



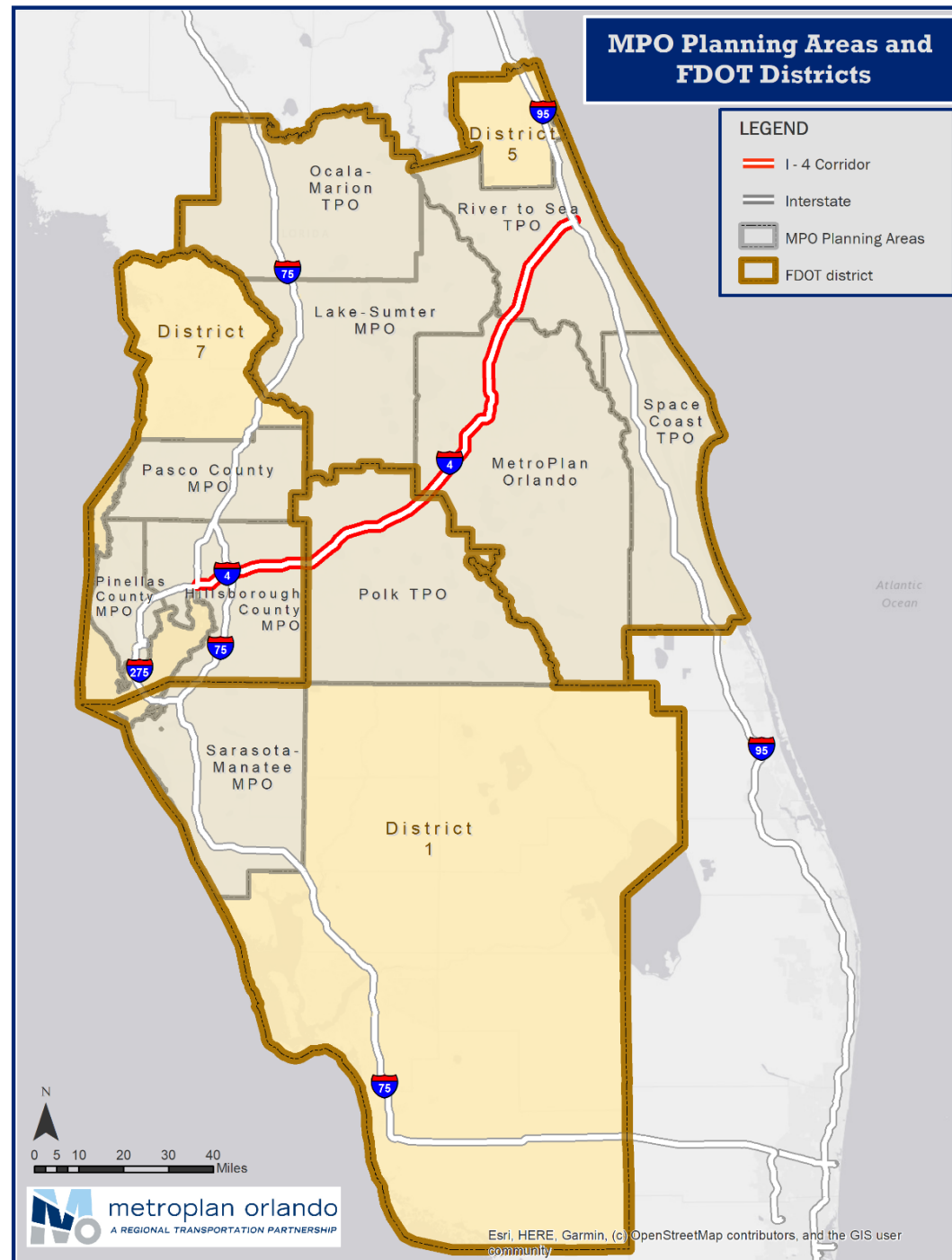
Regional TSM&O Strategic Plan

Update

Stakeholder Agencies



Participating M/TPOs



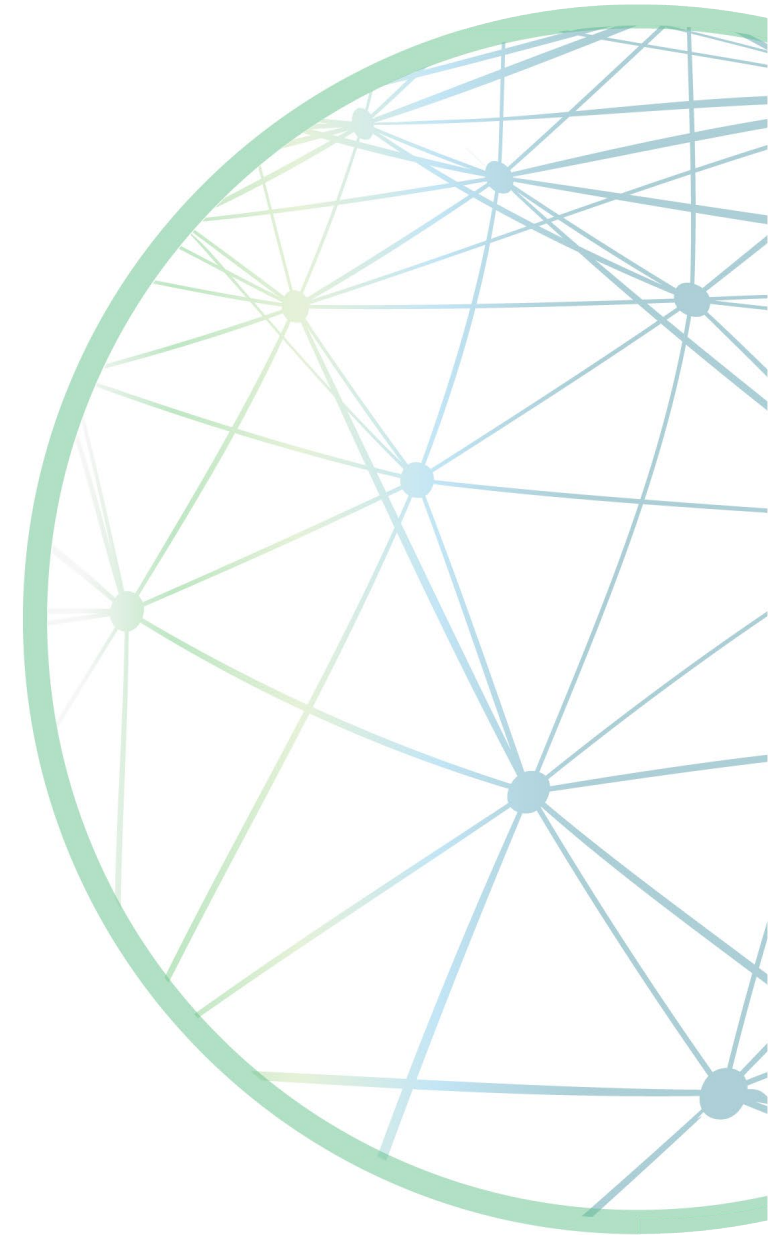
Accomplishments



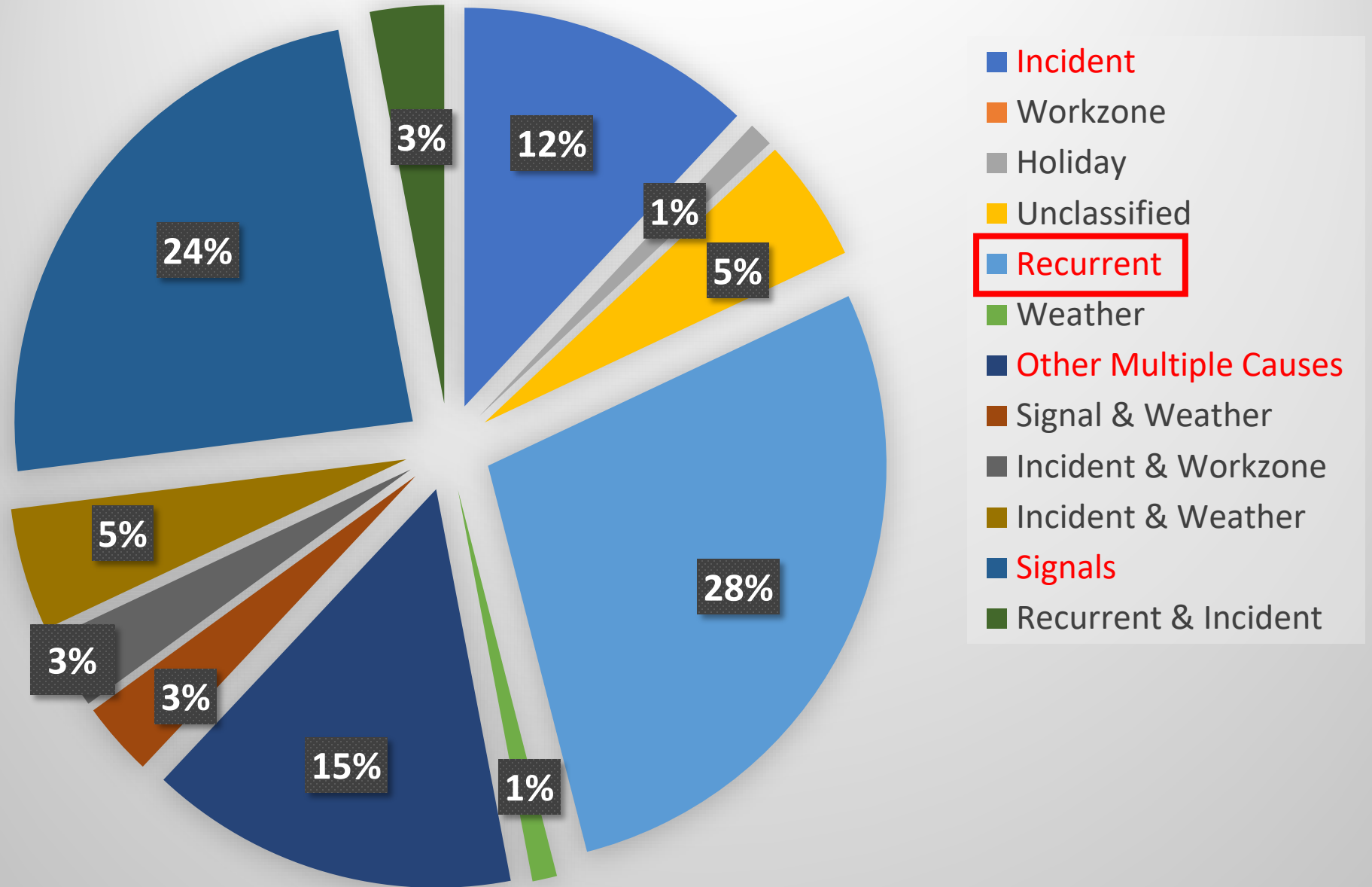
- Memorandum of Understanding
 - Working Group
