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**TRB** TRANSPORTATION RESEARCH BOARD

# TRB Webinar: Integrating Performance-Based Planning with Long-Range Plans and STIPs

*October 7, 2024*

*12:00 – 1:30 PM*



# PDH Certification Information

1.5 Professional Development Hours (PDH) – see follow-up email

You must attend the entire webinar.

Questions? Contact Andie Pitchford at [TRBwebinar@nas.edu](mailto:TRBwebinar@nas.edu)

*The Transportation Research Board has met the standards and requirements of the Registered Continuing Education Program. Credit earned on completion of this program will be reported to RCEP at RCEP.net. A certificate of completion will be issued to each participant. As such, it does not include content that may be deemed or construed to be an approval or endorsement by the RCEP.*



# AICP Credit Information

1.5 American Institute of Certified Planners Certification Maintenance Credits

You must attend the entire webinar

Log into the American Planning Association website to claim your credits

Contact AICP, not TRB, with questions

# Purpose Statement

This webinar will highlight current practices for integrating federally required performance-based plans, such as Strategic Highway Safety Plans, Transportation Asset Management Plans, and freight plans with long-range transportation plans and state transportation improvement programs (STIP). Presenters will explain their agencies' performance-based planning practices and provide current practices that can be applied to other agencies.

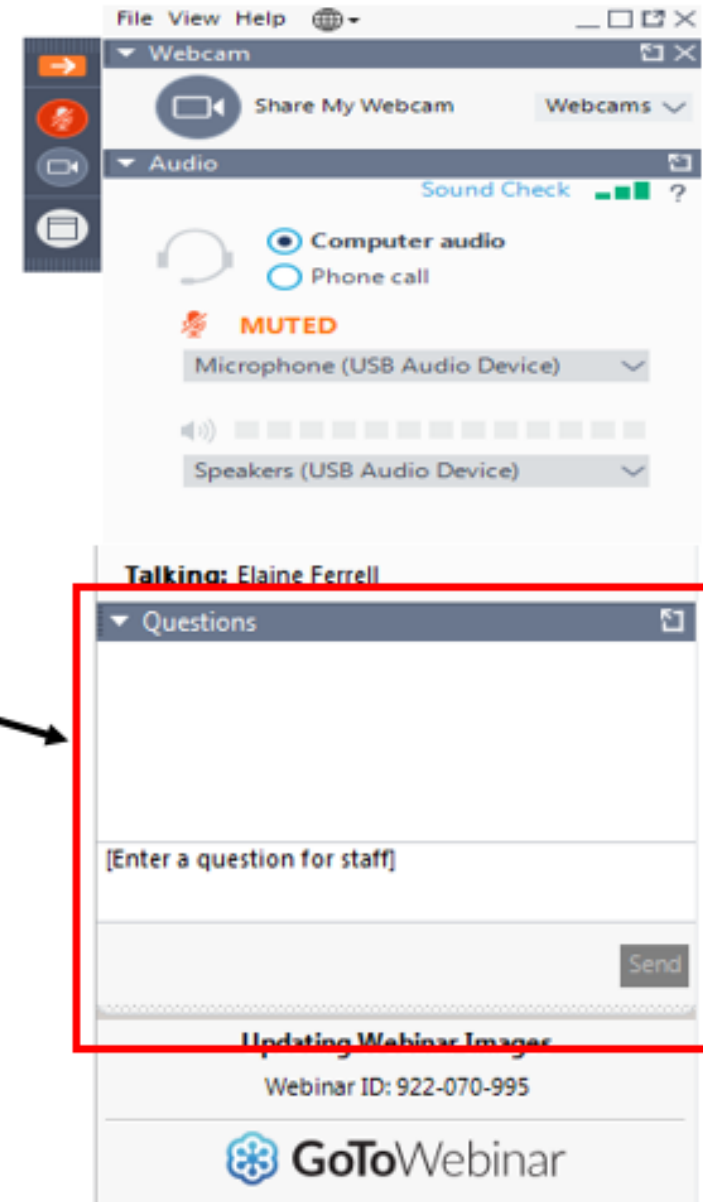
# Learning Objectives

At the end of this webinar, you will be able to:

- (1) Establish agency procedures and planning schedules to better align content among long-range transportation plans, performance-based plans, and STIP
- (2) Use data and narratives from performance-based plans to communicate system conditions and investment needs to decision makers and the public

# Questions and Answers

- Please type your questions into your webinar control panel
- We will read your questions out loud, and answer as many as time allows



# Today's presenters



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# → Integrating Performance-Based Planning with Long-Range Plans and STIPs

Transportation Research Board  
October 7, 2024





## Study Purpose

Document current state DOT practices related to integrating federally required performance-based plans into state LRTPs and STIPs.

In addition to focusing on the integration of these plans, the synthesis addresses broader issues related to development of performance-based plans and the overall maturity of practice among state DOTs in PBPP.



# Performance Based Plans

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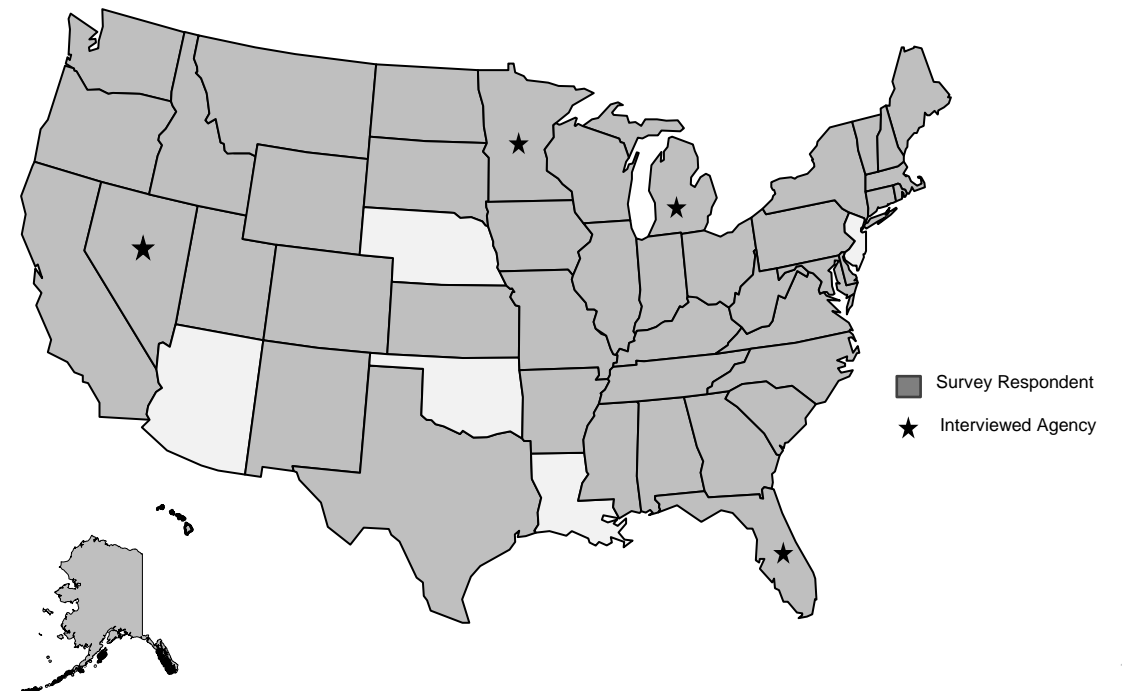


- Highway Safety Improvement Program (HSIP)
- Strategic Highway Safety Plan (SHSP)
- State Freight Plan
- Transportation Asset Management Plan (TAMP)
- Public Transportation Agency Safety Plan (PTASP).
- Transit Asset Management (TAM) Plan
- Congestion Management Process (CMP)
- Congestion Mitigation and Air Quality Improvement (CMAQ) Performance Plan.
- Electric Vehicle Infrastructure Deployment Plan
- Carbon Reduction Strategy
- Resilience Improvement Plan
- State Human Capital Plan
- Complete Streets Prioritization Plan

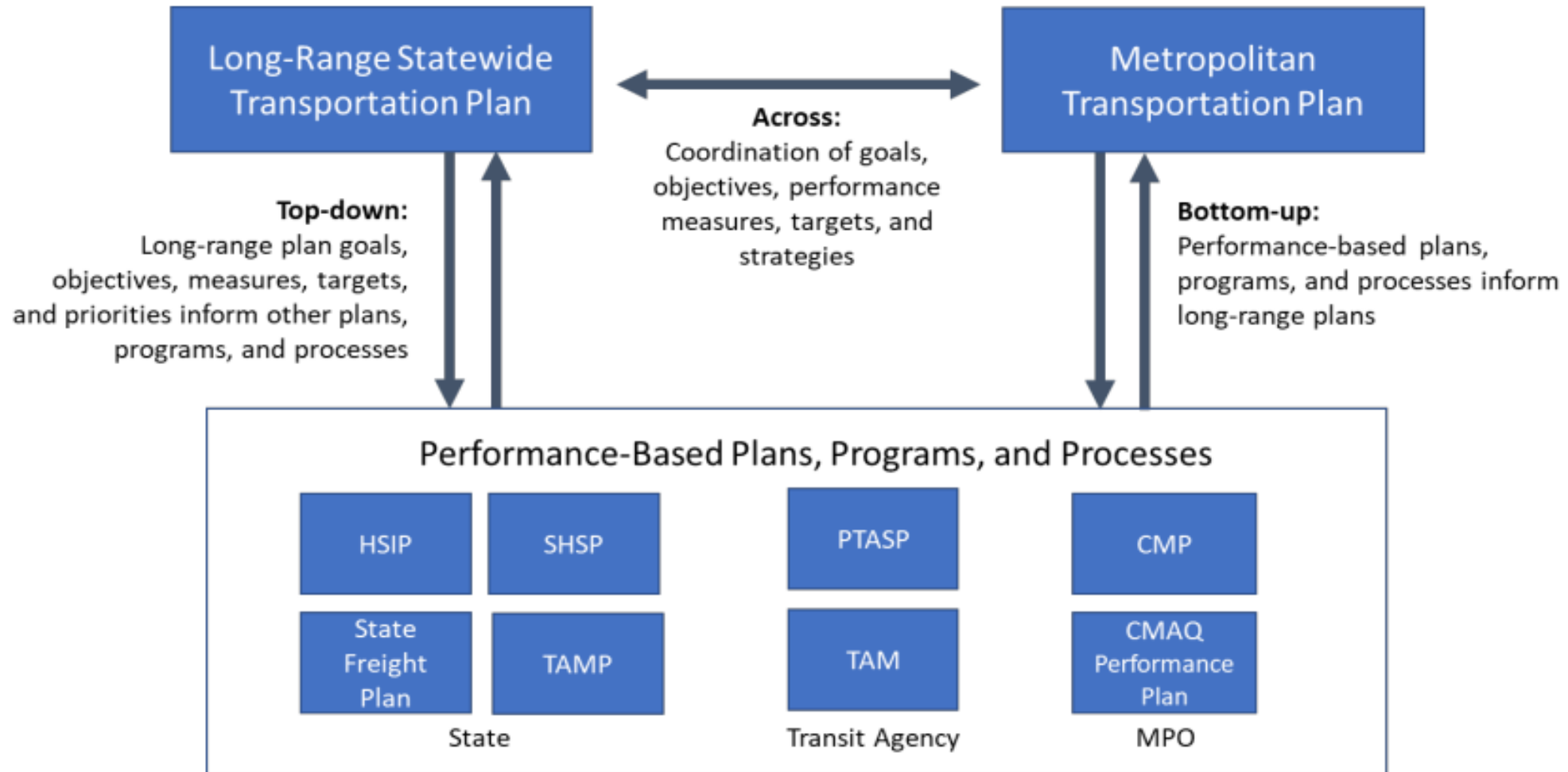
# Methodology

- Literature review
- State DOT survey (90% response rate)
  - *Stakeholders*
  - *LRTP characteristics*
  - *Integration of PBPs with LRTPs*
  - *Integration of PBPs with STIPs*
  - *Non-Federally required Performance Measures*
  - *Communication of Performance*
  - *Barriers/Challenges to Integration*
- Case examples
  - *Michigan*
  - *Florida*
  - *Nevada*
  - *Minnesota*

Year LRTP Was Last Published	Number of Respondents
Update in progress	7
2022	5
2021	11
2020	8
2019	2
2018	3
2017	4
2016	1
2015	2
2014	2
2010	1



