked down?
 - Signal4 is a working system for planners and engineers.
 - FLHSMV is the official record-keeping system for law enforcement. They verified the 2022 data yesterday (January 2023).
- Minnesota data is not accurate related to alcohol and drug-related crashes.
 - Florida is looking into that nuisance during this legislative session.
- When the media calls about crashes, we send them to Signal4. FLHSMV cleans their data. FDOT reviews data as well. Their clean-up is integrated into FDOT's system.
- Many crashes have not been coded correctly or are showing up in the wrong location in Marion County. How can we fix that?
 - Send a note in the system or to Brenda Young. With the database merge, some things are happening with the data conversion.
 - Officer or software coding errors occur. Sometimes, there are also issues with reports filed by the officer. FDOT corrects this during the review.
- Discrepancy between Signal4 and FLHSMV can be due to codable crashes.
- Will FDOT share the MPO profile information sheets?
 - FTO will coordinate with the OPP.

January 24, 2024

- If targets are not met, the MPO loses flexibility in the programming of Federal funds. Focus on implementation plan to achieve targets. SHSP is a snapshot in time with a five-year window. Not required to do amendments. Continuously monitoring data each year.
- Signal4 is a live database. The FDOT Sourcebook is the official reporting calculated measure. This provides the official numbers for planning documents.
- **PM2 Pavement Roads**
 - When FDOT collects pavement condition data, it looks for the following:
 - Crackling
 - Raveling
 - Faulting
 - Roughness
 - Rutting
 - Crackling and Spalling.
 - These measures ensure safe roads and good pavement conditions and avoid expensive repairs.
 - Laser Crack Measurement System is used to complete pavement condition surveys.
 - Collects detailed objective automated data
 - Pavement profile measures smoothness
 - GPS-tagged data
 - Measures Distress Manifestation Index (DMI)
 - Deficient is any pavement with a metric less than or equal to 6.4.
 - What are the measuring requirements?
 - FDOT: Rut, ride, and crack rating. If one is less than or equal to 6.4, the section is deficient.
 - FHWA: Rut, International Roughness Index (IRI), crack, and fault. FHWA is only looking at a wheel path, not the whole system like FDOT.
 - FDOT collects all measures for both systems when making a pass.
 - FDOT requirements are more stringent than FHWA and begin resurfacing sooner because of this.
 - FDOT graveling and patching part of rutting to be deficient.
 - Annual test of about 23,000 miles of State Highway System (SHS) and National Highway System (NHS).
 - Non-interstate roads are about 8.6 percent of what FDOT tests every year.
 - Florida Statute (F.S.) requires 80 percent of pavement on the SHS meets FDOT standards.
 - Also take into consideration Federal requirements.

January 24, 2024

- Pavement testing feeds into the Five-Year Work Program development.
- PM 2 Targets
 - Based on the current data, Florida's performance exceeds the 2019 and 2021 1-period targets. Given the uncertainty in future off-system roadway resurfacing and rising construction costs and resource constraints, FDOT believes the first performance period targets are still appropriate for 2023 and 2025.
- Key milestones:
 - April 15, 2024: FDOT submits HPMS Interstate Data to FHWA
 - June 15, 2024: FDOT submits HPMS Non-Interstate Data to FHWA
 - August 31, 2024: FDOT consults with and provides pavement data to MPOs.
 - October 1, 2024: FDOT submits mid-period performance report and has the option of updating CY 2025 PM2 targets.
 - March 30, 2025: MPOs establish CY 2025 PM2 targets or adopt FDOT statewide targets.
- General discussion followed the presentation:
 - District 2 efforts to use cameras, automated inspections, and sampling to determine accurate projections on pavement conditions to save money.
 - MPO lead testing and data is expensive but possible. Look at the FDOT and FHWA standards.
 - How do you determine how to go off-system for sampling?
 - Federal requirements are NHS and Highway Performance Monitoring System (HPMS) samples. HPMS samples feed into the Highway Economic Requirement System (HERS) model and Congressional budgeting. FDOT is sampling 15 percent of the system. HPMS samples are randomly selected by traffic volume and functional classification.
 - Earmark for repaving Fort Meade. Why were they not included?
 - Mostly off-system roads. US 98 goes through the City of Fort Meade.
 - Small County Road Assistance Program (SCRAP) and Small County Outreach Program (SCOP) may be options. FDOT has tested those roads in the past.
 - Will MPOs see more background materials that support target setting? Our MPO board struggles with adopting the 5 percent poor condition target.
 - Need more data to have more confidence with projections. We have been collecting automated data on off-system roads for three years. We are taking a conservative approach until there is more data—no control over repaving off system roads.
 - There are also potential penalties if not meeting the target.

