

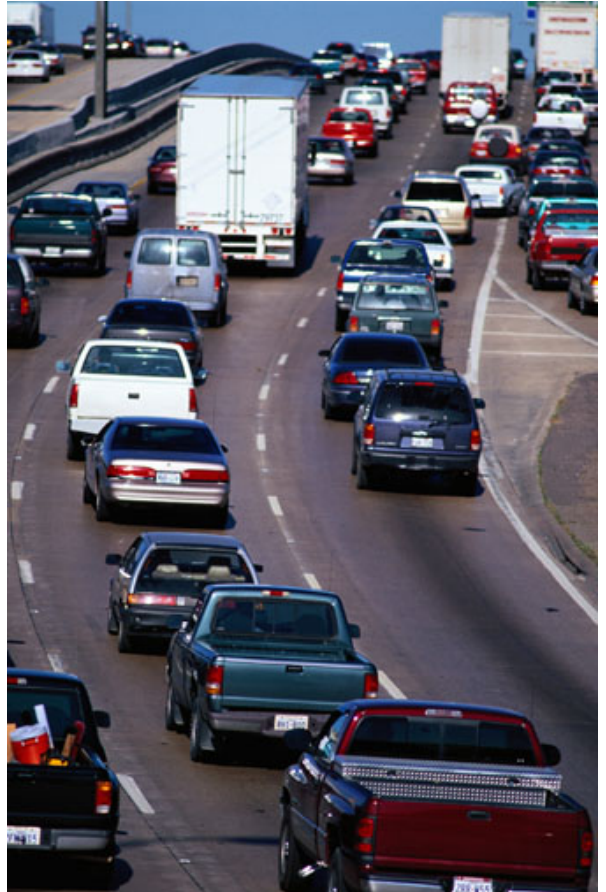
TRANSPORTATION PERFORMANCE MANAGEMENT

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:

[\(http://www.fhwa.dot.gov/tpm/\)](http://www.fhwa.dot.gov/tpm/)



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.