# Integrating Performance-based Plans

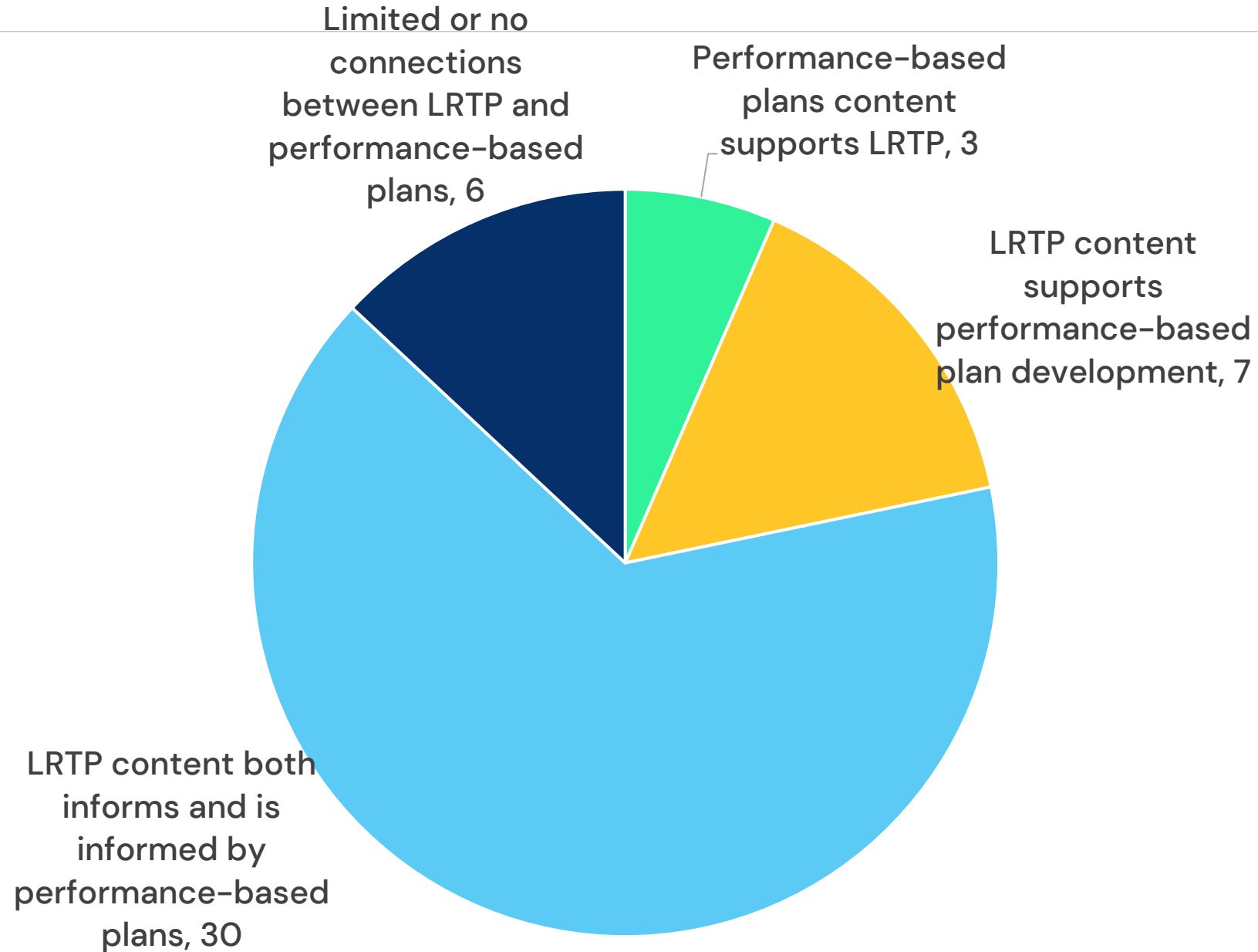


*Note: Other plans should be integrated into the process as applicable.*



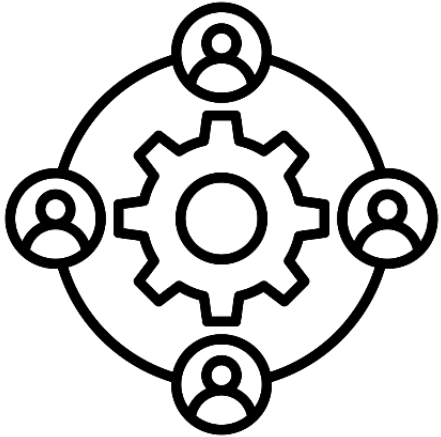
# Integrating Performance Based Plans into LRTPs

# L RTP and Performance Based Plans Influence

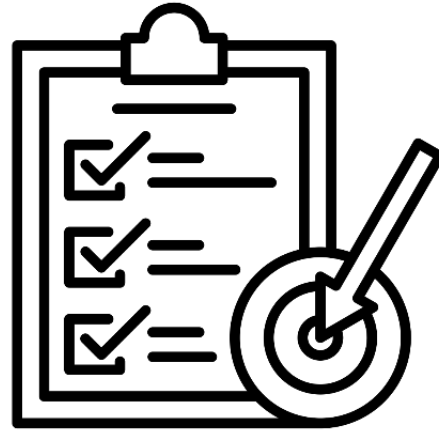


# Integration of Performance Based Plans with LRTPs

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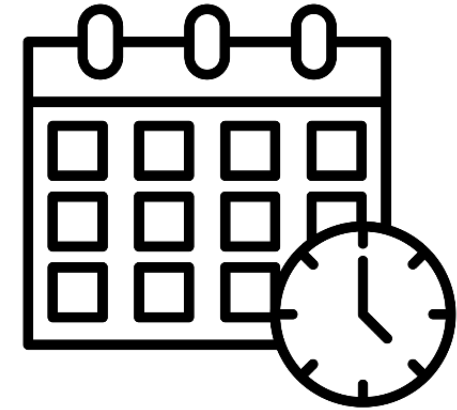


Internal and  
external  
collaboration



Influencing content:

- Goals
- Objectives
- Performance Measures
- Targets

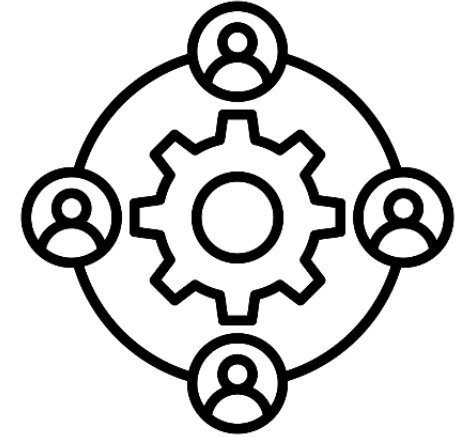


Coordinate timing of plan  
development

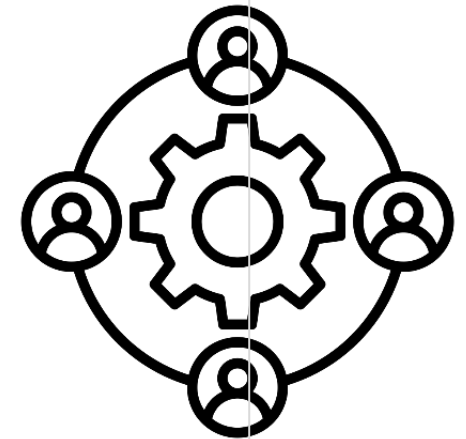
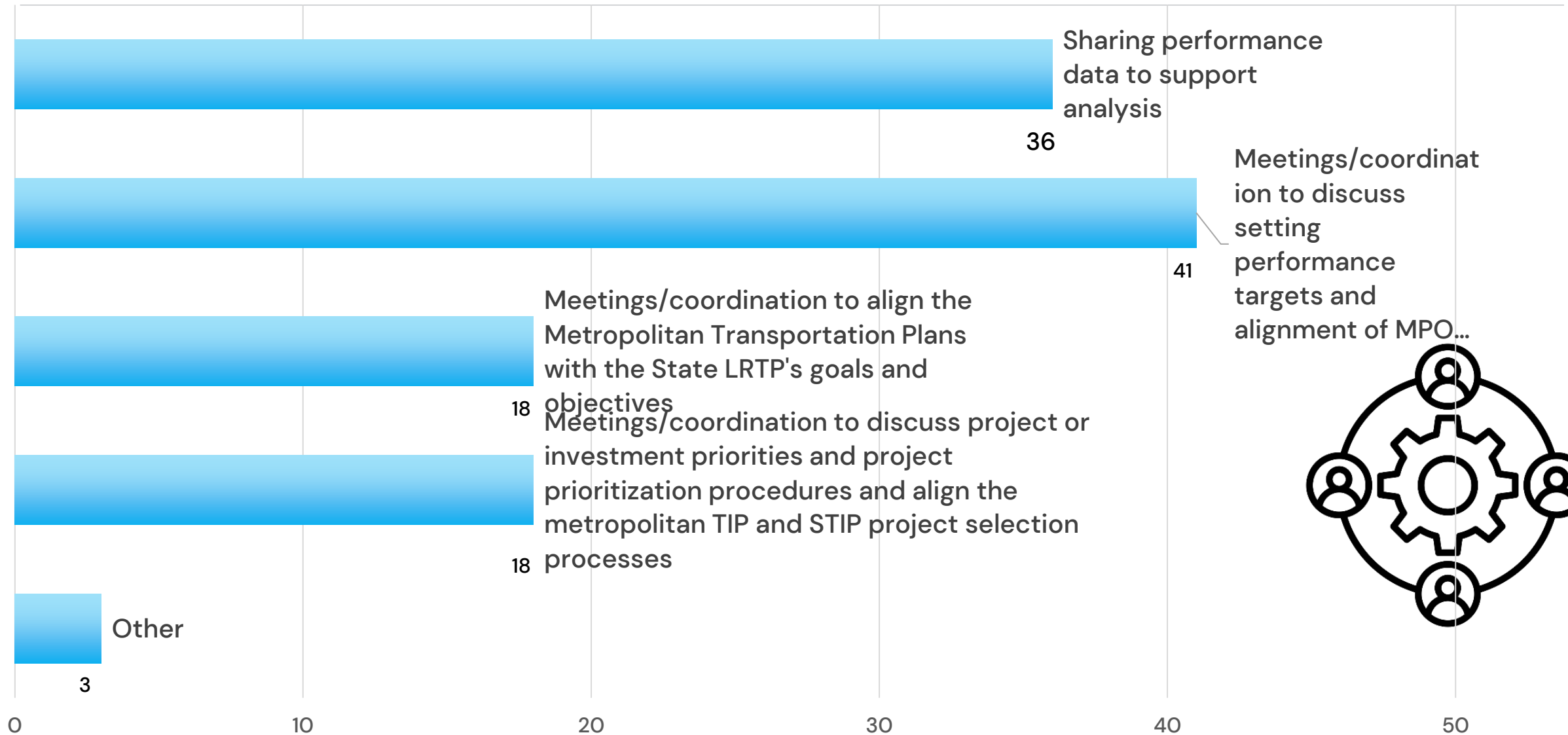
# Internal and External Collaboration

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- Many state DOTs have
  - reorganized their internal structures
  - created new departments
  - created working groups
- Internal coordination and externally with partners
- Nearly three-quarters of states (32 out of 44 reporting, or about 73%) reported having some form of ongoing committee or forum focused on performance measures, and in most cases the committee or forum includes both internal state DOT and external participants, such as MPOs.