- State Transportation Innovation Council (STIC) Award
 - National Institute on Congestion Reduction (NICR) Grant
- Department of Energy (DOE)
 - Peer Exchange



Why TSMO



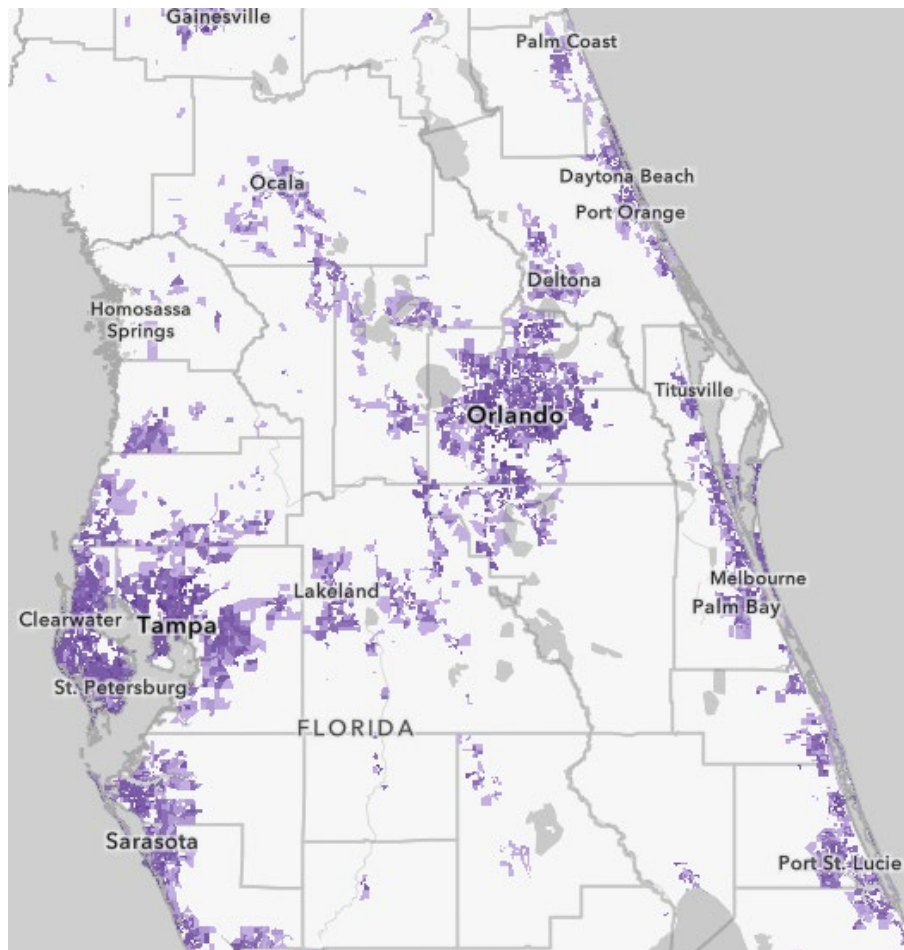
Vehicle Hours of Delay Causes in Central Florida



