

TENTATIVE AGENDA

TECHNICAL COMMITTEE MEETING

JEFFERSON-ORANGE-HARDIN REGIONAL TRANSPORTATION STUDY (JOHRTS) AREA

**South East Texas Regional Planning Commission
Transportation Conference Room**

**Wednesday, December 13, 2017
10:00 a.m.**

- I. PRESENTATION ON TRAFFIC SAFETY (ACCIDENT) DATA FOR THE SETRPC WEBSITE
-Robert Benz, Texas A&M Transportation Institute

- II. REVIEW AND DISCUSSION REGARDING HIGHWAY FATAL AND SERIOUS INJURY TRENDS FOR THE JOHRTS AREA AND STATEWIDE SAFETY TARGETS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION
-Bob Dickinson, Director, South East Texas Regional Planning
-Robert Benz, Texas A&M Transportation Institute

- III. REVIEW AND DISCUSSION REGARDING HIGHWAY PAVEMENT AND BRIDGE CONDITIONS FOR THE JOHRTS AREA AND THE ESTABLISHMENT OF REGIONAL TARGETS REQUIRED AS PART OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT
-Bob Dickinson, Director, South East Texas Regional Planning

- IV. OTHER BUSINESS

- V. SET NEXT MEETING DATE

- VI. ADJOURNMENT



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES



Safety Performance Measures and Targets (Draft)

Robert Benz, TTI

December 13, 2017



Federal Safety Performance Management Measures



5-year rolling averages for the five given performance measures:

1. Number of fatalities
2. Rate of fatalities per 100 M Vehicle Miles Traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 M VMT
5. Number of non-motorized fatalities and serious injuries

Sources of Data for Measures

- Number of fatalities- Fatality Analysis Reporting System (FARS)
- Number of serious injuries- Crash Records Information System (CRIS)
- Vehicle Miles Travelled (VMT)- Highway Performance Monitoring System (HPMS)
- Number of non-motorized fatalities and serious injuries (CRIS)
- Linear Projection Trendline is used to project data into the future

Strategic Highway Safety Plan (SHSP) Timeline

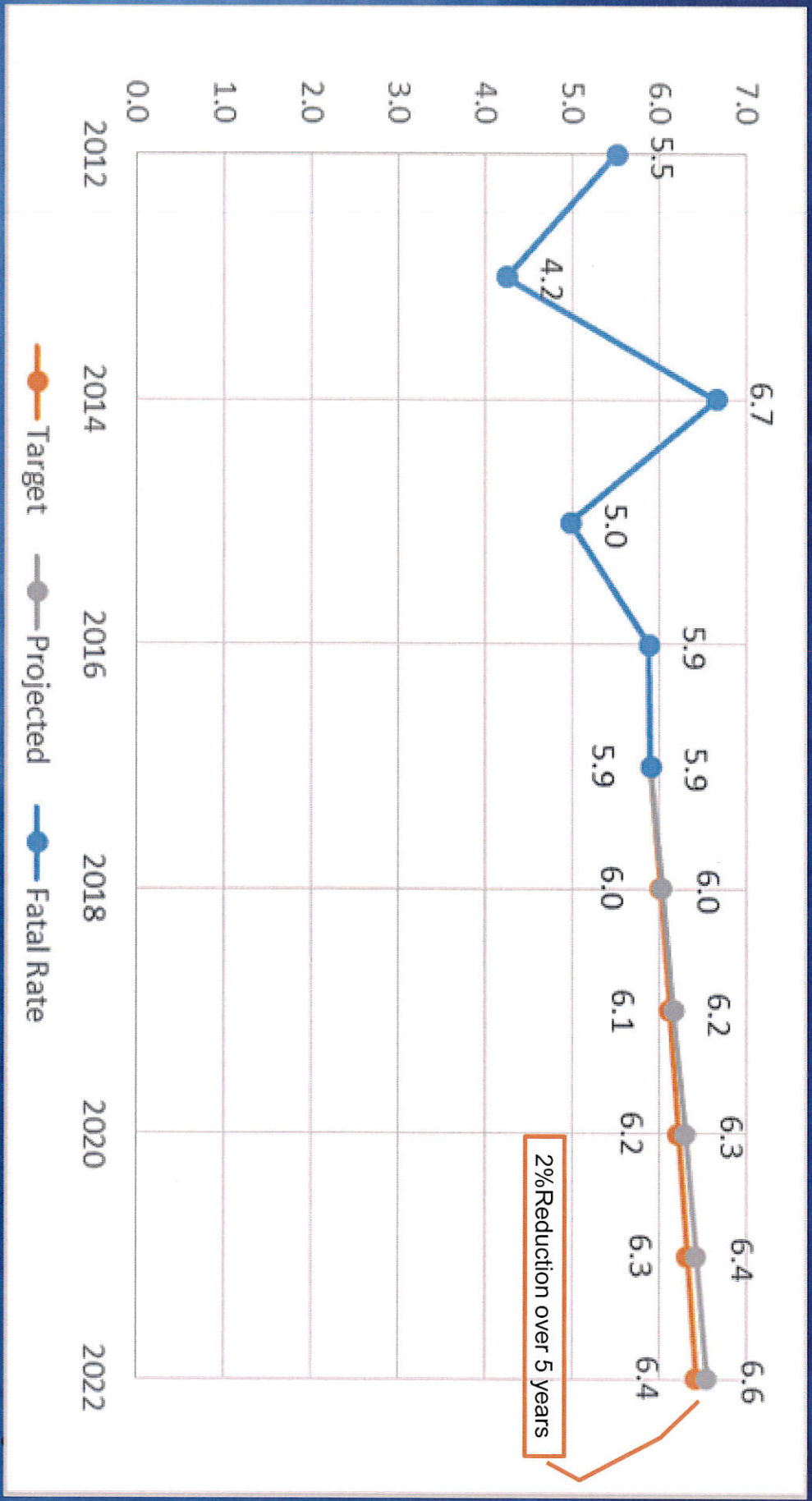
Safety Program	Target Year(s)	Establishment Date
Highway Safety Plan (HSP)	2018 and 2020	July 1, 2017
Strategic Highway Safety Plan (SHSP)	2222	August 1, 2017
Highway Safety Improvement Program (HSIP)	2018	August 31, 2017
Metropolitan Planning Organization (MPO) Target	2018	February 27, 2018