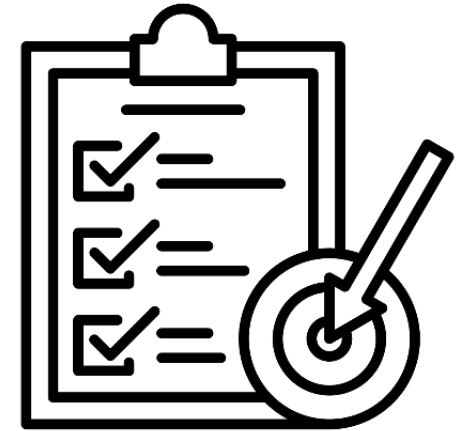
# How Coordination with MPOs Occurs





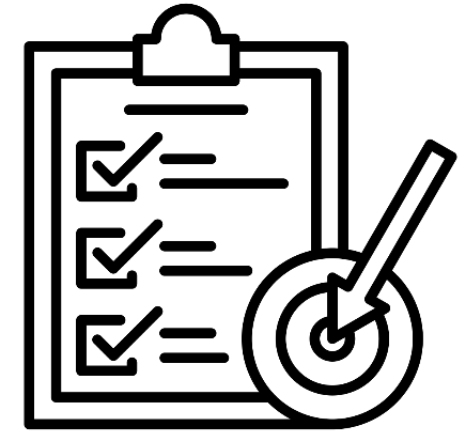
# Content Incorporated into the LRTP

	Data on current conditions or performance	Goals or objectives	Performance measures and targets	Needs identified	Strategies or project priorities	Financial information from the plan
SHSP / HSIP / safety measures	33	38	31	22	25	10
TAMP / bridge and pavement condition measures	32	36	29	23	24	13
Travel time reliability and congestion measures	26	32	27	19	20	8
State freight plan / freight reliability	26	36	25	22	24	9
PTASP / transit safety measures	14	23	13	11	15	4
TAM / transit asset management measures	22	26	18	12	20	8

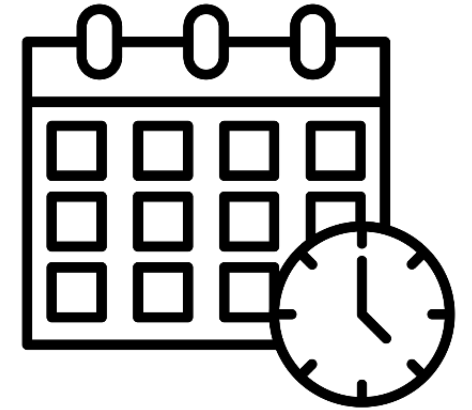
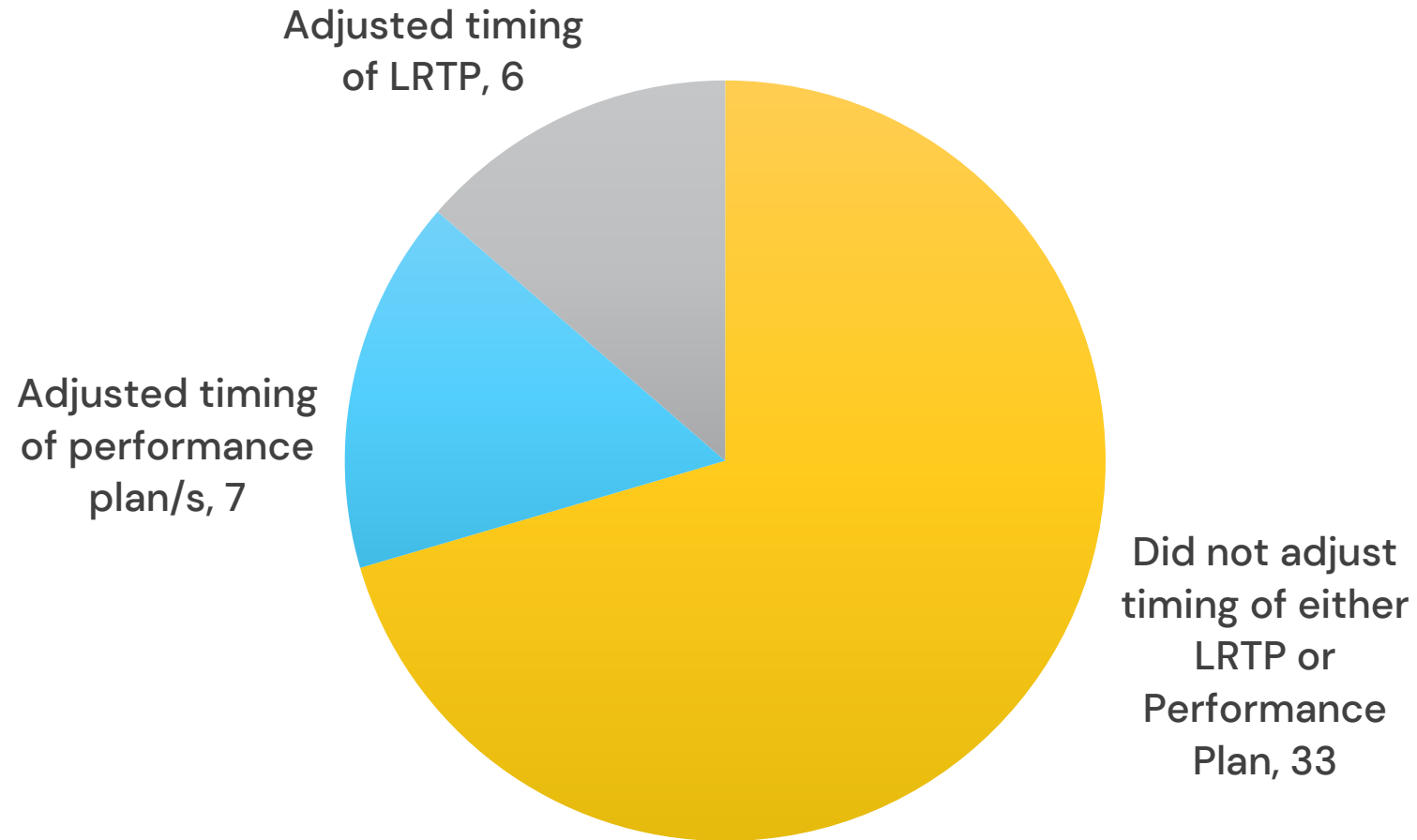


# Relation of Near-term (1-year, 2-year, and 4-year) Performance Targets to Long-range Goals

	Safety	Pavement Condition	Bridge Condition	Travel Time or Freight Reliability	Urbanized Area Congestion
The DOT has explicit goals in the LRTP for these areas	30	28	29	27	19
The DOT has quantitative long-range (10+ year) performance goals or targets for these areas	19	23	22	13	10
Near-term targets are selected to align with long-range goals or targets (i.e., show progress in the desired direction)	24	23	21	19	15



# DOTs that Adjusted Timing of LRTP or Performance-based Plans to Improve Alignment

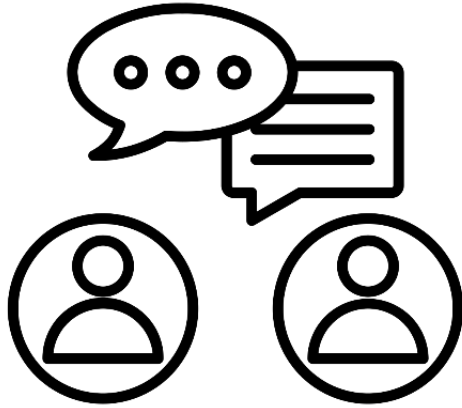




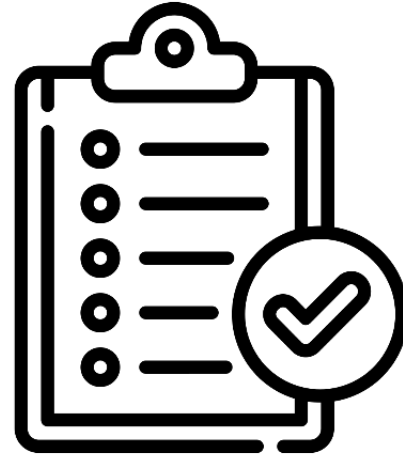
# Integrating Performance Based Plans into STIPs

# Performance Data Integration into the STIP

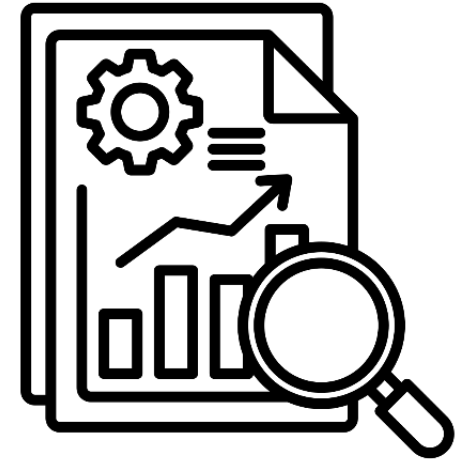
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Performance information is considered but not with a structured scoring process

