



Sections discussed in this NPRM for Part 490, National Performance Management Measures, include:

- Subpart A** – General Information
- Subpart E** – Measures to Assess Performance of the National Highway System
- Subpart F** – Measures to Assess Freight Movement on the Interstate System
- Subpart G** – Measures to Assess the Congestion Mitigation and Air Quality Improvement Program – Traffic Congestion
- Subpart H** – Measures to Assess the Congestion Mitigation and Air Quality Improvement Program – On-Road Mobile Source Emissions

This technical fact sheet provides a general overview of the NPRM's performance measures and requirements. Three additional fact sheets provide details, including data requirements and calculation methodologies, for the measures in Subparts E - H. These can be found on the TPM website (<http://www.fhwa.dot.gov/tpm/rule.cfm>), along with recorded webinars and information on related but previously published performance management NPRMs.

## Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program

### Overview of the Proposed Rulemaking

The Moving Ahead for Progress in the 21st Century Act (MAP-21) initiated and the Fixing America's Surface Transportation Act (FAST Act) continues the mandate that the Secretary develop regulations (23 CFR 490) to establish Transportation Performance Management (TPM) requirements to carry out the National Highway Performance Program (NHPP), Freight Movement on the Interstate, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. This is the third of three proposed rules that together establish a set of performance measures for State DOTs and Metropolitan Planning Organizations (MPOs). This proposed rulemaking is available in docket number FHWA-2013-0054 at <https://www.regulations.gov>. The public is encouraged to review the proposed rule and submit comments to the docket, which will be considered in the process of writing the final rule.

### Proposed Target Establishment

Within one year of the effective date of the rule, all State DOTs would establish 2-year and 4-year targets where their respective geographic boundary contains portions of the transportation network or project that are applicable to the measure. State DOTs would report their target(s) to FHWA within 30 days of establishment. For each measure area, State DOTs would be required to coordinate with relevant MPOs on the selection of targets to ensure consistency to the maximum extent practicable.

MPOs would have 180 days from when the State DOT establishes a target to establish a corresponding target within their metropolitan planning area (MPA). MPOs would establish 4-year targets for all applicable measures. MPOs would also establish 2-year targets for the Performance of the NHS, Traffic Congestion, and On-Road Mobile Source Emissions measures, as applicable. For all but the two Peak Hour Travel Time measures under Subpart E and the Traffic Congestion measure, MPOs would establish targets by either agreeing to support the Statewide target or establishing a quantifiable target specific to the applicable area. For the Peak Hour Travel Time and Traffic Congestion measures, State DOTs and MPOs would collectively establish single, unified 2-year and 4-year targets for each applicable urbanized area. For the On-Road Mobile Source Emissions measure, only MPOs that have applicable projects and are within MPAs that overlap urbanized areas with populations over one million would establish both 2-year and 4-year targets. For the first performance period, the non-Interstate NHS providing for Reliable Travel Times measure under Subpart E and the Traffic Congestion measure would not require 2-year targets.

### Proposed Data Sources

The key data source for calculating measures in Subparts E, F, and G is the National Performance Management Research Data Set (NPMRDS) or an equivalent data set approved by FHWA. The primary source for calculating the Subpart H measure is the CMAQ Public Access System.

## Proposed Performance of the National Highway System, Freight Movement on the Interstate, Congestion and Air Quality Performance Measures\*

Part 490 Subpart	Proposed Performance Measures**	Proposed Metrics	Applicability
<b>Performance of the National Highway System (NHS) (Subpart E)</b>	Percent of the Interstate System providing for Reliable Travel Times	Level of Travel Time Reliability (LOTTR)	Interstate System mileage within the State or each MPA
	Percent of the non-Interstate NHS providing for Reliable Travel Times	Level of Travel Time Reliability (LOTTR)	Non-Interstate NHS mileage within the State or each MPA
	Percent of the Interstate System where Peak Hour Travel Times meet expectations	Peak Hour Travel Time Ratio (PHTRR)	Interstate System mileage within each urbanized area with a population over one million
	Percent of the non-Interstate NHS where Peak Hour Travel Times meet expectations	Peak Hour Travel Time Ratio (PHTRR)	Non-Interstate NHS mileage within each urbanized area with a population over one million
<b>Freight Movement (Subpart F)</b>	Percent of the Interstate System Mileage providing for Reliable Truck Travel Times	Truck Travel Time Reliability (TTTR)	Interstate System mileage within the State or each MPA
	Percent of the Interstate System Mileage Uncongested	Average Truck Speed	Interstate System mileage within the State or each MPA
<b>CMAQ Traffic Congestion (Subpart G)</b>	Annual Hours of Excessive Delay Per Capita	Total Excessive Delay	NHS roads in urbanized areas with populations over one million that are, all or in part, designated as nonattainment or maintenance areas for ozone (O <sub>3</sub> ), carbon monoxide (CO), or particulate matter (PM)
<b>CMAQ On-Road Mobile Source Emissions (Subpart H)</b>	2- and 4-year Total Emission Reductions for each applicable criteria pollutant and precursor	Annual Tons of Emission Reductions by project for each applicable criteria pollutant and precursor	All projects funded by CMAQ program in areas designated as nonattainment or maintenance for O <sub>3</sub> , CO, or PM for each State or MPA

\* State DOTs and MPOs would be required to establish targets for applicable measures. See page one for discussion of specific applicability for State DOTs and MPOs for establishing targets for each measure.

\*\* Measures pertain to the mainline of the roadway for all applicable roadways.

### Proposed Reporting Requirements

An initial performance report is due October 1, 2016. For each 4-year performance period, a Baseline Performance Period Report and Mid and Full Performance Period Progress Reports would be required. The biennial reports would be due at the beginning, middle, and end of the performance period. The first performance period is expected to begin January 1, 2018. For the On-Road Mobile Source Emissions measure (Subpart H), the first performance period would begin October 1, 2017. Baseline Reports would include the State DOT's targets for the performance period. Mid Period Reports would include analysis of the first two years and any adjustments to 4-year targets. Full Period Reports would include the analysis of conditions over the full period.

### Proposed Significant Progress Assessment Process

The NPRM calls for FHWA to biennially assess progress made by each State DOT in achieving each individual NHPP and NHFP target. The four measures in Subpart E are the

only NHPP measures in this NPRM. Subpart F contains the only two NHFP measures. A State DOT's progress would be considered significant if the actual condition is equal to or better than the established target or better than the baseline performance.

For NHPP and NHFP measures, if a State DOT has not made significant progress, then it would document in its next biennial performance report a description of the actions it will undertake to achieve targets. However, States DOTs are encouraged to document the actions sooner.

#### Additional Information:

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Please note:  
The comment period on  
this NPRM will be open for  
120 days from publication.

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