# Plan Performance

## Introduction

Through requirements in the most recent transportation funding bills, Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act), the US government is transitioning to a performance-based program that includes establishing national performance goals for Federal-aid highway programs and incorporating performance goals, measures, and targets into the process of identifying needed improvements and project selection at the MPO level. Performance measures are being implemented to improve the investment efficiency of Federal transportation funds, refocus investments on national transportation goals, increase the accountability and transparency of the Federal-aid highway program, and improve decision-making through performance-based planning and programming.

This chapter addresses two categories of performance measures used in the 2045 LRTP to assess its performance—federally-required performance measures and regional performance measures identified by the MPO. The MPO will annually monitor and document the federally-required performance measures in the Transportation System Performance Report included in the Transportation Improvement Program (TIP).

## Federal Performance Measures & System Performance Report

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Non-metropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule). This rule details how state DOTs and MPOs must implement new MAP-21 and FAST Act transportation planning requirements, including the transportation performance management provisions.

In accordance with the Planning Rule, the Charlotte County-Punta Gorda MPO must include a description of the performance measures and targets that apply to the MPO planning area and a System Performance Report as an element of its Long-Range Transportation Plan (LRTP). The System Performance Report evaluates the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets in comparison with baseline data and previous reports.

There are several milestones related to the required content of the System Performance Report:

* In any LRTP adopted on or after May 27, 2018, the System Performance Report must reflect Highway Safety (PM1) measures;
* In any LRTP adopted on or after October 1, 2018, the System Performance Report must reflect Transit Asset Management measures;
* In any LRTP adopted on or after May 20, 2019, the System Performance Report must reflect Pavement and Bridge Condition (PM2) and System Performance (PM3) measures; and
* In any LRTP adopted on or after July 20, 2021, the System Performance Report must reflect Transit Safety measures.

The Charlotte County-Punta Gorda MPO 2020-2045 Long-Range Transportation Plan was adopted on October 5, 2020. Per the Planning Rule, the System Performance Report for the Charlotte County-Punta Gorda MPO is included as **Appendix B** for the required Highway Safety (PM1), Bridge and Pavement (PM2), System Performance (PM3), and Transit Asset Management, and Transit Safety targets

## Regional Performance Measures

Regional performance measures developed for the 2045 LRTP were used to compare today’s conditions with the 2045 Cost Feasible Plan and, where available, the 2040 Cost Feasible Plan. The regional performance measures are related to each of the goals for the 2045 LRTP (**Figure 9-1**). In addition to the regional performance measures, the federally-required performance measures are also included. **Table 9‑1** through **Table 9‑5** present the performance measures for each goal of the 2045 LRTP.

Figure ‑: 2045 LRTP Goals

|  |  |  |  |
| --- | --- | --- | --- |
| Icon for Goal 1 - Stopwatch symbol  | **GOAL 1**Ensure **Efficient Travel** for all Modes of Transportation | Icon for Goal 2 - pedestrian, bicycle, bus, and automobile symbol | **GOAL 2**Expand **Transportation Choices** for Everyone |
| Icon for Goal 3 - symbol of trees and forest | **GOAL 3**Preserve **Natural Spaces** While Promoting a Healthy Community | Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign | **GOAL 4**Support **Vibrant Centers** and the Local Economy |
| Icon for Goal 5 - Key and Shield symbol.  | **GOAL 5**Enhance **Safety and Security** for Everyone |  |  |

Data for many of these measures are not currently available for reporting or tracking and have been indicated as “N/A” in the tables.

A series of travel demand measures are calculated as part of the Regional Travel Demand Model Analysis. The regional modeling was coordinated with other MPO’s/TPO’s using the District Regional Planning Model (D1RPM). Testing of transportation and land use alternatives during the long-range planning process resulted in the final Cost Feasible Plan. Performance results from this iterative testing of alternatives are included in supplemental documentation prepared by FDOT District One.

Table ‑: Summary of Goal 1 Performance Measures

| Performance Measure | Existing | 2040 LRTP | 2045 LRTP |
| --- | --- | --- | --- |
| Roadway Lane Miles | 1,574 | 1,421 | 1,627 |
| Total Vehicle Miles Traveled (VMT) per capita | 50 | 27 | 36 |
| Total Vehicle Hours Traveled (VHT) per capita | N/A | 140,626 | 136,966 |
| Percent VMT at a V/C Ratio > 1.0 | 3% | 10% | 7% |
| Percent of person-miles on the Interstate system that are reliable\* | N/A | N/A | N/A |
| Percent of person-miles on the non-Interstate NHS that are reliable \* | N/A | N/A | N/A |
| Rate of serious injuries per 100 million VMT\* | 5 | N/A | N/A |
| Number of non-motorized fatalities and serious injuries\* | 20.6 | N/A | N/A |

\* Federally required transportation performance measure

Table ‑: Summary of Goal 2 Performance Measures

| Performance Measure | Existing | 2040 LRTP | 2045 LRTP |
| --- | --- | --- | --- |
| Transit Miles of Service | 0 | N/A | 36 |
| Daily Transit Ridership | 344 | 1,160 | N/A |
| People within ¼ mile of Transit | N/A | 79,277 | 43,564 |
| Jobs within ¼ mile of Transit | N/A | 27,963 | 34,807 |
| Transit Dependent within ¼ mile of Transit | N/A | 3,199 | N/A |
| Miles of Bicycle Facilities  | 133 | 466\*\* | 181 |
| Miles of Sidewalks  | 216 | \*\* | 342 |
| Cost Feasible Projects that facilitate the tourist economy in Charlotte County | N/A | N/A | 29 |

\*\* The 2040 LRTP included a combined measure for bicycle and pedestrian facilities

Table ‑: Summary of Goal 3 Performance Measures

| Performance Measure | Existing | 2040 LRTP | 2045 LRTP |
| --- | --- | --- | --- |
| Number of roadway centerline miles designated as scenic corridors | 34 | N/A | 34 |
| Consistency of growth projections with Comprehensive Plan growth strategy | Yes | N/A | Yes |
| Policy commitment of LRTP to evaluate and mitigate environmental impacts | Yes | N/A | Yes |
| Centerline miles of roadways identified as complete streets | N/A | N/A | 4 |

Table ‑: Summary of Goal 4 Performance Measures

| Performance Measure | Existing | 2040 LRTP | 2045 LRTP |
| --- | --- | --- | --- |
| % of roadway congested centerline miles providing access to major activity centers | 1.6% | N/A | 10.9% |
| Freight travel time reliability\* | N/A | N/A | N/A |

\* Federally required transportation performance measure

Table ‑: Summary of Goal 5 Performance Measures

| Performance Measure | Existing | 2040 LRTP | 2045 LRTP |
| --- | --- | --- | --- |
| Funding set aside for short-term congestion and mobility management strategies | N/A | $25.7 | $281 million |
| Percent of emergency evacuation route roadway centerline miles that are congested | 2.4% | N/A | 10.7% |
| Number of fatalities\* | 24 | N/A | N/A |
| Rate of fatalities per 100 million VMT\* | 1.041 | N/A | N/A |
| Number of serious injuries\* | 113 | N/A | N/A |
| Rate of serious injuries per 100 million VMT\* | 5 | N/A | N/A |
| Number of non-motorized fatalities and serious injuries\* | 20.6 | N/A | N/A |

\* Federally required transportation performance measure