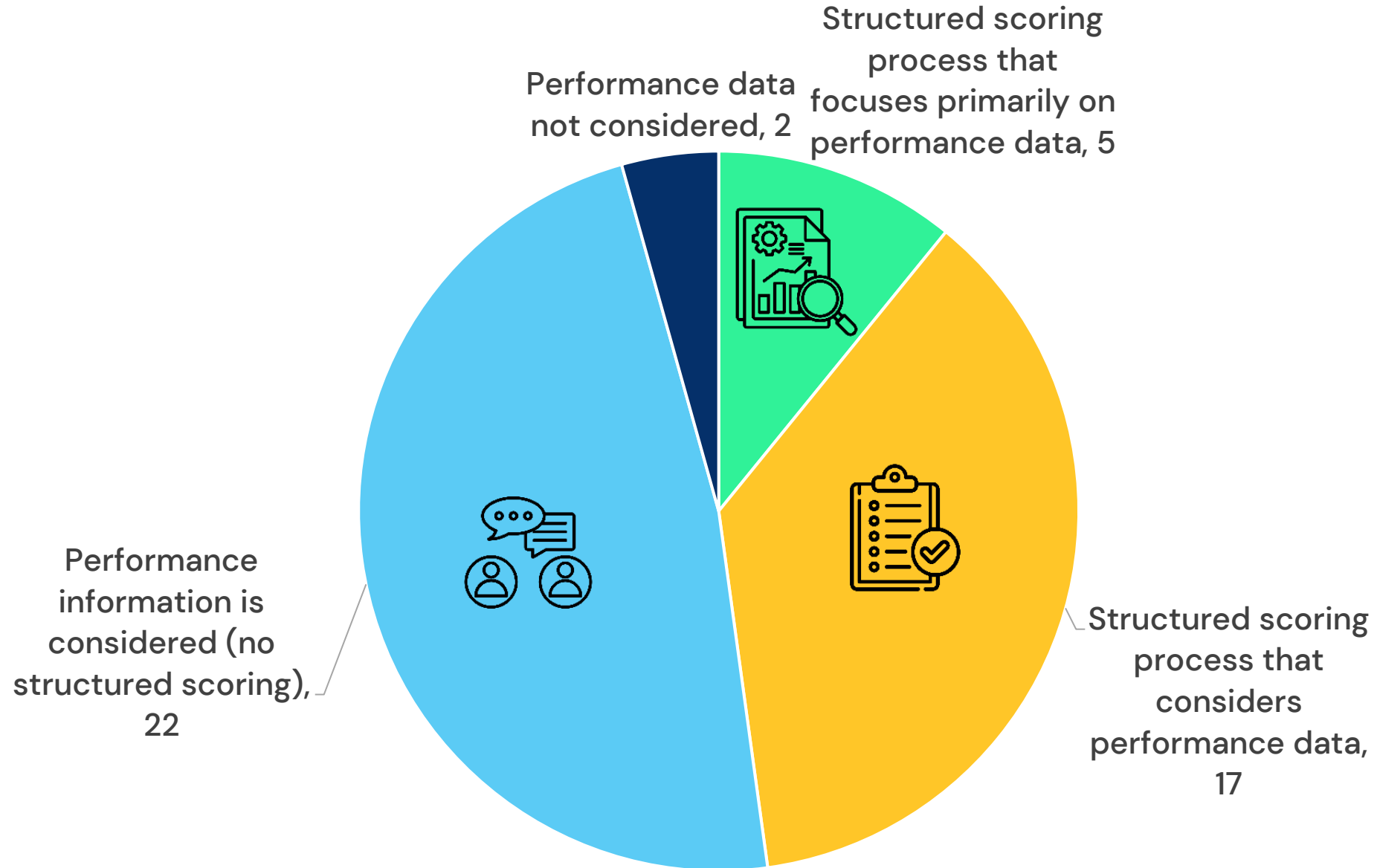


Structured project scoring process considers performance data among many factors

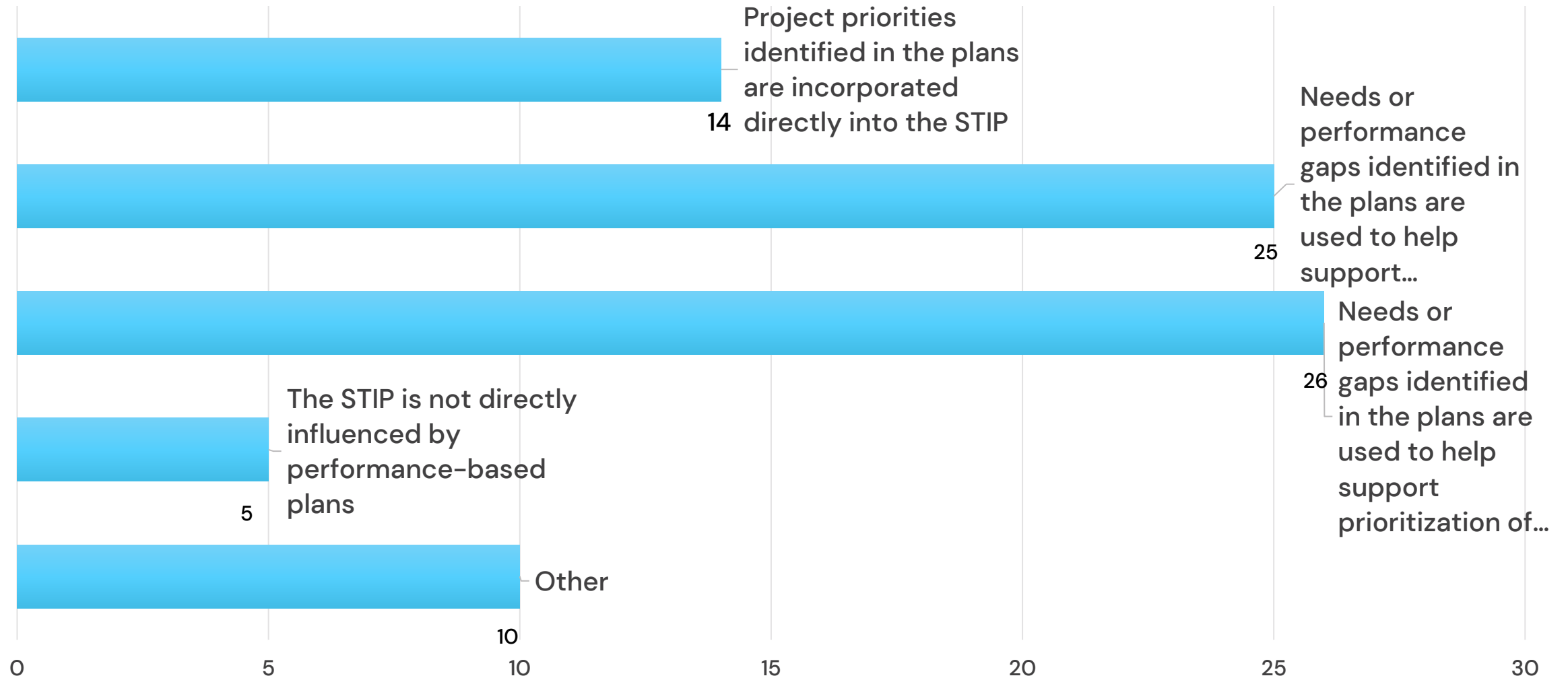


Structured scoring process focuses primarily on performance data

# Performance Data Integration into the STIP



# How the STIP is Influenced by Performance Based Plans

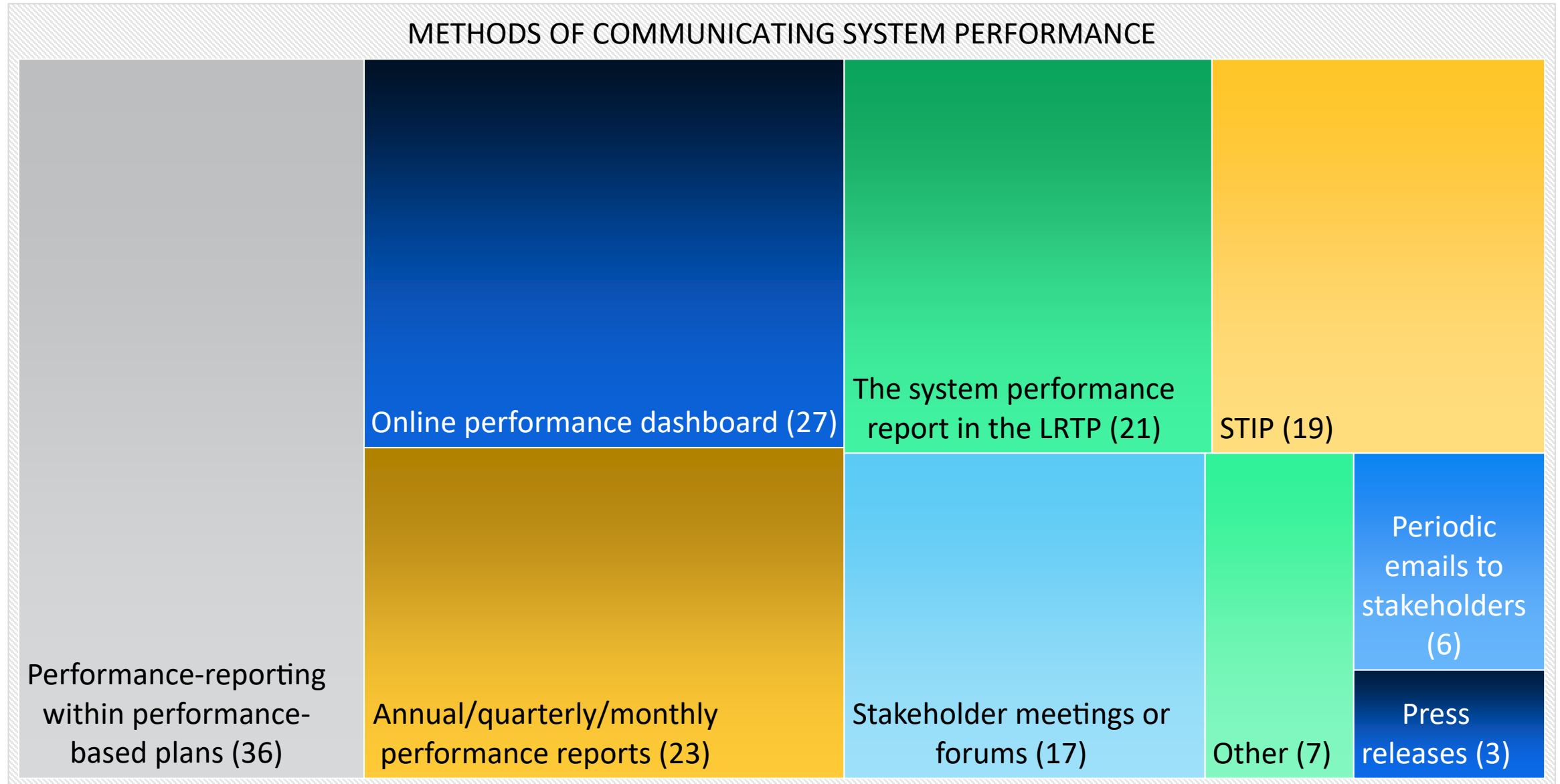




# Communicating Performance

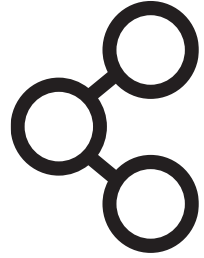


# Communicating Performance



# Communicating Progress of the STIP toward Target Achievement

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Individual projects in the STIP are qualitatively linked to goals or targets



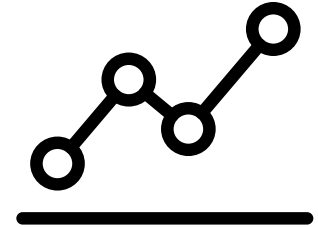
Qualitative discussion of the anticipated effects of categories of projects or the STIP as a whole in supporting goals or targets



Data is presented on the number of projects that support different performance goals or targets

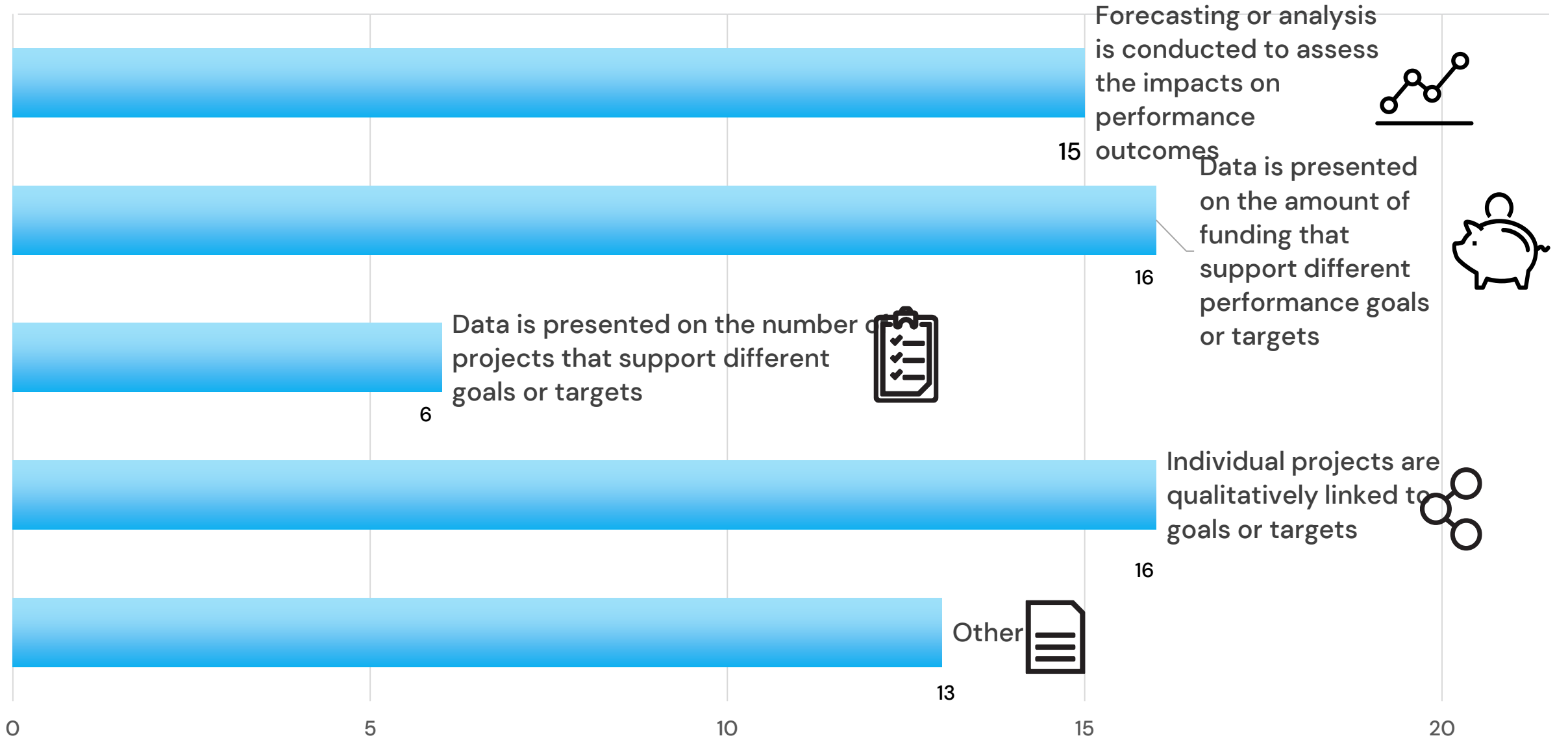


Data is presented on the amount of funding that supports different performance goals or targets



Forecasting or analysis is conducted to assess the impacts of projects on performance outcomes

# Communicating Progress of the STIP toward Target Achievement





# Non-Federal Performance Measures

# Non-Federal Performance Measures

	Incorporate as a Goal Area	Use Quantitative Performance Measure	Set a Target
Accessibility to destinations	29	3	1
Traffic congestion (i.e., non-required measures such as total hours of delay)	22	9	5
Multimodal choices or options	30	3	1
Transit ridership or transit service availability	25	6	2
Active transportation (e.g., bicycle level of comfort, sidewalk availability)	29	8	3
Vehicle miles traveled (VMT) or VMT per capita	15	8	3
Infrastructure condition (i.e., non-required measures such as culvert or ITS conditions)	28	6	6
Climate resilience	28	2	0
Economic development or economic vitality	33	2	0
Sustainability or environmental quality (e.g., energy use, water conservation)	27	3	1
Other	10	4	3