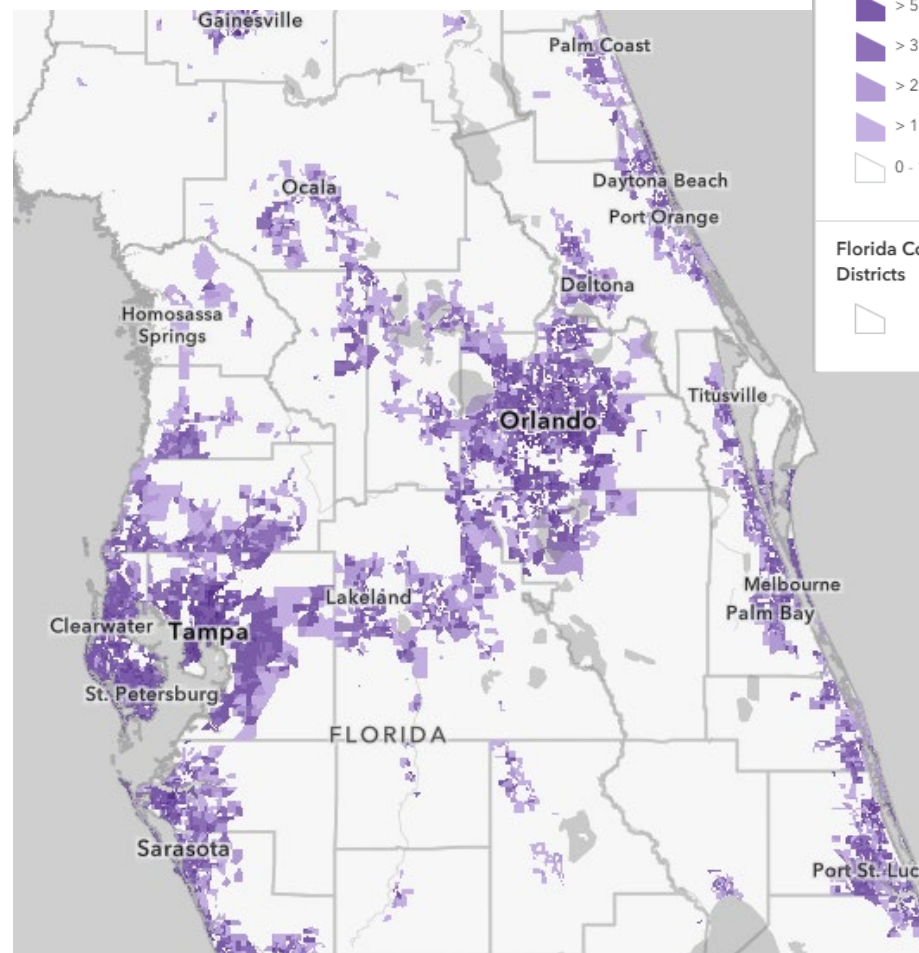
Source: <https://www.ritis.org/archive/congestion>

Population Density/ Acre

2015

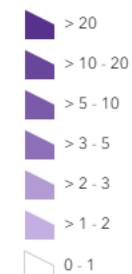


2045



Population Density / Acre

Population Density per Acre



Florida County Boundaries with FDOT Districts

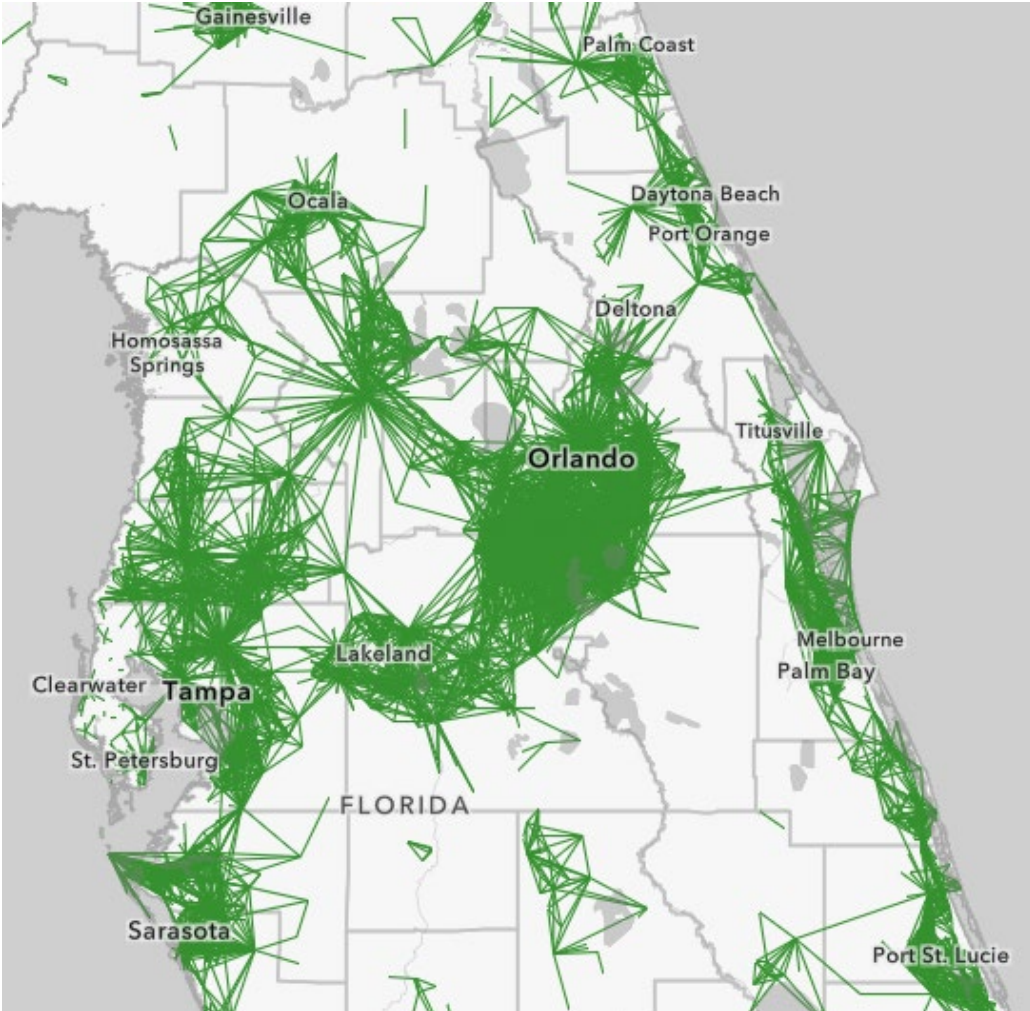
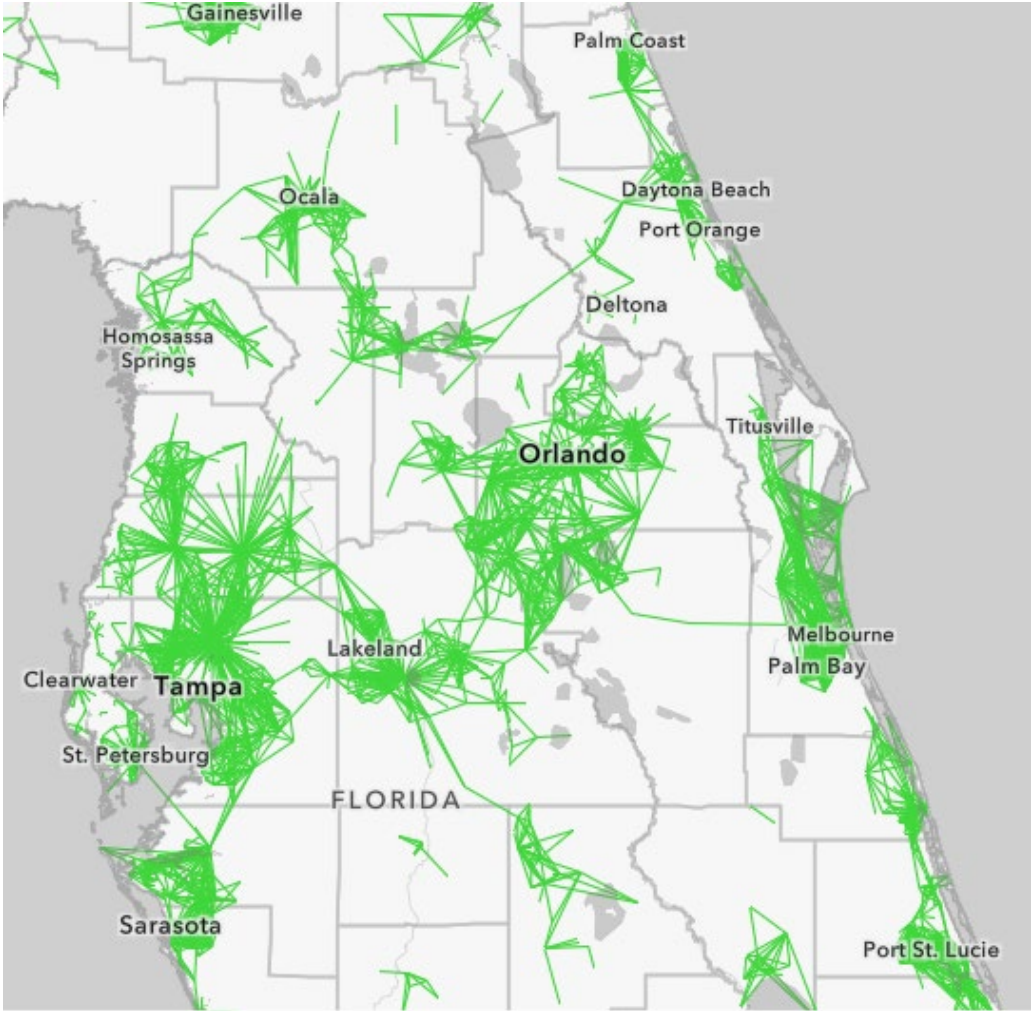


