

TAMP Addendum

November 1, 2024

FDOT established targets for the second four-year performance period (2022-2025) on December 16, 2022.

At the mid-point of the period (2024) states have the option to adjust any of the 2025 targets. FDOT adjusted the target for the percent of National Highway System (NHS) bridges in Poor condition from 10.0 percent to 5.0 percent. In addition, the percentage of person-miles traveled on the Interstate that are reliable was adjusted from 70.0 percent to 75.0 percent and the percentage of person-miles traveled on the non-Interstate NHS that are reliable was adjusted from 50.0 percent to 60.0 percent.

Performance Measures	2025 Target	Adjusted 2025 Target
PM2: Percent of NHS Bridges in Poor condition (by deck area)	10.0 %	5.0%
PM3: Person-miles traveled on the Interstate that are reliable	70.0 %	75.0%
PM3: Person-miles traveled on the non-Interstate NHS that are reliable	50.0 %	60.0 %

Bridge Condition (PM2)

FDOT has made significant progress towards the 4-year targets for statewide percentage of deck area of bridges on the NHS classified in Poor condition. Looking at performance over time, conditions are holding steady with less than 1 percent of bridge deck area in Poor condition.

Performance Over Time	2019	2020	2021	2022	2023
% of NHS Bridges in Poor condition (by deck area)	0.5 %	0.7 %	0.9 %	0.6 %	0.6 %

Using FDOT's Transportation Asset Management Plan (TAMP) section 3.2 as a basis for establishing the standard, the department has continued to move forward with repair and replacement of bridges within 6 years of reaching deficient status, or in the rare case of becoming posted. Additional consideration can also be given to the increase in budgetary provisions as made by the legislative actions of the State of Florida recognizing the importance of a strong infrastructure. Therefore, the target for Poor condition was adjusted from 10.0 percent to 5.0 percent.

System Performance (PM3)

The system performance measures assess the reliability of passenger and truck freight travel on the NHS. Travel time reliability represents whether trips are completed in the times typically expected, without additional delay. This is a function of travel demand for both people and freight, roadway capacity, and traffic operations. Areas with limited travel time reliability often are characterized by significant non-recurring congestion and unpredictable travel times and speeds- all of which make it difficult for people to get to work on time and for supply chains to work effectively.

The 4-year targets were adjusted based on trend analysis, engineering judgment, and the delta between the actual performance and the existing target. The new targets were selected to be more in line with reasonable, achievable performance.

Performance Over Time	2019	2020	2021	2022	2023
Person-miles traveled on the Interstate that are reliable	83.4 %	92.3 %	87.5 %	85.7 %	82.8 %
Person-miles traveled on the non-Interstate NHS that are reliable	86.9 %	93.5 %	92.9 %	92.1 %	89.1 %

In addition, FDOT has been increasing the number of non-Interstate corridors under Active Arterial Management, improving operations. FDOT also continues to improve freeway operations and incident clearance times despite the continual population and traveler growth. Furthermore, FDOT will continue to expand transportation technologies including connected vehicle technologies to improve the safety and reliability of the transportation system. Taking all of this into account, the percentage of person-miles traveled on the Interstate that are reliable was adjusted from 70.0 percent to 75.0 percent and the percentage of person-miles traveled on the non-Interstate NHS that are reliable was adjusted from 50.0 percent to 60.0 percent.