

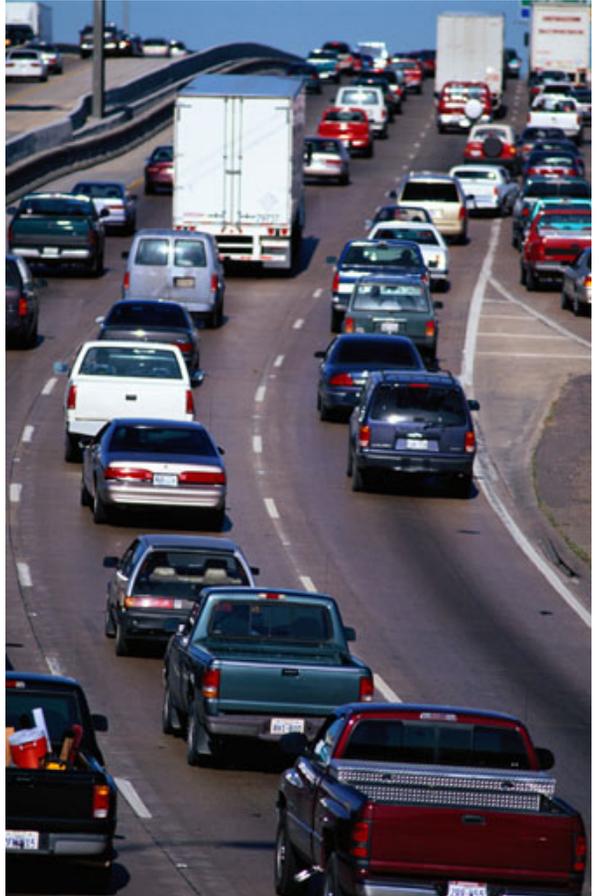
TRANSPORTATION PERFORMANCE MANAGEMENT

The Federal Highway Administration (FHWA) has finalized six interrelated performance rulemakings to implement the TPM framework established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act.

Collectively, the rules address challenges facing the U.S. transportation system, including:

- improving safety
- maintaining infrastructure condition
- reducing traffic congestion
- improving efficiency of the system and freight movement
- protecting the environment and
- reducing delays in project delivery.

The rules establish national performance measures; State Departments of Transportation (DOTs)



and metropolitan planning organizations (MPOs) will establish targets for applicable measures. New and existing plans will document the strategies and investments used to achieve the targets; progress toward the targets will be reported through new and existing mechanisms.

Learn more at the FHWA TPM web site:

<http://www.fhwa.dot.gov/tpm/>



NHS Travel Time Reliability Measures



WHAT: Measurement of travel time reliability on the Interstate and non-Interstate National Highway System (NHS). Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

WHO: State DOTs, as well as MPOs with Interstate and/or non-Interstate NHS within their metropolitan planning area.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including performance on the Interstate and non-Interstate NHS. [See 23 CFR 490.507(a)]

WHEN: Implementation differs for the Interstate and non-Interstate NHS measures for the first performance period. State DOTs must establish 2- and 4-year targets for the Interstate, but only a 4-year target for the non-Interstate NHS, by **May 20, 2018**. Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020**. For the first performance period only, there is no requirement for States to report baseline condition/performance or 2-year targets for the non-Interstate NHS before the mid performance period progress report. This will allow State DOTs to consider more complete data. The process will align for both Interstate and non-Interstate measures with the beginning of the second performance period on **January 1, 2022**.

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

HOW: Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile), using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles take into account the users of the NHS. Data to reflect the users can include bus, auto, and truck occupancy levels.

Note: The FHWA is preparing guidance on how all rules should be implemented.



Non-Single Occupancy Vehicle (SOV) Travel Measure

WHAT: Measurement of non-SOV travel in specific urbanized areas. This may include travel via carpool, van, public transportation, commuter rail, walking, or bicycling as well as telecommuting. Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

WHO: Initially, the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. In the second performance period (which begins on **January 1, 2022**), the population threshold changes to areas of more than 200,000. All States and MPOs with NHS mileage that overlaps within an applicable urbanized area must coordinate on a single, unified target and report on the measures for that area.

WHY: This measure will help carry out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The program recognizes investments that increase multimodal solutions and vehicle occupancy levels as strategies to reduce both criteria pollutant emissions and congestion. [23 CFR 490.707(b)]

WHEN: Applicable State DOTs and MPOs must collectively establish a single, unified 2-year and 4-year targets for each applicable urbanized area for the first performance period by **May 20, 2018**. A baseline report for the first performance period is due **October 1, 2018**, and must include 2- and 4-year targets and a description of the data collection method to be used.

HOW: There are three options to calculate modal share. A minimum option for measurement will be use of the American Community Survey (ACS) Commuting (Journey to Work) data from the U.S. Census Bureau. State DOTs and MPOs also may use localized surveys. Finally, State DOTs and MPOs may use volume/usage counts for each mode to determine the percent non-SOV travel, and will be encouraged to report any data not available in national sources today (such as bike counts) to FHWA.

Note: The FHWA is preparing guidance on how all rules should be implemented.



Peak Hour Excessive Delay Measure



WHAT: Measurement of annual hours of peak hour excessive delay per capita. Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

WHO: Initially, the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. In the second performance period (which begins on **January 1, 2022**), the population threshold changes to more than 200,000. States and MPOs with NHS mileage within an applicable urbanized area must coordinate on a single, unified target.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including CMAQ traffic congestion. [23 CFR 490.707(a)]

WHEN: Applicable State DOTs and MPOs collectively establish a single target for each applicable urbanized area for the first performance period by **May 20, 2018**. As part of a phased implementation approach, only 4-year targets will be reported in the State's baseline performance period report due by **October 1, 2018**. There is no requirement for States to report 2-year targets or baseline condition for this specific measure in that report for the first performance period. With the first mid performance period progress report, due **October 1, 2020**, 4-year targets may be adjusted, and 2-year condition/performance will be reported as baselines.

HOW: Traffic congestion will be measured by the annual hours of peak hour excessive delay (PHED) per capita on the NHS. The threshold for excessive delay will be based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and will be measured in 15-minute intervals. Peak travel hours are defined as 6-10 a.m. local time on weekday mornings; the weekday afternoon period is 3-7 p.m. or 4-8 p.m. local time, providing flexibility to State DOTs and MPOs. The total excessive delay metric will be weighted by vehicle volumes and occupancy.

Note: The FHWA is preparing guidance on how all rules should be implemented.