Population Data: 2015 and 2045 zonal data in regional models, FDOT Forecasting and Trends

Commuting Trips

2022

2050

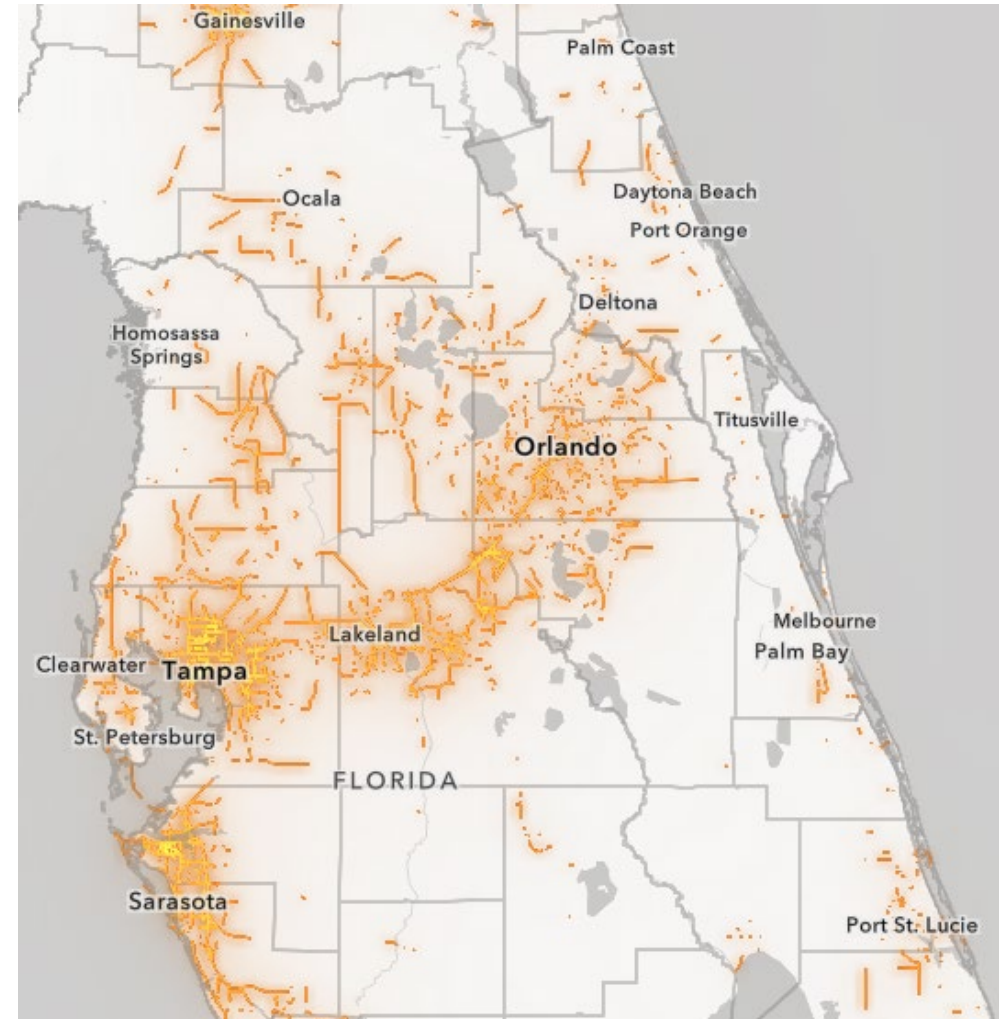
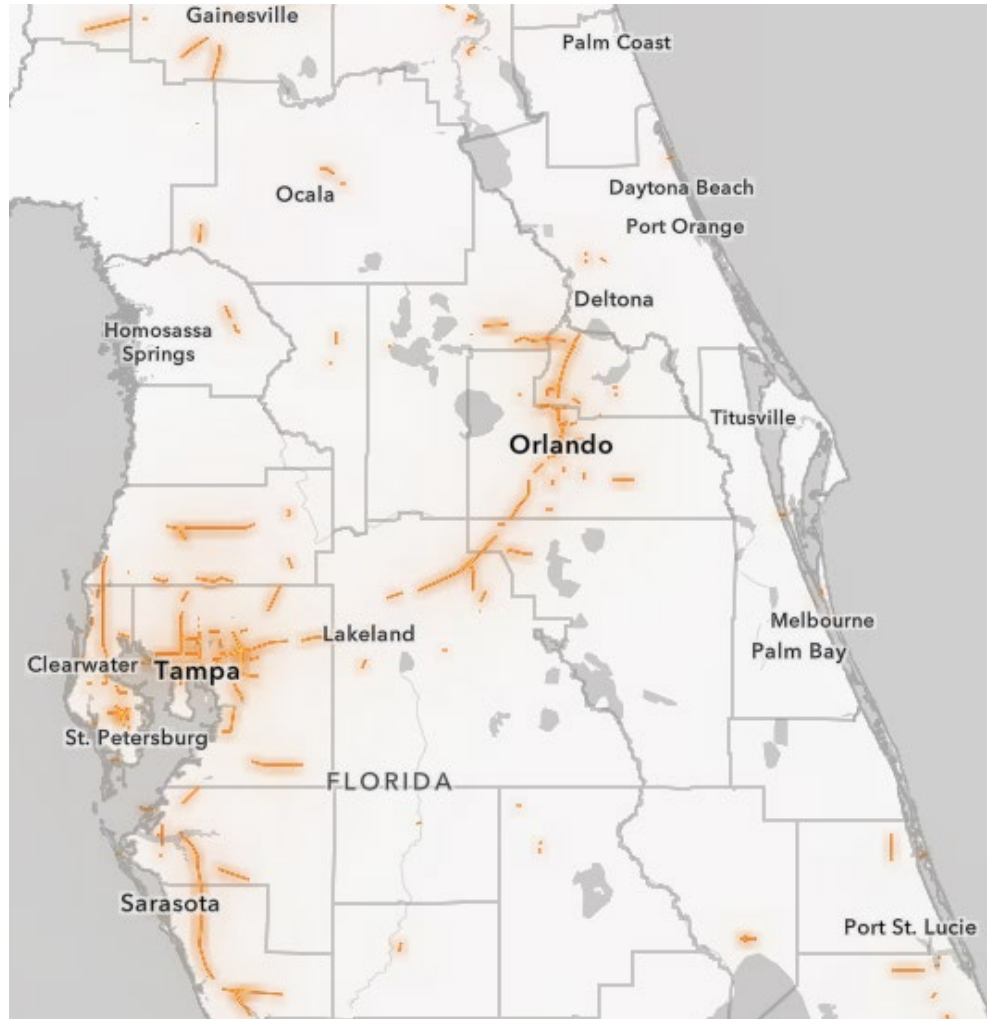