January 24, 2024

- FDOT suggests beefing up language on data collection.
 - Can better document decision-making related to target setting.
 - Pavement information is in the FDOT Sourcebook.
 - FDOT can evaluate pavement conditions after storms, supporting the District.
 - Do reports include Florida Turnpike roads?
 - Yes, if part of the NHS.
 - We work with our District to look at the upcoming resurfacing schedules, incorporate add-on projects to save money, and coordinate Transportation Systems Management and Operations (TSMO). Then, sometimes, the add-ons are taken away. How was this decision made?
 - This is due to the cost of resurfacing projects. Preservation is second behind safety in cost. Resurfacing is needs-based and off the top before we fund additional capacity. What is defined as a resurfacing project has mushroomed, and costs have risen. Program planning workshops reigned in costs and defined the core of projects and the average cost per lane mile that we would allocate off the top for resurfacing, covering core work, and typical features. Anything extra has to be covered by the District working with the partners to use discretionary funds for capacity projects to cover additional features. The decision comes at the District level.
 - Is there a penalty if we do not meet the target?
 - FHWA does 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.
 - Updated data will be available in August.
 - Pavements today last longer than 15 years ago. Specifications and materials are better. There are new incentives to contractors for smoother pavement and more innovative designs.
 - Are there things that can be done to ensure projects that address the highest volume roads are addressed first?
 - Target lane miles distributed to Districts. Districts are deciding which projects to implement to reach target lane miles.
 - The availability of materials impacts the ability to get jobs done. Project delays based on material availability.
 - Specifications are flexible to consider alternative materials.
- PM 2 Bridges
 - What is FDOT measuring?
 - The condition of the bridge deck area (FHWA)
 - Number of bridges (not miles, FDOT)

January 24, 2024

- Federal measures in good and poor conditions.
- Why do these measurements matter?
 - Safety, good conditions, and avoiding expensive repairs for bridges.
 - FDOT looks at inspection reports and makes recommendations on how to handle needed repair or replacement.
- FDOT collects condition data on decks, superstructures, and substructures using bridge inspectors and drones.
- The lowest rating determined is the overall bridge rating.
- Target setting
 - F.S. requires 90 percent of FDOT-maintained bridges to be six or better. Usually hovers around 95 percent.
 - The Five-Year Work Program uses forecasting tools.
 - Bridge condition is trending down but implemented economic enhancement programs are used to fund large bridges that will become in poor condition. A lot of large bridges will be replaced in the near future.
 - This is a statewide target, not an MPO target.
- Key upcoming dates:
 - March 15, 2024: FDOT submits annual National Bridge Inventory (NBI) data to FHWA
 - June 15, 2024: FHWA extracts NHS bridge condition data from NBI to determine minimum condition level
 - August 31, 2024: FDOT consults with and provides bridge data to MPOs
 - October 1, 2024: FDOT submits mid-period performance report and has the option of updating CY 2025 PM2 Bridge targets
 - March 30, 2025: MPOs establish CY 2025 PM2 Bridge targets if FDOT has adjusted statewide targets
- General discussion followed the presentation:
 - Functional obsolete term is being sunset. It means the geometry does not meet current standards.
 - Structural deficient means a bridge in poor condition. It's also an obsolete term.
 - The [FDOT Bridge Information website](#) is publicly available.
 - Proactive approach with \$100 million in funding. Look at large bridges and not just poor conditions.
 - Saltwater bridges have a 40-60 year life span. New technology is extending the life of bridges.
 - Interstate bridges have about 70 years of life span.
 - Can you provide more details on how the targets are set at 10 percent for poor conditions? FDOT considered bringing it down to 5 percent because it is way below target.