# Non-Federal Performance Measures (Other)

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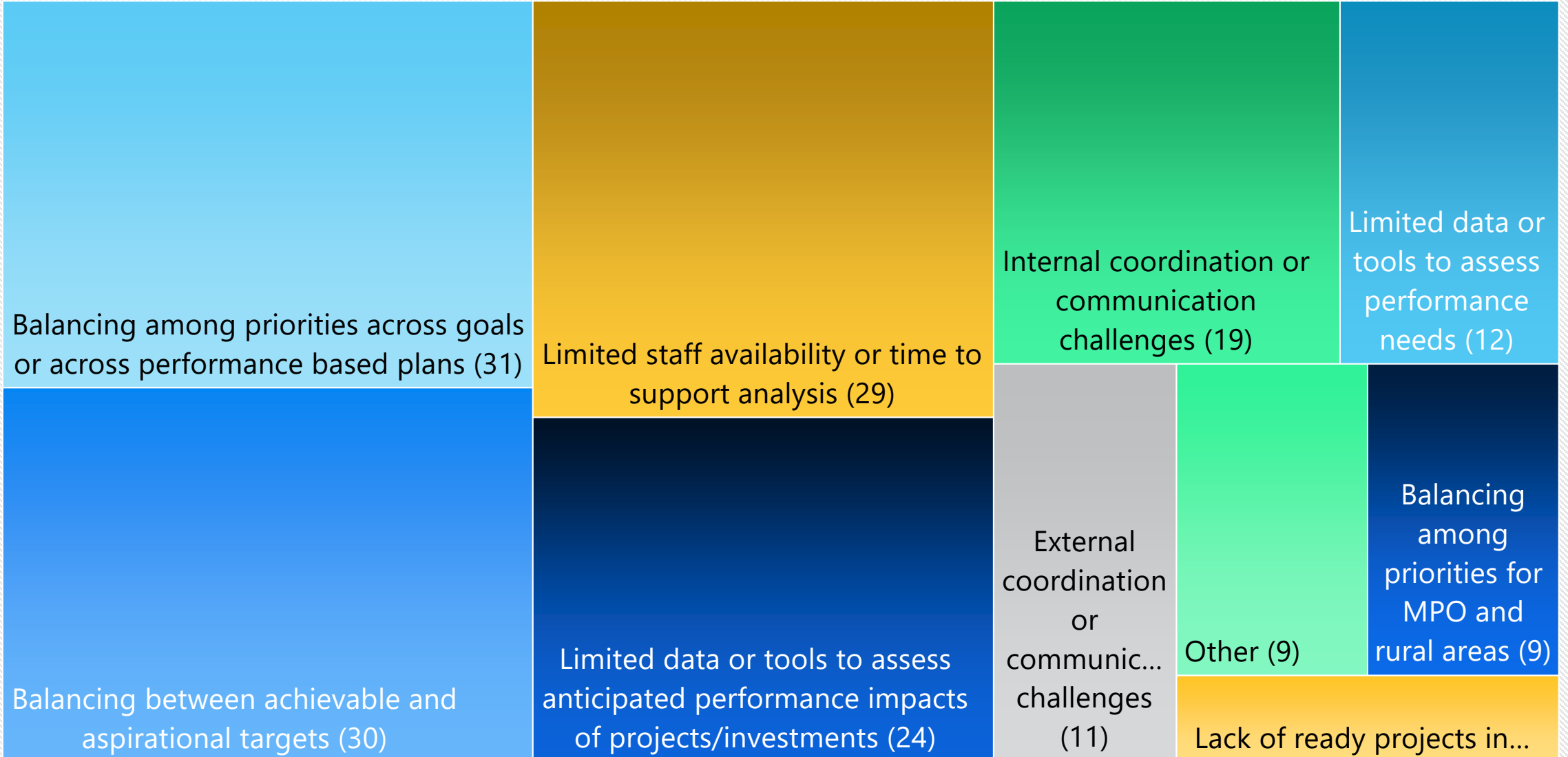
- **Reliability** on bus and commuter rail system
- Number of **intermodal or multimodal projects completed**
- **Access to national and international markets**
- **Hours of delay on roadways within 5 miles of ports and cargo airports**
- Reduction in **truck-involved crashes**; Reduction in truck-involved fatal crashes
- **System redundancy**
- Transportation **equity**
- **Greenhouse gas emissions**



# Barriers and Challenges to Integration

# Barriers and Challenges to Integration

## CHALLENGES INTEGRATING PERFORMANCE-BASED PLANS INTO THE LRTP/STIP





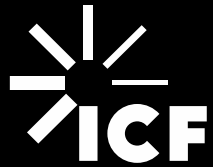
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### About ICF

About ICF ICF (NASDAQ:ICFI) is a global consulting and technology services company with approximately 9,000 employees, but we are not your typical consultants. At ICF, business analysts and policy specialists work together with digital strategists, data scientists and creatives. We combine unmatched industry expertise with cutting-edge engagement capabilities to help organizations solve their most complex challenges. Since 1969, public and private sector clients have worked with ICF to navigate change and shape the future.



## Case Study: Michigan

- Strong coordination
- Michigan DOT's LRTP and TAMP are developed in parallel and inform each other on needs, goals, strategies, and projects.
- Michigan DOT staff from the Safety and Traffic Operations departments help ensure the alignment in goals and objectives between the LRTP and the SHSP, which is led by an inter-agency advisory group.

- Additional performance measures to help meet LRTP goals
- Examples:
  - Percentage of Michigan's rural population within 25 miles of an intercity passenger transportation bus route
  - Number of public electric vehicle charging stations
  - Number of freight bottlenecks delaying truck access to major airports, water ports, and intermodal container facilities
  - Number of passengers using state-supported passenger rail services
  - Number of signalized intersections integrated into the Michigan DOT Central Signal Control Software and connected vehicle-ready
  - Annual number of crashes on Michigan public roadways involving a commercial truck

- Investment strategies included in the STIP are based on:
  - anticipated available funding
  - life cycle planning
  - performance gap analysis
  - results of risk analysis
- STIP demonstrates how investments support Federal priorities

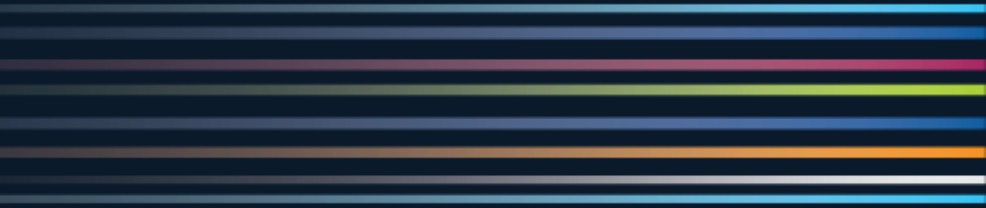
MDOT INVESTMENT CATEGORIES		LINKED TO FEDERAL PERFORMANCE MEASURES						
		PERFORMANCE AREA						
	FY 2018-2020 Annual Average (in millions)	Safety	Pavement Condition	Bridge Condition	Reliability & Freight	Congestion Mitigation & Air Quality	Public Transportation	
MDOT INVESTMENT CATEGORY	Road Rehabilitation & Reconstruction	\$469.7	◐	●		◐		
	Capital Preventive Maintenance	\$175.4	◐	●				
	Trunkline Modernization	\$337.8	●	●	●	●	●	
	Bridge Program	\$198.1	◐		●	◐		
	Traffic & Safety	\$80.3	●	◐	◐	◐	◐	
	Routine Maintenance	\$332.5	●			●	◐	
	System Operations	\$43.8	●			●	◐	
	Transit - Rural Capital	\$4.8	◐	◐			◐	●
	Other Programs	\$79.5	●			●	◐	