Population Data: 2022 and 2050 zonal data in regional models, FDOT Forecasting and Trends

Congestion

2022

2045



Aligns with 2045 FTP



- **Trend:** Emerging Technologies
- **Key Strategies**
 - “Quintimodal”
 - Complete the network
 - Expand infostructures
- ***Vision Zero***

FTP Objectives

2055 Florida Transportation Plan

- Safer Travel for All Users
- Support Robust Economic Competitiveness
- Enhance & Preserve Communities and Natural Resources
- Efficient & Reliable Movement of People and Freight
- Secure & Agile Transportation System

6	Maintain transportation infrastructure in a state of good repair for all modes
7	Increase the reliability and efficiency of people and freight trips through congestion relief and technology
8	Enhance transportation system connections between and within communities with respect to Florida's natural environment and community characteristics
9	Improve economic development opportunities through integrated land use and transportation planning
10	Increase transportation options that improve access to jobs, education, health, and other services
11	Develop and retain skilled transportation workforce

January 30, 2025 49

Important Facts

Transportation Systems Management and Operations (TSMO): Getting More from Our Existing System

Expanding Travel Choices to Move More People

49% of shared electric scooter and bicycle trips replaced single-occupant vehicles.¹



80% of people using express lanes in peak hours were riding on buses or carpooling.²



Making Travel Times More Reliable



Increased travel time reliability accounted for 68% of the benefits of using congestion-priced lanes.⁶

Dynamic late lane merging in work zones reduced delays by 67%.⁷



Truck parking and management systems reduced parking search time with a benefit-cost ratio of 4:1.⁸

Keeping Lanes Open Increases the Value of Investments



Freeway Courtesy Patrol³

15:1



Smart Work Zones⁴

10:1



Traffic Incident Management Systems⁵

8:1

Improving Travel Time without Increasing Capacity



Regional signal retiming reduced delays by 23%.⁹



Adaptive signal control reduced travel time by 9.4%.¹⁰



Active Transportation Management Systems may reduce peak period travel times by up to 21%.¹¹



Example benefits are presented above. For more information on TSMO strategies and benefits, visit ops.fhwa.dot.gov/plan4ops/focus_areas/integrating_operations_strategies.htm.

FHWA-HOP-22-067

2023 Before After Signal Retiming Study

October 2024





Project Results

Retimed 24 Corridors & 1 individual intersection

88%



of corridors now have shorter **Travel Times**

81%



of corridors have **Reliable Travel Times** before retiming and **80%** after retiming

Decreased Vehicle Emissions
2,400
Tons CO₂/yr



Decreased Fuel Consumption
245,000
gal/yr



100% of individual intersections now have less **Intersection Delay** during the peak-period