Fatal Crash Frequency

Fatal Crashes Frequency



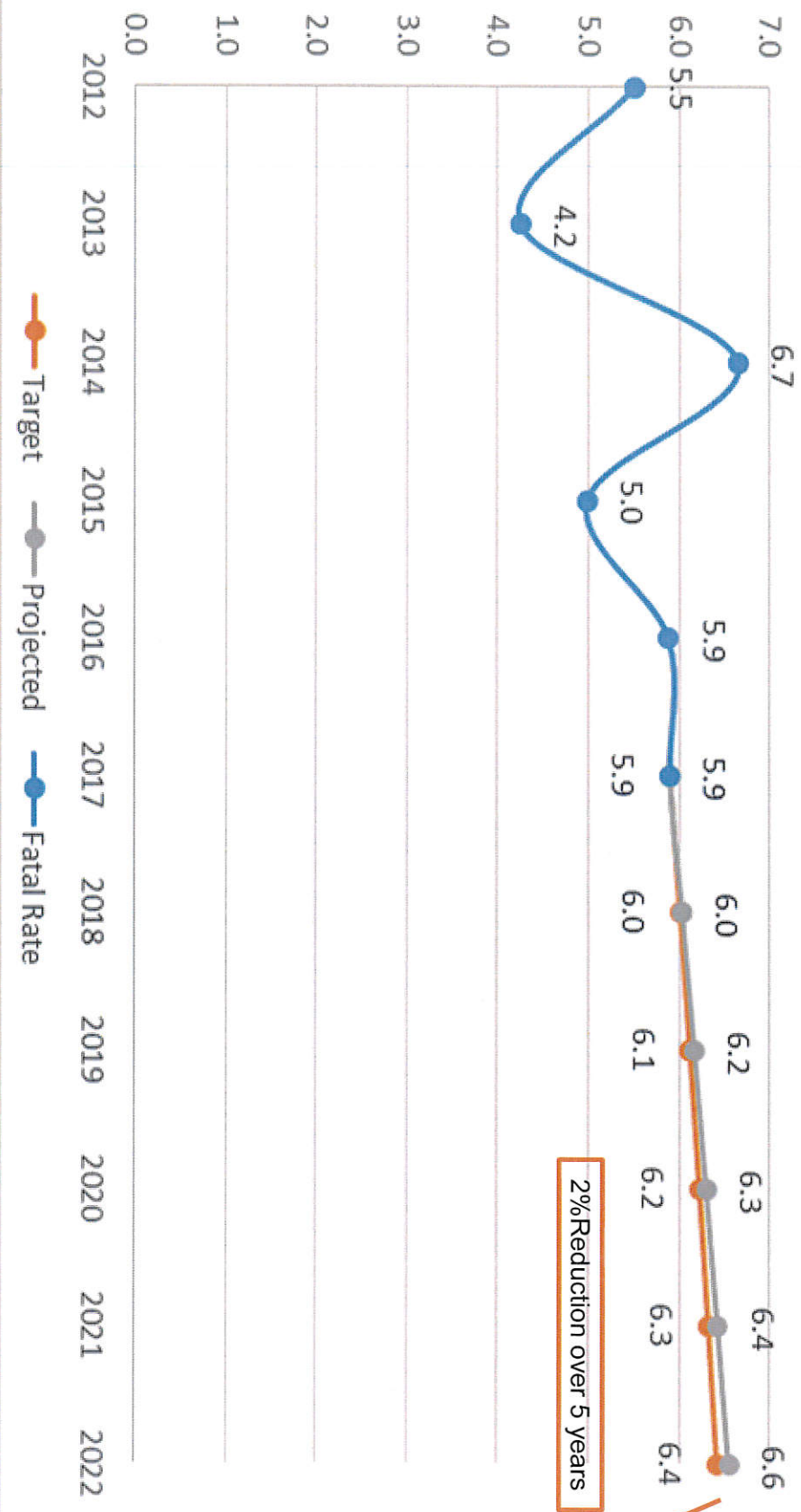
Fatal Crash Rate



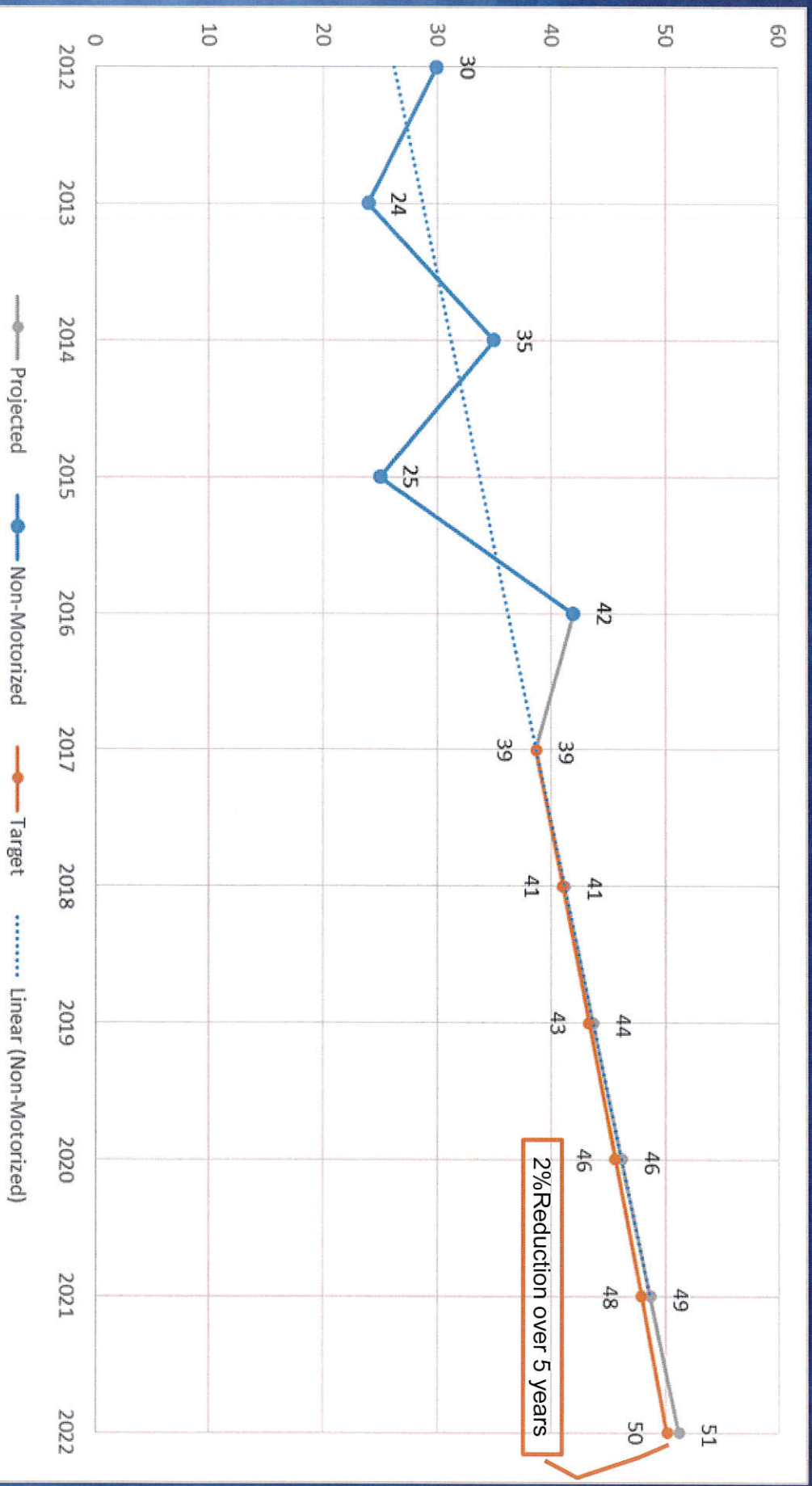
Serious Crash Frequency



Serious Crash Rate



Non-Motorized Fatal and Serious Injuries



SHSHP (Statewide Targets)

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

- Reduction for positive sloping projections
- Negative sloping projections will mirror slope projection

Emphasis Areas (EA) - From Texas State Strategic Highway Safety Plan

- Distracted driving.
- Impaired driving.
- Intersection safety.
- Older road users.
- Pedestrian safety.
- Roadway and lane departures.
- Speeding.



Questions?

