

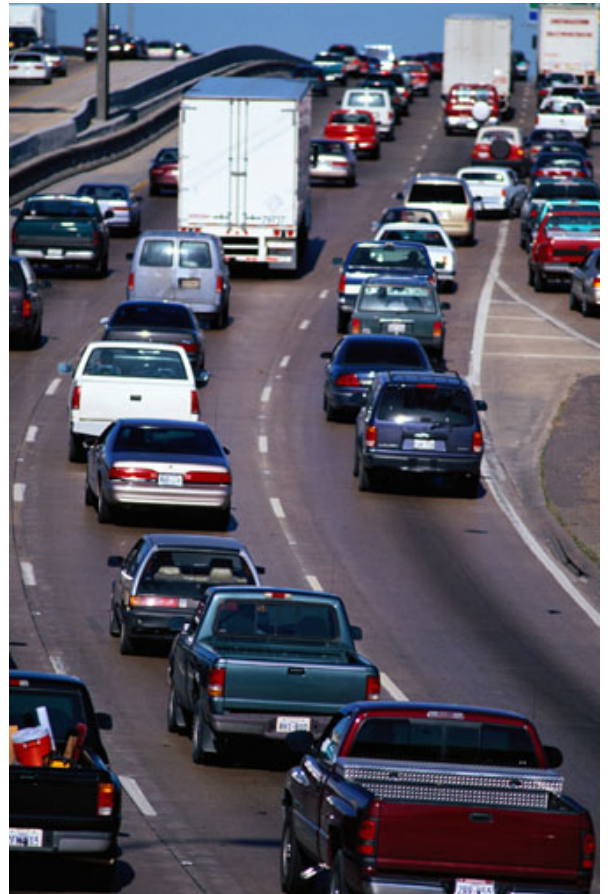
# TRANSPORTATION PERFORMANCE MANAGEMENT

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 21<sup>st</sup> 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 (80<sup>th</sup> percentile) to a "normal" travel time (50<sup>th</sup> 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.**