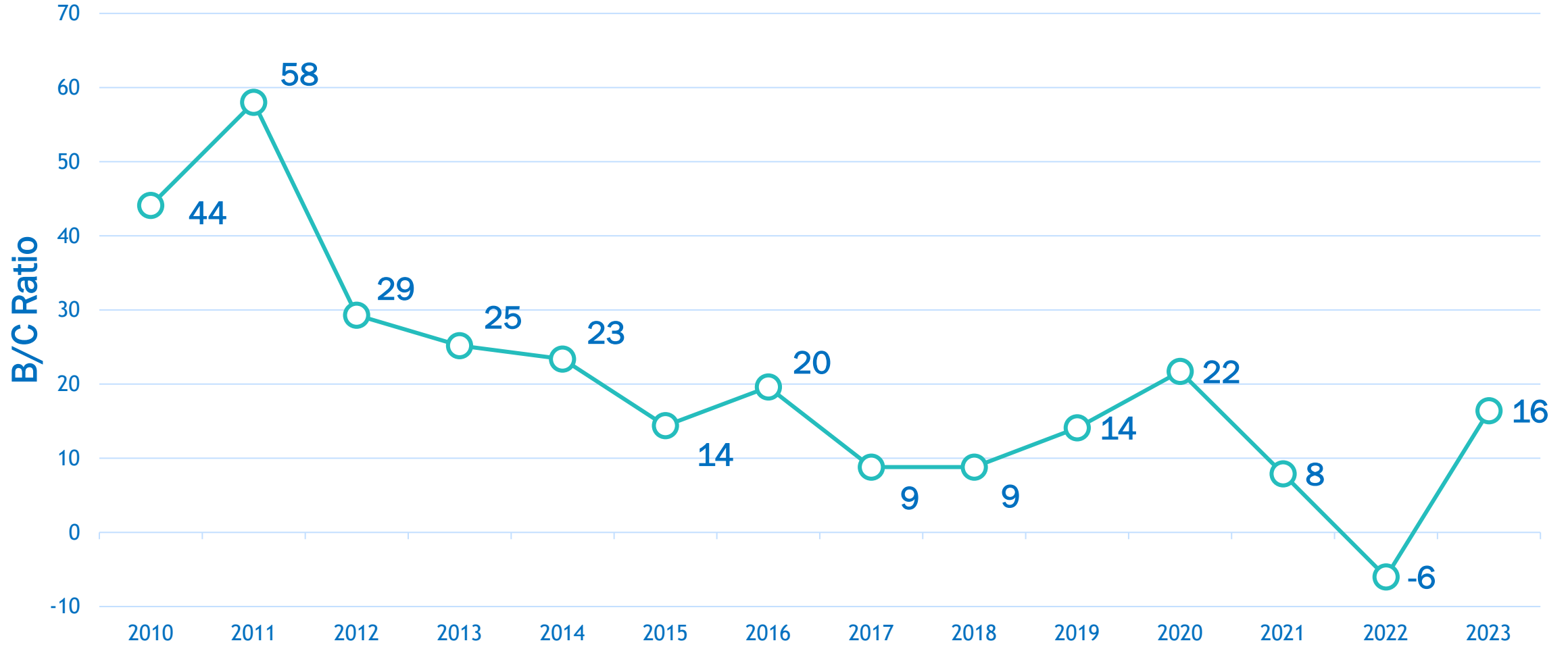


17% of intersections now have less **Pedestrian Delay** during the peak-period

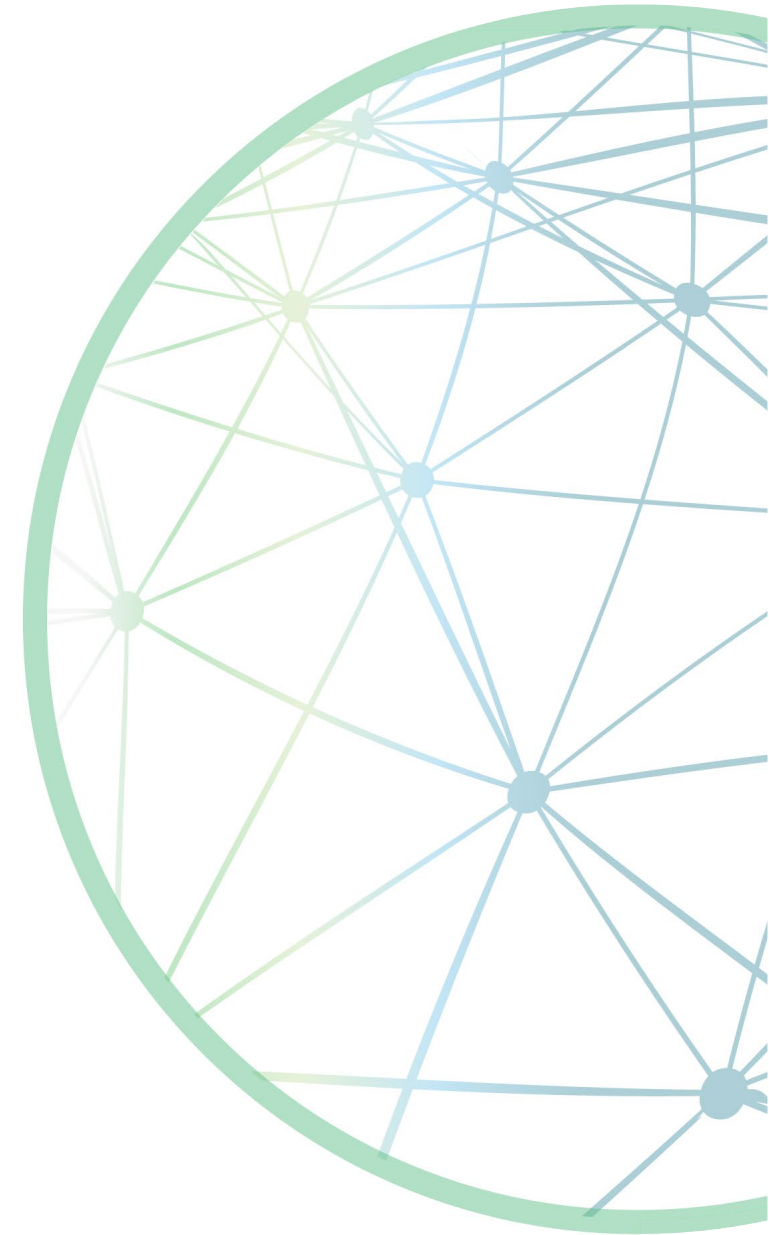




Historic Benefit-Cost Ratio



Draft Strategic Plan Review



RTSMO Strategic Plan Scope

Task 1 – Develop Organizational Vision and Refine RTMSOP Goals and Objectives

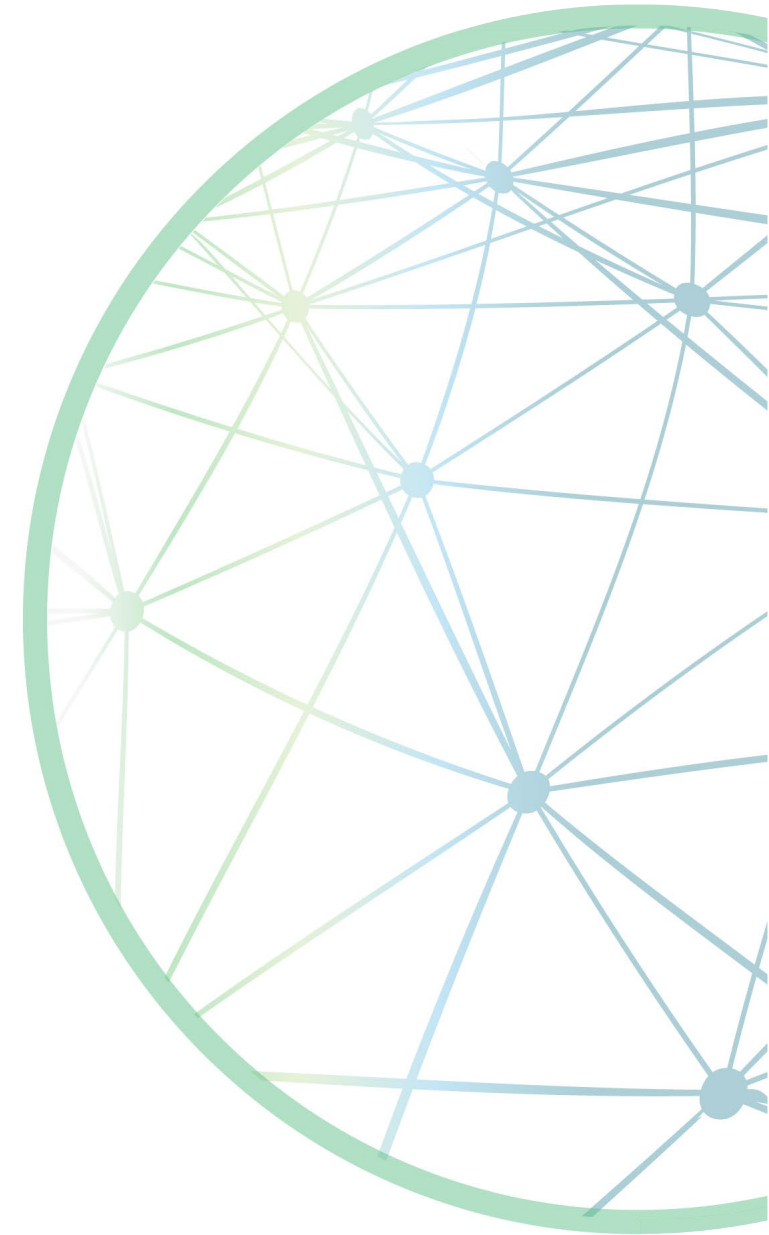
Task 2 – Assessment of Regional Strengths and Opportunities

Task 3 – Strategic Framework, Initiatives, and Actions

Task 4 – RTSMOP Organizational Structure

Task 5 – RTSMO Strategic Plan

Organizational Vision and Goals and Objectives



Vision Statement