January 24, 2024

- Local officials state FDOT is okay with ten percent of bridges in poor condition. It is hard to get on board to support this.
 - If MPOs want FDOT data to set their targets, please go to the [FDOT Source Book](#).
- What conversation do you have with locals when bridges reach poor condition?
 - Districts have annual meetings with counties to explain repair plans. Notify the county when a bridge is in poor condition. Ask what the plan is for repair and replacement.
- Sarasota/Manatee MPO has bridges that are deteriorating. Public outreach and local official coordination are good, but more aggressive targets would be nice. It seems like maintenance is deferred when targets are more conservative.
 - FDOT programs to the 90 percent target required by F.S., not the FHWA 50 percent target which is for NHS bridges only.
- How difficult is it to add enhanced aesthetics to a bridge replacement?
 - Talk to your District about this.
- How do you fund bridge approaches?
 - That is part of the bridge scoping process (when raising a bridge).
- A lot of larger bridges have needs coming up. We looked at bridge conditions that are getting close to poor and added it as a line item to LRTP.
 - FDOT can share data on how long bridges are in fair condition.
- Freight planning looks at truck tractor-trailer maps. How do bridge inspections play in?
 - These relate to trucks that can cross roads and how much trucks weigh. It is also based on life inventory. FDOT analyzes maps every month but publishes them twice a year. Bridges are added regularly to make sure trucks do not take that route.
- Duration curves would be helpful for MPOs.
- Is there any standards of tracking for rail or transit? FDOT is starting inspections for rail FDOT-maintained bridges.
- Does someone look into materials enhancement technology for substructures?
 - FDOT Design Office researches advanced materials and works with the Materials and Maintenance Offices.
- Do we take care of off-system bridges for scour?
 - No, just SHS bridges. Local bridges when FDOT programs are replaced. If there are no repairs, FDOT does not fund or advance repairs.
- MPOs should identify local needs and prioritization systems to help identify local bridges for replacement. The District coordinates with local governments on replacements.
- Is there a formula available to the public for replacing state bridges?

January 24, 2024

- State needs for replacement or repair.
 - Inventory of SHS with low overhang. Inventory of low bridges. FDOT has clearances if an MPO would like them.
 - Look at condition by the element, then the percent of deck area. The overall rating is the lowest of all the factors.
- PM3 – System Reliability
 - What is FDOT measuring?
 - Travel time reliability and trips completed in the time expected to determine reliability.
 - Performance measures:
 - Interstate reliability: Percent of person-miles traveled on the Interstate Highway System that are reliable.
 - Non-Interstate NHS reliability: Percent of person-miles traveled on the non-Interstate NHS that are reliable.
 - Truck travel time reliability index (interstate only). The higher the number, the less reliable it is.
 - Lack of reliability affects safety, supply chain, and quality of life.
 - What is FDOT collecting?
 - 15-minute intervals during selected periods for both personal vehicles and trucks.
 - Regional Integrated Transportation Information System (RITIS) using FHWA data to calculate.
 - These methodologies are relatively new.
 - Based on the current data, Florida’s performance continues to exceed the statewide targets.
 - Key upcoming dates:
 - May 31, 2024: FDOT downloads PM3 data from RITIS
 - August 31, 2024: FDOT consults with and provides MPO data from RITIS
 - October 1, 2024: FDOT submits mid-period performance report and has the option of updating CY 2025 PM3 targets
 - March 30, 2025: MPOs establish CY 2025 PM3 targets if FDOT has adjusted statewide targets.

General discussion followed the presentation:

- Connecting congestion management to the LRTP process instead of it being separate.
 - Mode shifts can reduce vehicle use and help manage delays related to congestion. The commuter assistance program helps encourage mode