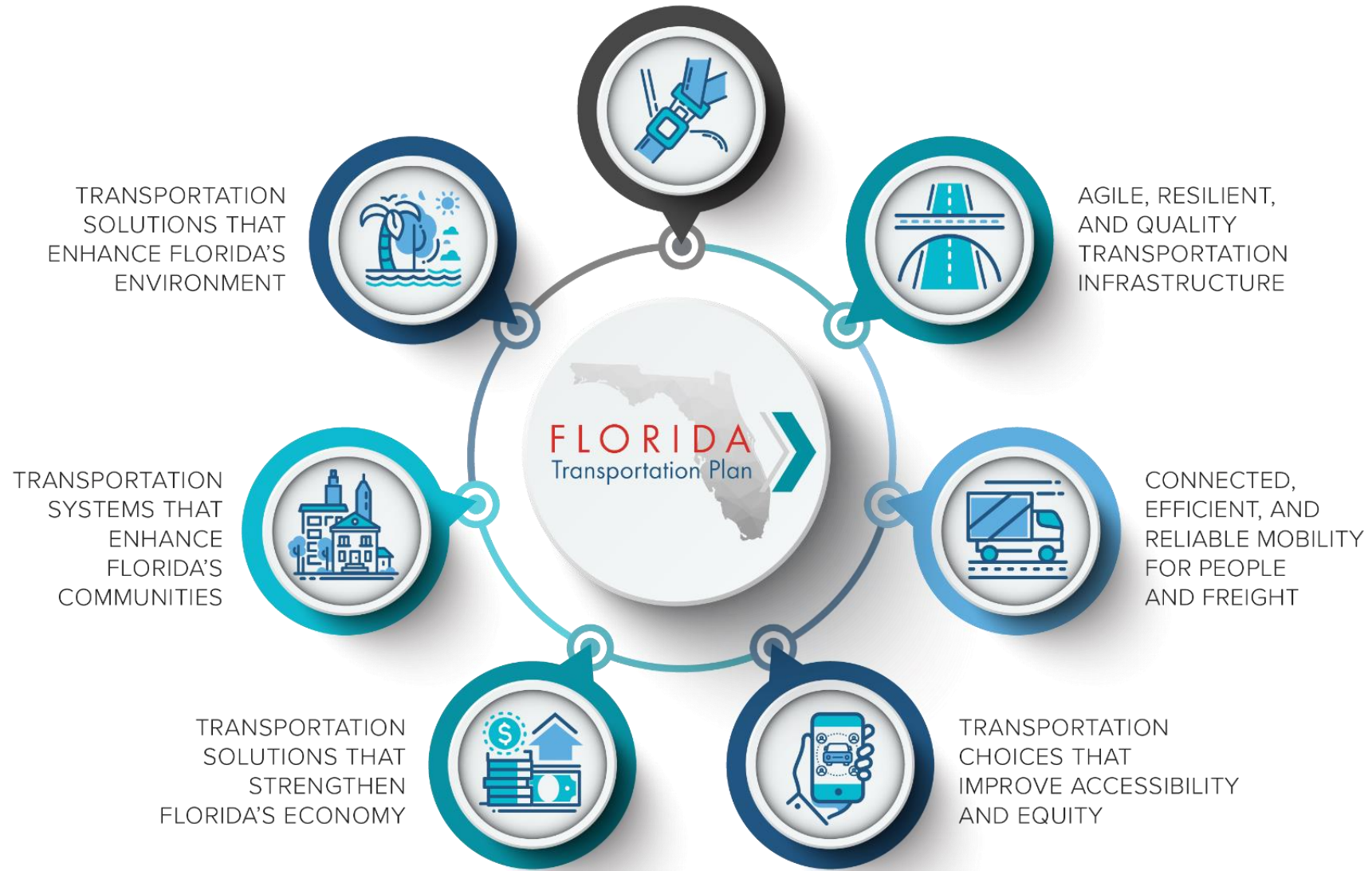
## Case Study: Florida

# Integrating Performance-Based Planning with LRTPs & STIPs

Systems Forecasting  
& Trends Office

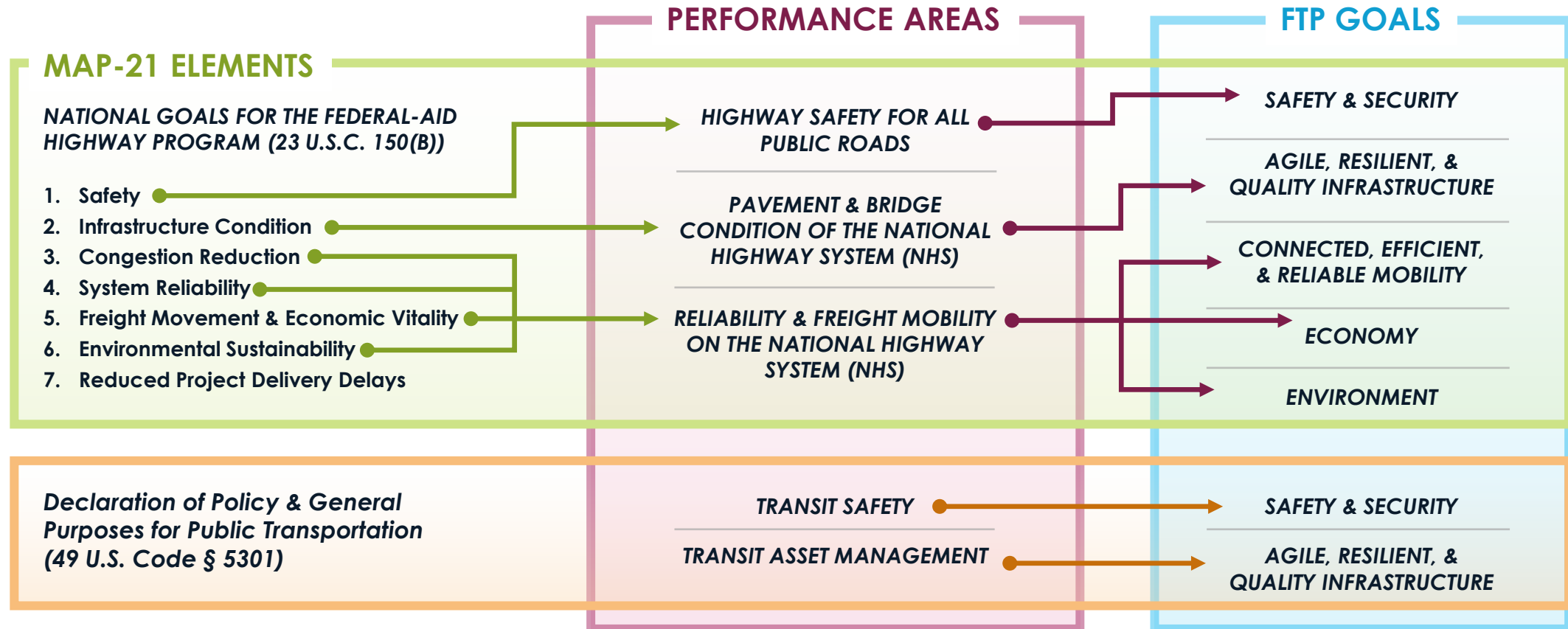


SAFETY AND SECURITY FOR  
RESIDENTS, VISITORS AND BUSINESSES



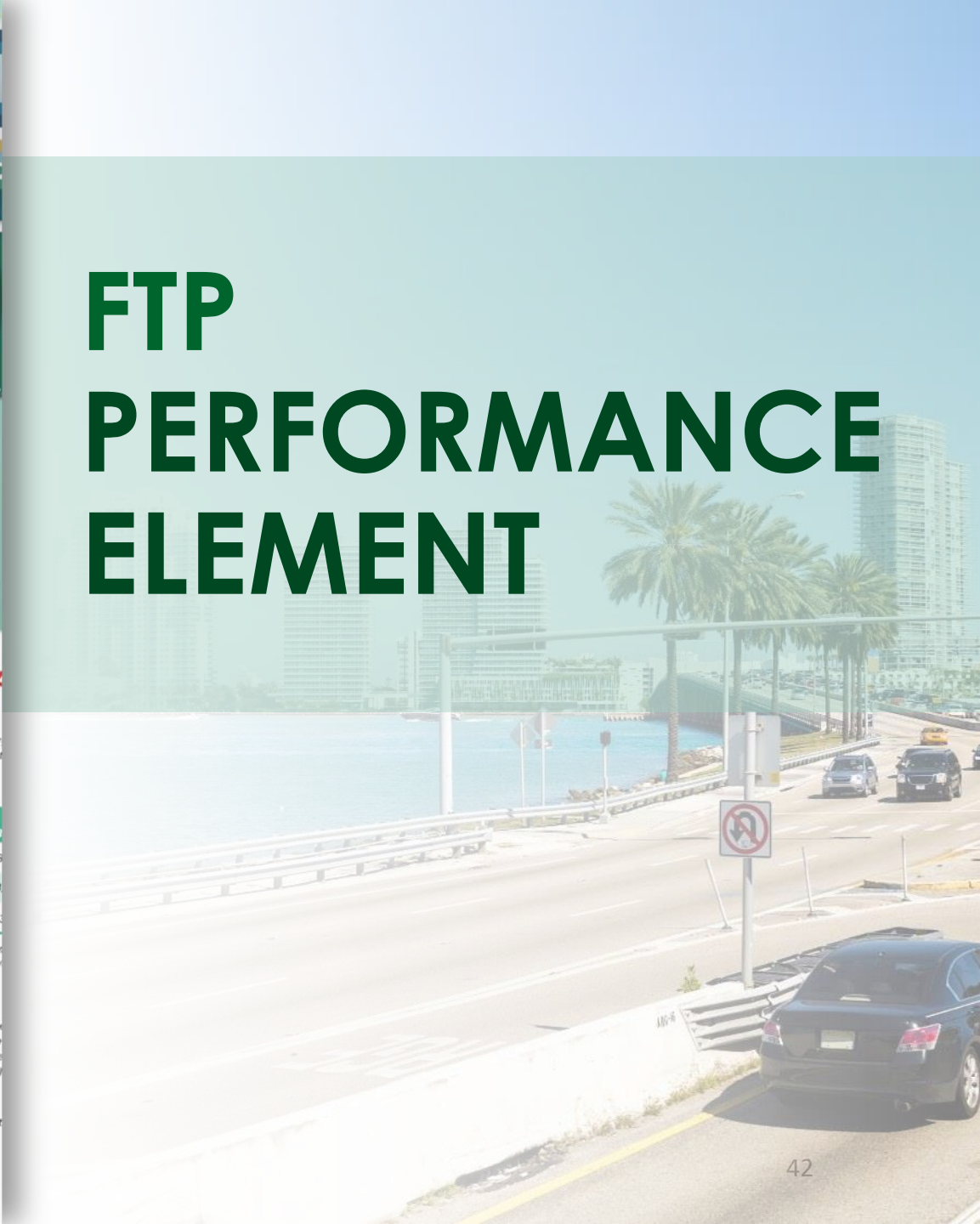


# TPM Goals and Performance Areas





# FTP PERFORMANCE ELEMENT



**PERFORMANCE > HIGHWAY RELIABILITY & FREIGHT MOBILITY**

**WHAT ARE OUR GOALS?**

**FTP Goals:**  
 Connected, efficient, and reliable mobility for people and freight.  
 Strengthen Florida's economy.

Reliability is a measure of how travel times on a route differ from day to day. Higher reliability means trips usually will take about the same amount of time on any given day; lower reliability means the amount of time required to complete a trip will vary widely, based on factors such as bottlenecks, crashes and other incidents, and weather.

The first two measures are expressed in person-miles, which considers the number of people traveling in autos, trucks, and buses on these roads. A higher percentage for these measures means better performance.

The final measure, truck travel time reliability, is expressed as an index that compares actual truck travel times on the Interstate system in Florida with normal truck travel times. A higher index means lower reliability.



**PERFORMANCE > HIGHWAY RELIABILITY & FREIGHT MOBILITY**

**WHAT ARE OUR TARGETS?**

FHWA requires states to set two-year and four-year performance targets. All 27 MPOs are supporting the statewide targets including the Interstate system.

**Reliability Performance Trends**

FHWA Performance Measure	2018	2019	2020
% of person-miles on the Interstate highway system that are reliable	84	84	84
% of person-miles on the non-Interstate system that are reliable	84	84	84
Truck travel time reliability index on the Interstate highway system	1.43	1.43	1.43

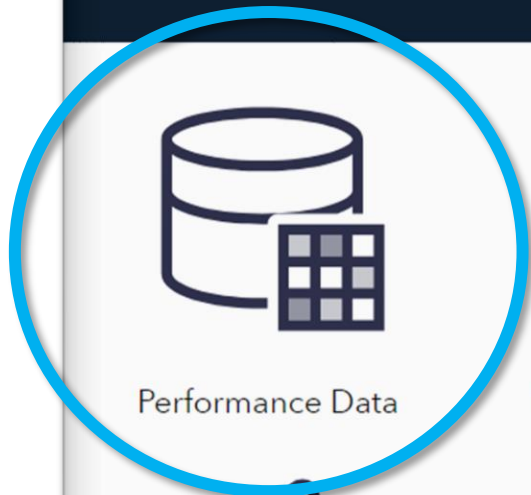
**ARE WE MAKING PROGRESS?**

FDOT collects and reports travel time data to FHWA each year to track performance. The data shows that travel time reliability on Florida's Interstate and non-Interstate highways has improved since 2017 on both the Interstate and non-Interstate systems. Florida had made significant progress toward the two-year reliability and freight mobility targets.

- WHAT FACTORS INFLUENCE PERFORMANCE?**
- > Underlying growth in Florida's population, visitors, and economy.
  - > Growth in vehicle-miles traveled for people and freight.
  - > Changes in fuel prices and other costs of highway travel.
  - > Changes in the use of other modes of transportation to move people and freight.

National studies suggest that about one-half of all highway congestion is related to weather, activity, weather, and special events. The remainder is the result of bottlenecks, crashes and other incidents, and weather.

The Performance Data Integration Space (PDIS) is the hub for information produced and curated by the Florida Department of Transportation's (FDOT) Systems Forecasting and Trends Office to assist department stakeholders with data-driven transportation decisions.



Performance Data



Performance Reports



Performance Dashboards



Other Dashboards



Metropolitan Planning Organization (MPO)  
Performance Resources



Fast Facts & Emerging Trends

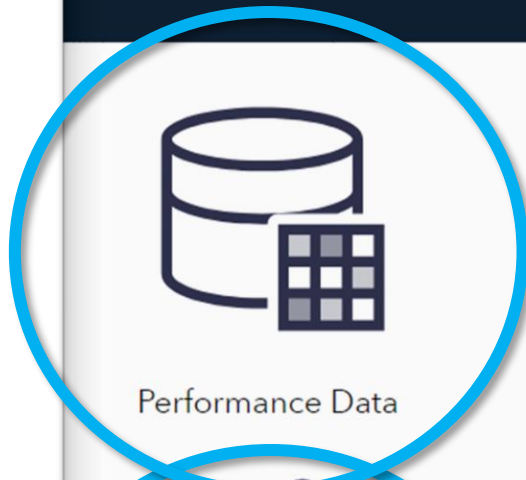


Demographic & Vehicle Data



Resources & Links

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Performance Data



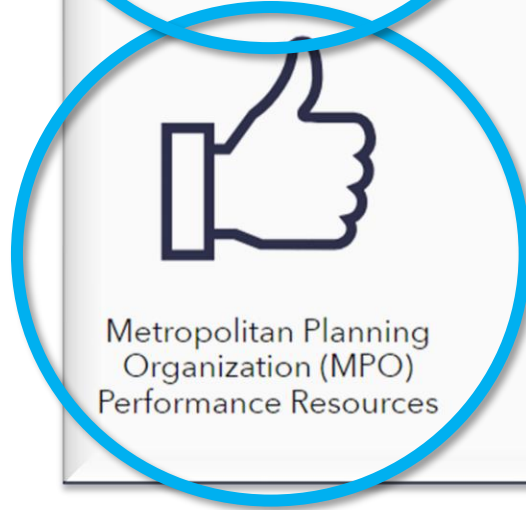
Performance Reports



Performance Dashboards



Other Dashboards



Metropolitan Planning Organization (MPO) Performance Resources



Fast Facts & Emerging Trends



Demographic & Vehicle Data



Resources & Links

# ASSET MANAGEMENT

## Public Transit

### Performance Management

#### OVERVIEW

The Federal Transit Administration (FTA) Transit Asset Management (TAM) rule requires public transit providers to assess the condition of their assets and report the results to the FTA. This fact sheet provides information on the requirements and the process for reporting.

Public transportation providers are required to report Transit Asset Database (NTD).

#### TIMEFRAME

**PUBLIC TRANSPORTATION PROVIDERS**

- Update TAM Plan/Group TAM Plan every 4 years
- Update TAM targets annually

\* Please refer to the fact sheet addressing MPO Requirements

# PM1:

## Safety (All Public Transit)

### Performance Management

#### OVERVIEW

The first of the Federal Highway Administration's (FHWA) performance management rules (PM1) requires public transit providers to assess safety on all public roads and the process for reporting to the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report targets.

Public transportation providers are required to report Transit Asset Database (NTD).

#### TIMEFRAME

**PUBLIC TRANSPORTATION PROVIDERS**

- Update TAM Plan/Group TAM Plan every 4 years
- Update TAM targets annually

\* Please refer to the fact sheet addressing MPO Requirements

# SAFETY

## Public Transit

### Performance Management

#### OVERVIEW

The Federal Transit Administration (FTA) Public Transportation Agency Safety Plan (PTASP) rule established transit safety performance management requirements for certain providers of public transportation that receive federal financial assistance. This fact sheet describes these requirements and the role of Metropolitan Planning Organizations (MPO) under this rule.

Public transportation providers are required to report Transit Asset Database (NTD).

#### TIMEFRAME

**PUBLIC TRANSPORTATION PROVIDERS**

- Update safety targets annually

\* Please refer to the fact sheet addressing MPO Requirements for information about MPO roles and planning processes.

# PERFORMANCE MEASURES –

## Public Transportation Agency Safety Plans (PTASP)

### OVERVIEW

#### PERFORMANCE MEASURES –

NUMBER OF FATALITIES	RATE OF FATALITIES	NUMBER OF SERIOUS INJURIES
The total number of people suffering fatal injuries in a motor vehicle crash during a calendar year.	The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.	The total number of people suffering at least one serious injury in a motor vehicle crash during a calendar year.

#### PERFORMANCE MEASURES –

FATALITIES	INJURIES	SAFETY EVENTS	SYSTEM RELIABILITY
Total number of reportable fatalities and rate per total vehicle revenue miles by mode.	Total number of reportable injuries and rate per total vehicle revenue miles by mode.	Total number of reportable events and rate per total vehicle revenue miles by mode.	Mean distance between major mechanical failures by mode.

\* Please refer to the fact sheet addressing MPO Requirements for information about MPO roles and planning processes.

# PM2:

## Bridge and Pavement

### Performance Management

#### OVERVIEW

The second Federal Highway Administration (FHWA) performance management rule establishes measures to assess the condition of bridges and pavement 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 targets.

Public transportation providers are required to report Transit Asset Database (NTD).

#### TIMEFRAME

**PUBLIC TRANSPORTATION PROVIDERS**

- Update safety targets annually

\* Please refer to the fact sheet addressing MPO Requirements for information about MPO roles and planning processes.



Florida Department of Transportation Forecasting & Trends Office  
January 2024

### PAVEMENT PERFORMANCE MEASURES

- Percentage of pavements on the Interstate System in **GOOD** condition.
- Percentage of pavements on the Interstate System in **POOR** condition.
- Percentage of pavements on the non-Interstate NHS in **GOOD** condition.
- Percentage of pavements on the non-Interstate NHS in **POOR** condition.