A collaborative regional partnership that leverages the individual and combined strengths of members to maximize effective TSM&O planning.

Goals and Objectives

Goal 1: Coordination, Collaboration, and Partnership

Advance regional TSMO planning through multi-jurisdictional coordination, collaboration, and partnership.

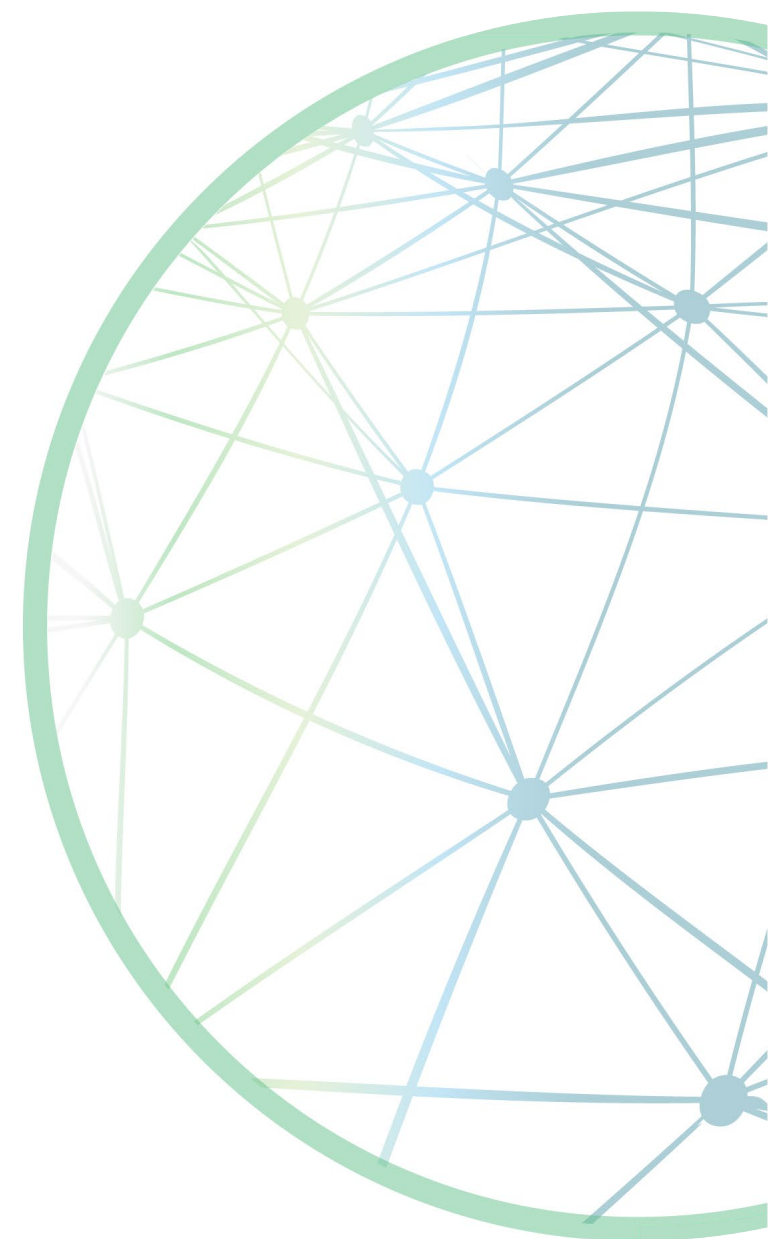
Goal 2: Advocacy, Education, and Support

Enhance the role of TSMO in meeting the region's mobility demands and safety concerns.

Goal 3: TSMO Integration

Provide assistance as needed to cultivate a culture at the M/TPOs in Central Florida that enables a methodology for supporting TSMO projects.