January 24, 2024

- shift. Focus on peak hours and commute shifts to help manage travel demand.
- It is hard for the MPO Board to understand why the target is set conservatively when performing so well. MPO Board feels the State is saying it is okay to get worse or to expect more congestion.
 - Predictability v. non-recurring congestion. Congestion is becoming more predictable.
 - Does the MPO Board need to take action in 2025, regardless of whether the target changes?
 - FDOT will double-check but likely need to reaffirm the target.
 - Are construction delays held against reliability targets?
 - This is a good reason to have a conservative statewide measure. There may be increases in some places while decreases in others.
 - Different data sources have different probe data, so there is variation. It is important to note data source changes in reporting. NPMRDS is used for reporting targets.
 - MPO Board does not understand reliable definition. Defining reliability is related to calculation. I-75 has nonrecurring congestion but predictable nonrecurring congestion. If you know when congestion is going to occur, it is “reliable.” It is averaged out to a peak hour.
 - We plan for Average Annual Daily Traffic (AADT), averaged over the day, and you do not see spikes or variations.
 - Reliability congested. What are the strategies to address non-recurring v. recurring congestion:
 - Recurring – There is a capacity issue. More demand than capacity.
 - Non-recurring – Look at different strategies. Is it crash? Dig into what is happening during nonrecurring congestion.
 - Managed lanes are another option.
 - Districts 4 and 6 are strategizing for World Cup 2026. Options can help address non-recurring congestion.
 - Transit helps with congestion. MPO Board wants proof, such as answering how much transit can address how much congestion. What are the performance indicators of transit that tie into this indication?
 - Land use and population density component, but we will coordinate with the Transit Office.
 - It is predictable that you will have congestion. Use that in transit planning and advocacy – transit can offset or provide an alternative to get people out of the congestion.

January 24, 2024

- Reliable is a moving target.
- Becky Marsey, FTO, walked the group through the FDOT Sourcebook.
 - FDOT used Signal4 for 2018-2022 data. For any older data, use the CAR data source.
 - Are the PM fact sheets available on the FDOT Sourcebook website?
 - Those are available on the [Performance Data Integration Space \(PDIS\) website](#) under [MPO Performance Resources](#).
 - The FDOT Sourcebook website has the functionality to download information for all measures.
 - There is a button on the FDOT Sourcebook for requesting direct access to Signal4 data.
 - FDOT is looking to access bike and pedestrian information to include on the FDOT Sourcebook.
 - The FDOT Sourcebook has a new look, but the functionality is the same. There are a few new features:
 - Main buckets include mobility, infrastructure, safety, and Federal PM
 - The Federal PM source provides the following:
 - Methodology, definition, and download are available for PM1, 2 and 3.
 - A mapping tool that shows PM data is available on the website.
 - Fact sheets are available on the PDIS website under resources.
 - Data is available in August. Come [here](#) to download the data for Federal PM.
 - The level of travel time reliability was added to the site.
- General discussion followed the presentation:
 - How granular is the bridge data?
 - The website does not have bridges. The most granular is segment-level visualization.
 - Can you share it with consultants?
 - Yes, this is a public site.
 - Can there be some consideration for micromobility?
 - FDOT is working on ideas related to micromobility. Data is hard to get right now, but we will consider adding it when available.
 - If you have any questions on the FDOT Sourcebook, please contact Becky Marsey at rebecca.marsey@dot.state.fl.us.
 - Tableau is integrated into the web design for the FDOT Sourcebook.

Wrap-up, Next Steps, & Announcements

- Upcoming activities



STATEWIDE COLLABORATION MEETING

Location: Turnpike Headquarters at the Turkey Lake Plaza

January 24, 2024

- February 27: PM 1 Safety Targets due.
- Transportation Planning Exchange: May 6 and 7 in St. Petersburg. These are the visioning sessions to kick off FTP.
- FDOT is kicking off the Florida Transportation Plan (FTP) soon.
 - As part of the FTP, FDOT must do a performance report and report on MPO targets. FDOT will be reaching out to ask for a narrative and explanation of progress toward MPO targets.
- Final questions
 - Regarding safety coalitions, is that distinct from community traffic safety teams (TSTs)?
 - Yes, TSTs are local groups. Safety coalitions are statewide groups with business plans to implement SHSP. The groups coordinate.
 - Bike/pedestrian safety coalition groups have policy and legislation teams initiated by the Complete Streets Policy.
 - The 80/20 Rule applies to all PL funds, including the FTA 5305(d), that became PL funds through the CPG.
- OPP thanks everyone for attending.



U.S. Department of Transportation
Federal Highway Administration



U.S. Department of Transportation
Federal Transit Administration