**GOOD CONDITION**  
Suggests no major investment is needed.

### BRIDGE PERFORMANCE MEASURES

- Percentage of NHS bridges (by deck area) in **GOOD** condition.
- Percentage of NHS bridges (by deck area) in **POOR** condition.

**POOR CONDITION**  
Suggests major investment is needed.

### TIMELINE



\* Please refer to the fact sheet addressing MPO Requirements for information about MPO targets and planning processes.

The FDOT Source Book is a reliable resource for tracking the performance metrics of Florida's transportation system.

Mobility

Infrastructure

Safety

Federal  
Performance  
Measures

The FDOT Source Book is a reliable resource for tracking the performance metrics of Florida's transportation system.

PM1 - Safety New

PM2 - Pavement New

PM2 - Bridge New

PM3 - System Performance New

Mobility

Infrastructure

Safety

Federal  
Performance  
Measures

[PM1 - Safety New](#)[PM2 - Pavement New](#)[PM2 - Bridge New](#)[PM3 - System Performance New](#)

## PM1 - Safety

Updated Using 2023 Data

The first of the performance measures rules (PM1) issued by the Federal Highway Administration (FHWA) establishes five measures to assess the safety condition of Florida's public roadways:

1. Number of Fatalities: The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. Rate of Fatalities: The total number of fatalities per 100 million vehicle miles traveled (VMT) in a calendar year.
3. Number of Serious Injuries: The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. Rate of Serious Injuries: The total number of serious injuries per 100 million VMT in a calendar year.
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries: The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

The Florida Department of Transportation (FDOT) and Florida's traffic safety partners are committed to eliminating fatalities and serious injuries, with the understanding that the death or serious injury of any person is unacceptable. Therefore, FDOT has established zero as the only acceptable target for all five of the federal safety performance measures. FDOT reaffirms this commitment each year in setting annual safety targets. Some MPOs have established their own targets for the safety measures.

[Methodology !\[\]\(4146d17f71dced09c6ad789cacceaa6d\_img.jpg\)](#)[Definitions !\[\]\(9db214d549b9aeebe72aa11d3a5c4b1a\_img.jpg\)](#)[Download Data !\[\]\(bcece9a353e60caece619217f5c1ea39\_img.jpg\)](#)



Statewide View

MPO View

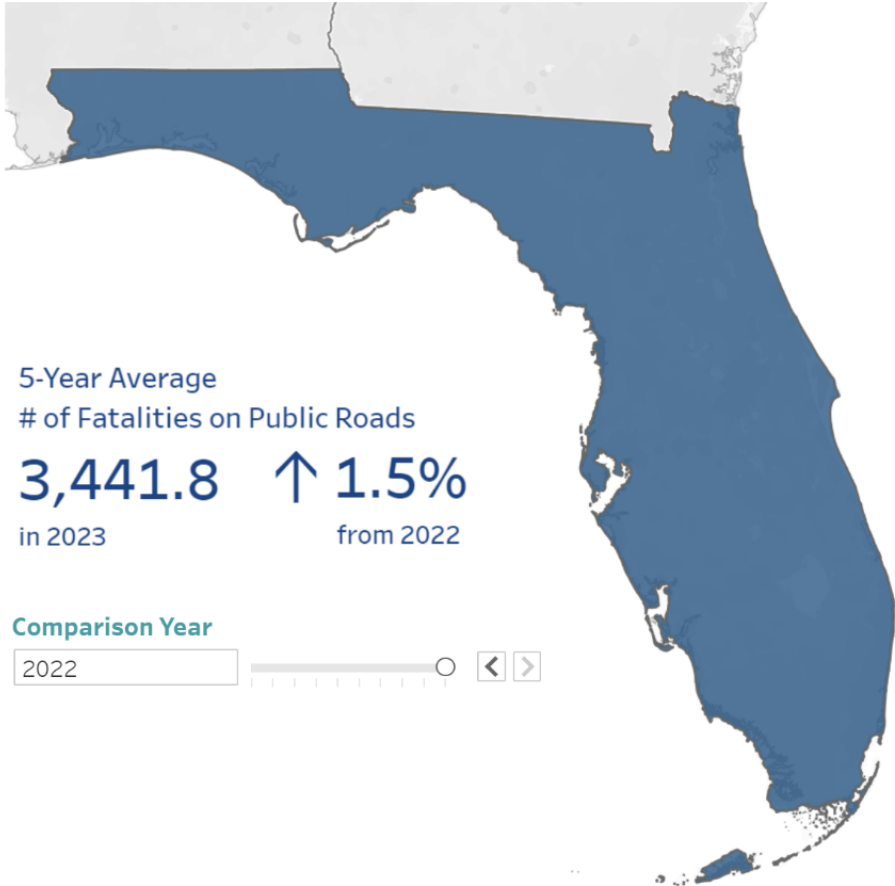
# of Fatalities

Rate of Fatalities

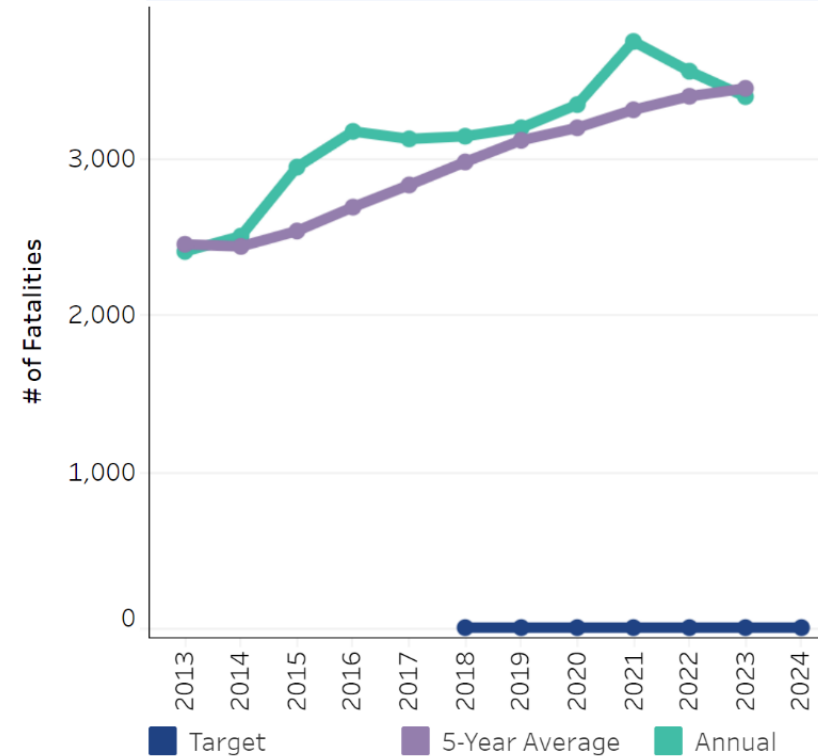
# of Non-Motorized  
Fatalities & Serious Injuries

# of Serious Injuries

Rate of Serious Injuries



### Number of Fatalities



[PM1 - Safety New](#)[PM2 - Pavement New](#)[PM2 - Bridge New](#)[PM3 - System Performance New](#)

## PM2 - Bridge

Updated Using 2023 Data

The second of the performance measures rules (PM2) issued by the Federal Highway Administration (FHWA) establishes two measures to assess the condition of bridges on the National Highway System (NHS):

1. Percentage of NHS bridges by deck area in Good condition
2. Percentage of NHS bridges by deck area in Poor condition

Good condition suggests that no major investment is needed, while Poor condition suggests that major investment is needed to improve the pavement condition.

FDOT established statewide two and four-year targets in coordination with the state's MPOs, to the extent practicable, for each FHWA bridge performance measure. All 27 MPOs support the statewide targets including the intent to plan and program projects that are anticipated to support progress toward achieving the targets.

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For information on state bridge measures, please [click here](#).

Statewide View

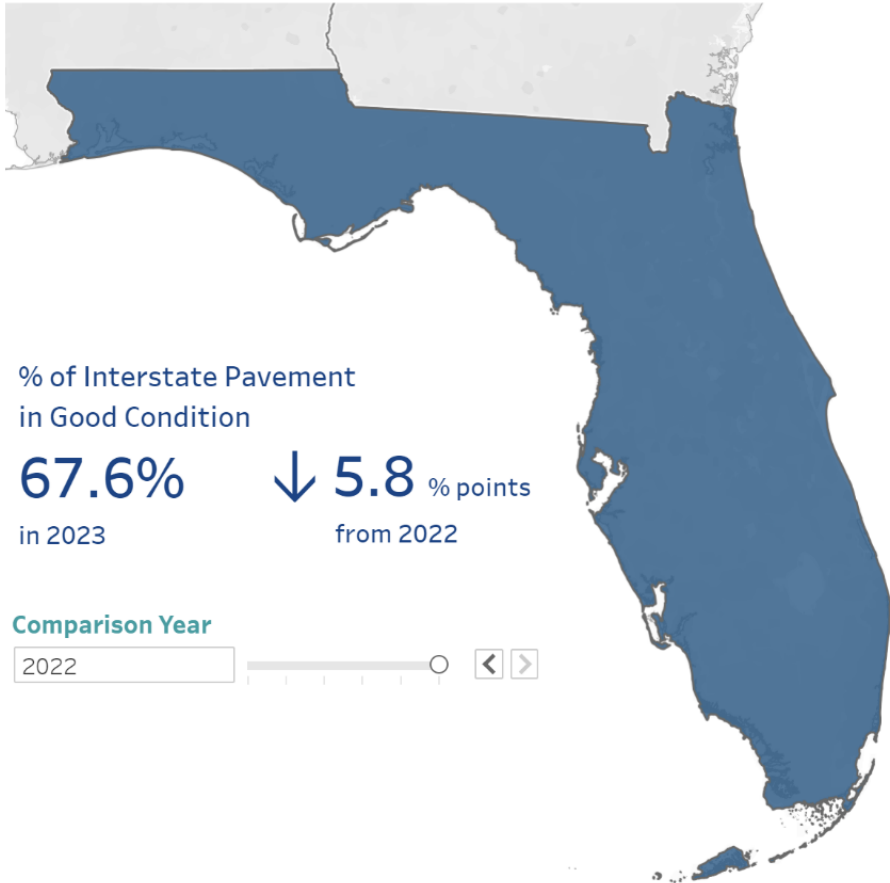
MPO View

% Interstate Pavement in Good Condition

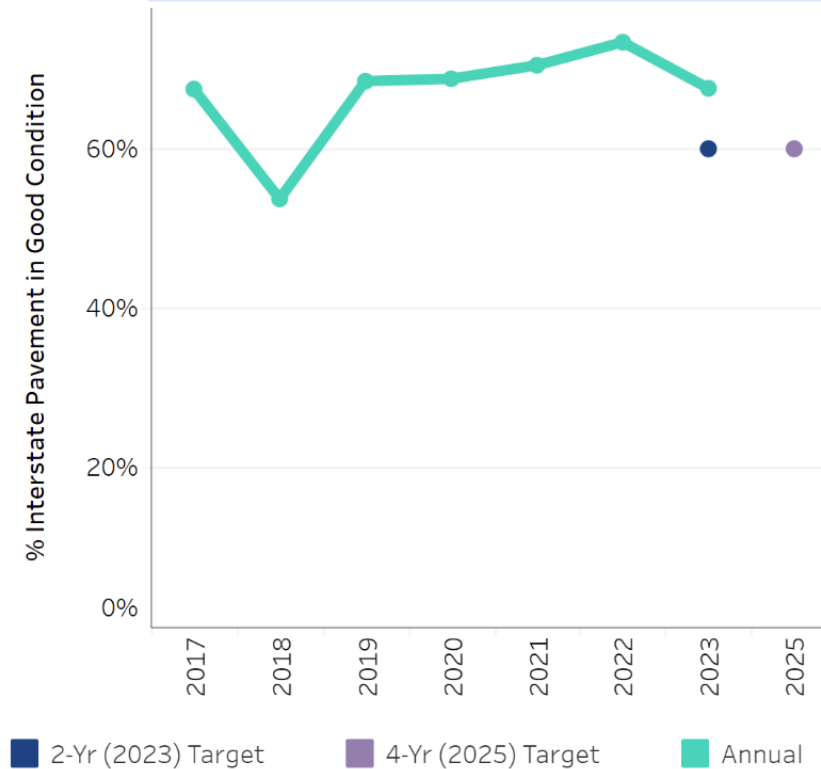
% Non-Interstate NHS Pavement in Good Condition