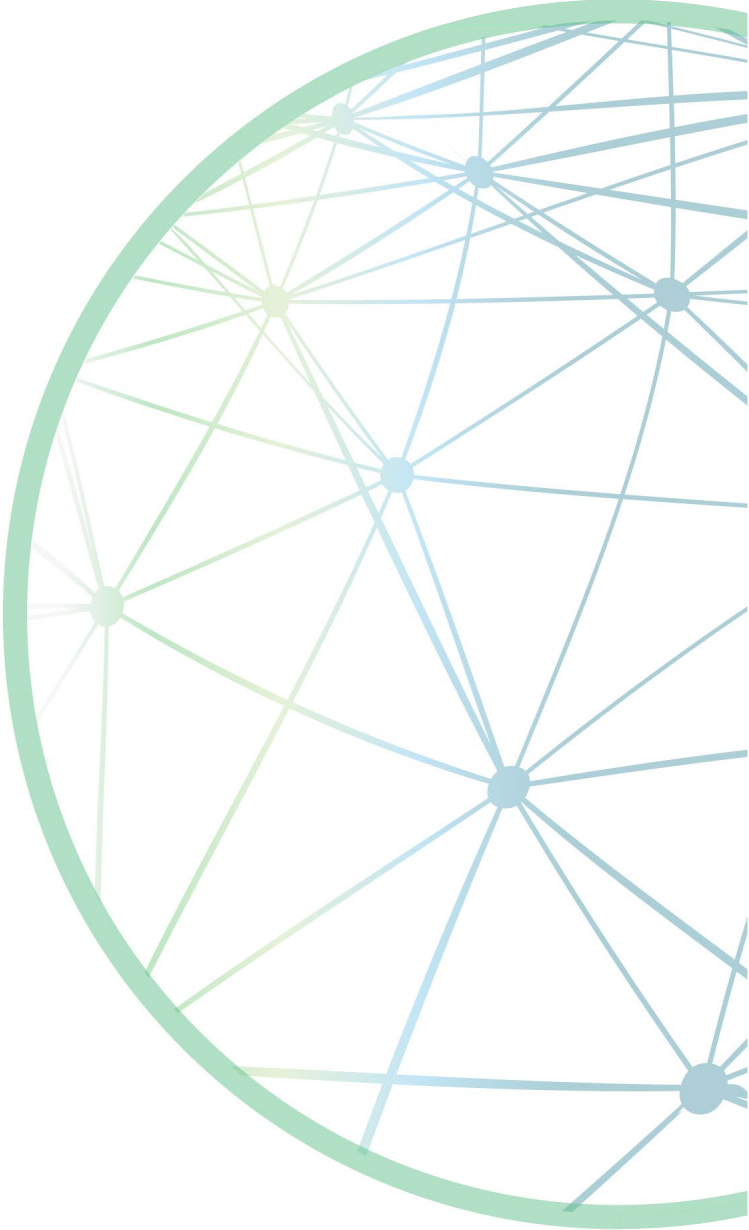
Assessment of Strengths and Weaknesses



National Practice vs. Current State

National Practice	Current State	Gap	Actions
Strategic Plan	MOU and goals and objectives	Regional Strategic Plan	Develop a Regional Strategic Plan
Work Plan	Expired	A current plan	Develop a work plan
Annual Review	None	An annual review	Establish an annual review process
Funding	None	No stable , dedicated funding	Identify dedicated funding
Staff	Volunteer	No full-time staff	Identify full-time staff
Governance	Informal	No formal structure	Establish formal structure
Education/Communication	Informal	Need for strong education and communication	Develop program

Framework of Strategic Initiatives and Priority Actions



Regional TSMO Strategic Plan Framework

Regional Strengths and Opportunities Assessment Focus Areas



Strategic Initiatives



Priority Actions

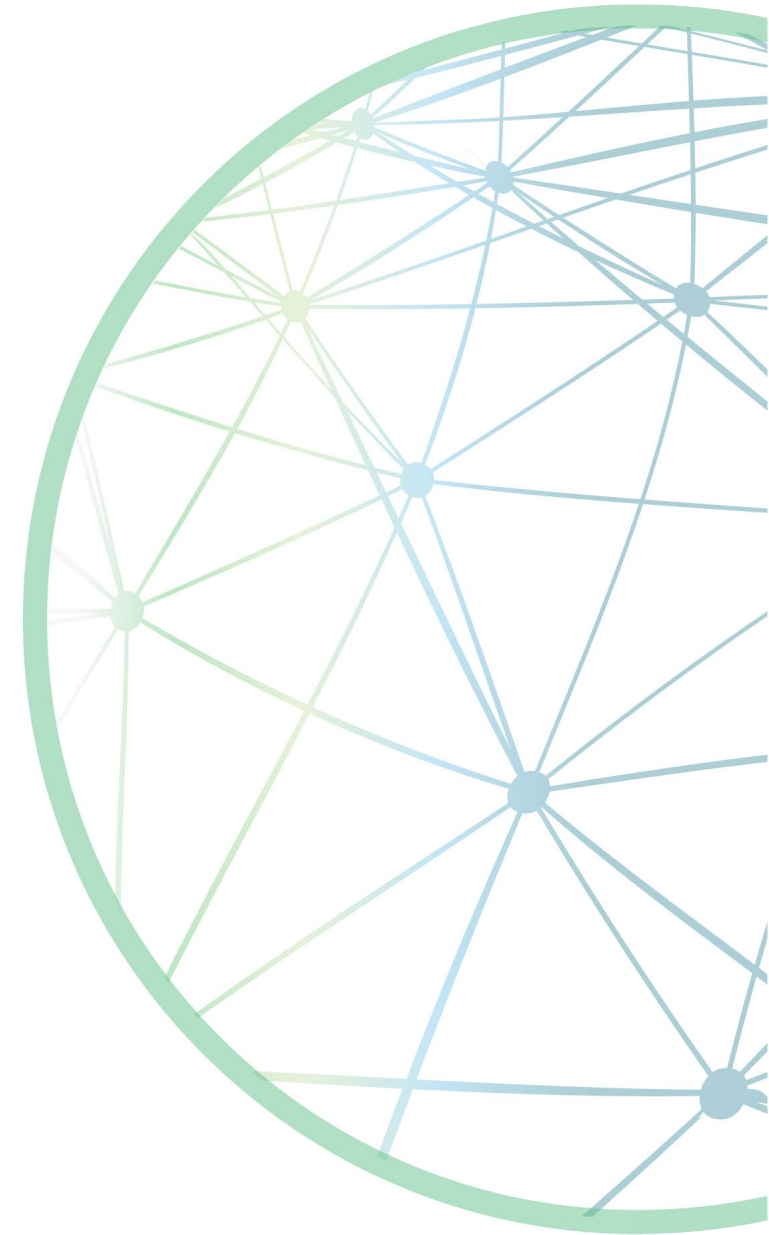
Strategic Initiatives

- Based on a synthesis of the *Focus Areas* from the *RTSMOP Assessment of Regional Strengths and Opportunities*:
 - Strategic Planning
 - Evaluating Progress
 - Operations
 - Education
 - Communication
 - Collaboration

Priority Actions

- Preliminary recommended steps to undertake following completion of the Strategic Plan. The Actions are broken up into two tiers:
 - **Tier 1 Actions**
 - Expected to be undertaken in Years 1-2.
 - Intended to be the core catalytic activities to initiate TSMO Program implementation and
 - Set the stage for TIER 2 Actions.
 - **Tier 2 Actions**
 - Expected to be initiated following marked progress or completion of the respective TIER 1 Action.
 - Some Tier 2 Actions will start later than others based upon the steps that will need to precede it.

Next Steps



TIER 1 ACTIONS

- Define short-term work plan with Strategic Framework Tier 1 Actions and related efforts as basis for first year activities
- Identify and implement interim operational support to carry forward momentum from the Strategic Plan process until a long-term governance structure and funding are established
- Support regional partners in communicating with board and committee members and the public by developing and providing plain-language materials (fact sheet(s) and presentation slides) that clearly define TSMO and benefits including examples of regional TSMO success stories
- Identify and advance, with input from Working Group, a pilot regional project to serve as initial demonstration of purpose and benefit of the Regional TSMO Program

Thank You!