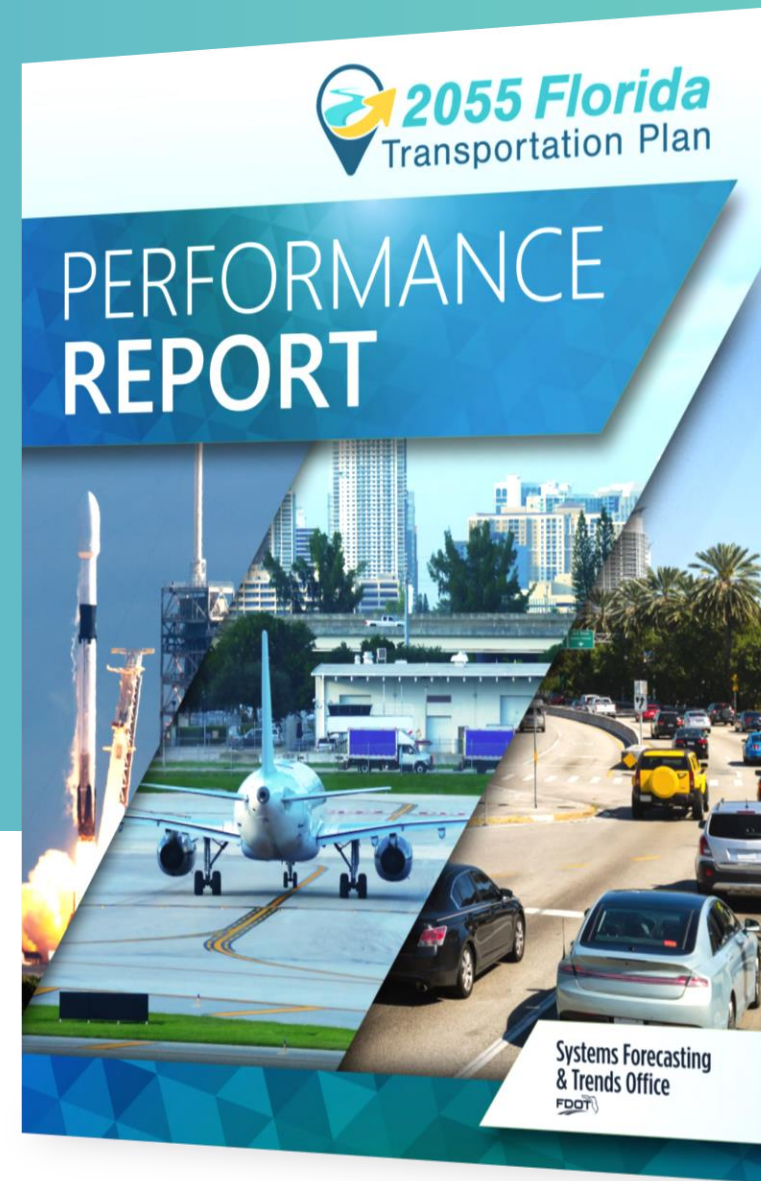
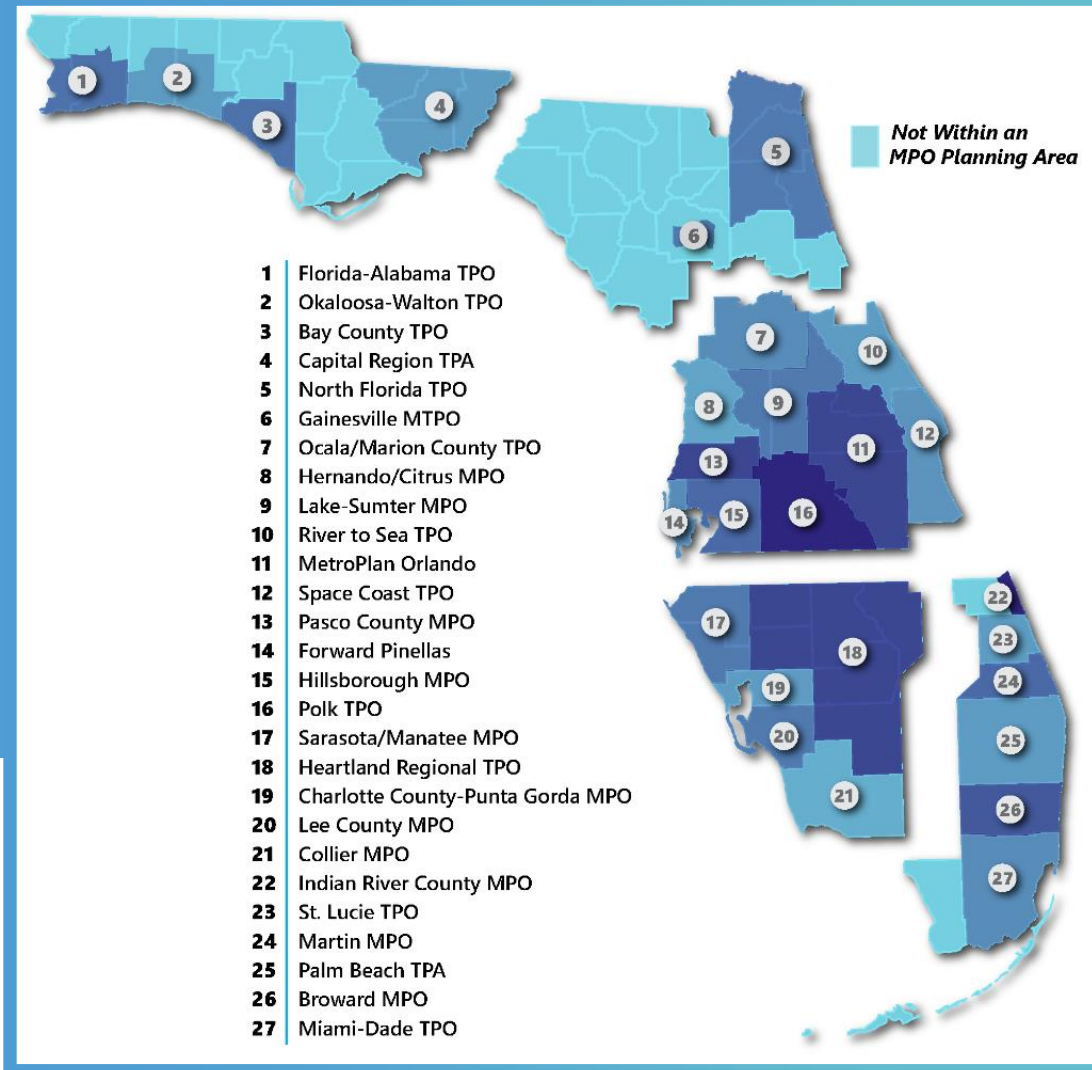
% Interstate Pavement in Poor Condition

% Non-Interstate NHS Pavement in Poor Condition



### % Interstate Pavement in Good Condition





# FLORIDA TRANSPORTATION PLAN

## STRATEGIC HIGHWAY SAFETY PLAN

*Highway Safety Improvement Plan*

*Highway Safety Plan*

## FDOT MODAL PLANS AND PROGRAMS

*Strategic Intermodal System Policy Plan*

*Florida Mobility and Trade Plan*

*Aviation System Plan*

*Spaceport System Plan*

*Rail System Plan*

*Seaport and Waterway System Plan*

*Transit Programs*

*Bicycle & Pedestrian Programs*

## MPO LONG RANGE TRANSPORTATION PLANS

# FTP Alignment with other Plans

Table 3 | FMTP24 Goals and Objectives

FTP Goal	FMTP24 Objective
Safety and security for residents, visitors, and businesses	1. Leverage data and technology to improve freight system safety and security
Agile, resilient, and quality transportation infrastructure	2. Create a more resilient multimodal freight system to prepare for, respond to, and recover from disruption
	3. Ensure the Florida Freight system is in a state of good repair
Connected, efficient, and reliable mobility for people and freight	4. Reduce congestion, improve reliability, and prepare for shifts in cargo flows with proactive and innovative planning
Transportation choices that improve accessibility and equity	5. Remove institutional, policy, and funding bottlenecks to improve operational efficiencies in supply chains
	6. Improve first and last mile connectivity for all freight modes
Transportation solutions that strengthen Florida's economy	7. Continue to forge/strengthen partnerships with public and private sectors to improve trade, logistics, and workforce development
	8. Capitalize on emerging freight trends to benefit Florida's communities while maintaining a strategic global posture
Transportation systems that enhance Florida's communities	9. Increase freight-related regional and local transportation and land use coordination
Transportation solutions that...	10. Reduce freight impacts on Florida's environment, local air pollution and wildlife...

# Performance Data Integration Space

Dana Reiding, Manager  
Systems Forecasting and Trends Office  
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Q & A



# Today's presenters



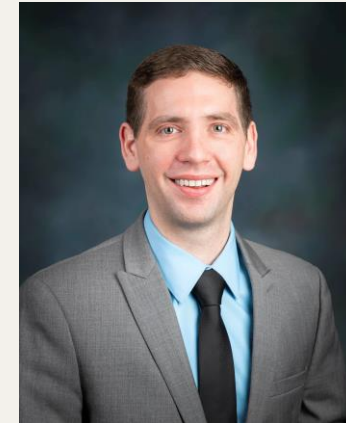
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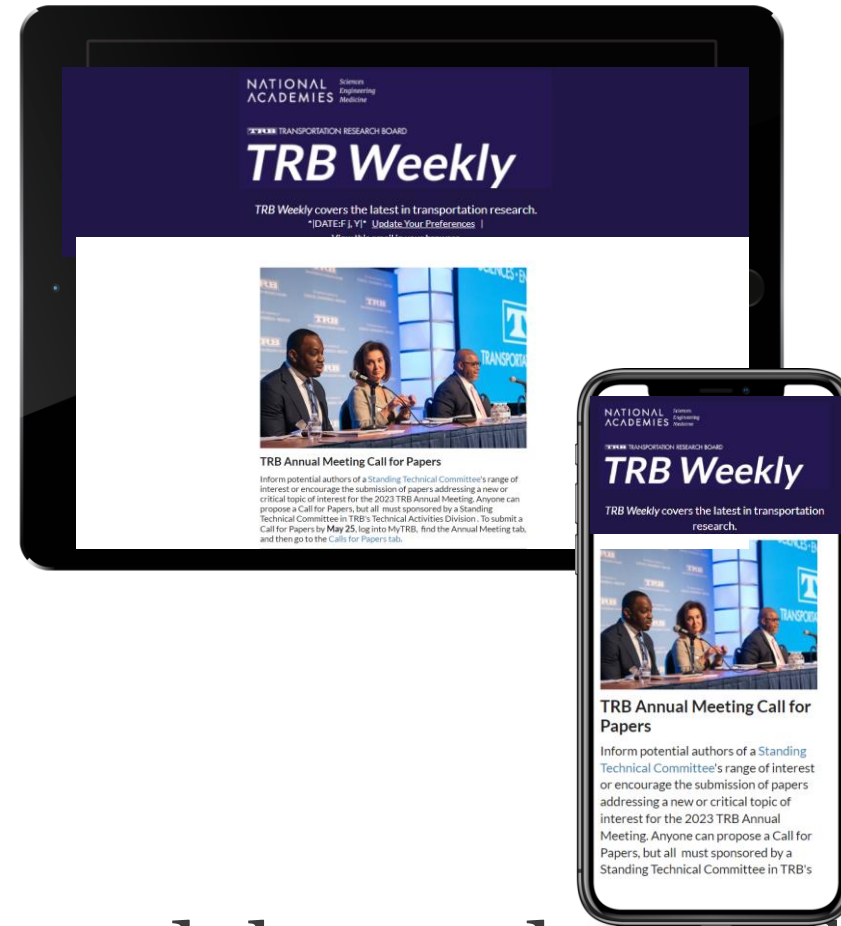
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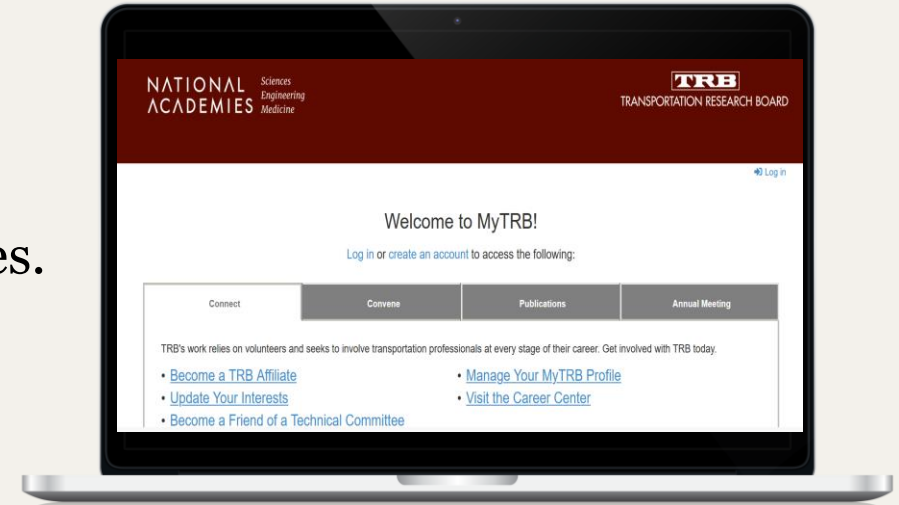


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