**Safety Performance Measures
and Targets (Draft)**

Robert Benz, TTI

November 2, 2017



TRANSPORTATION &
ENVIRONMENTAL
RESOURCES

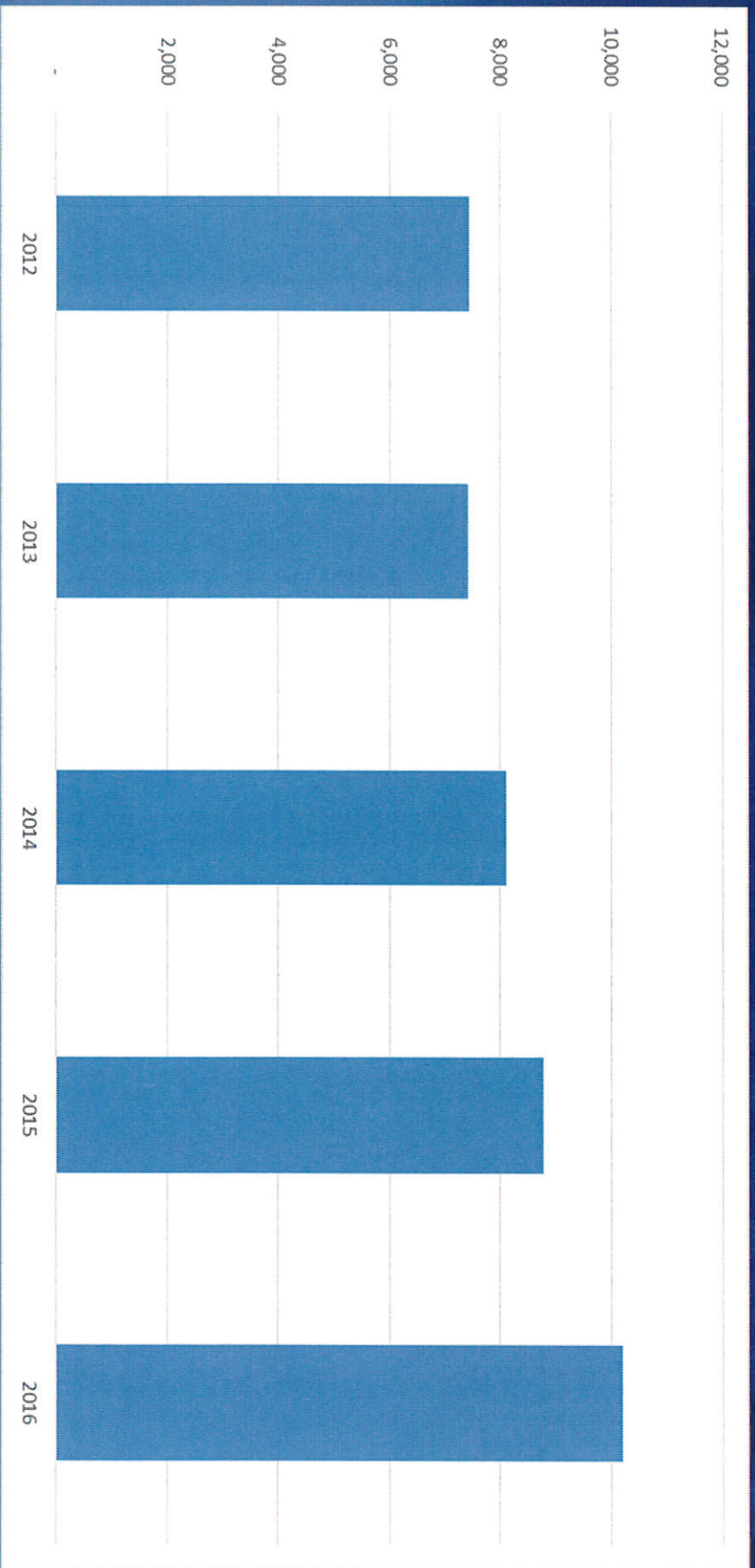


Safety Data Analysis

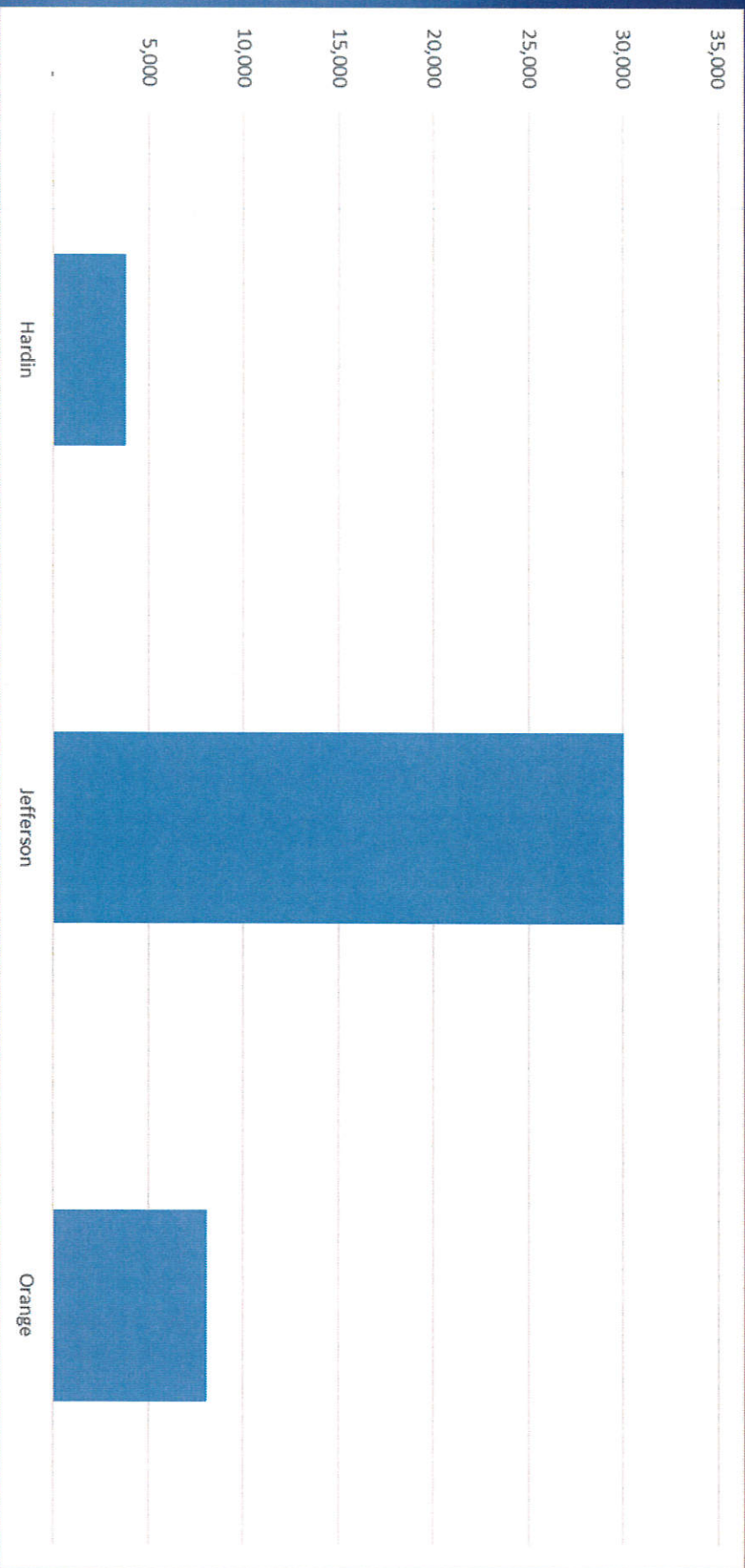
Robert Benz, TTI

December 13, 2017

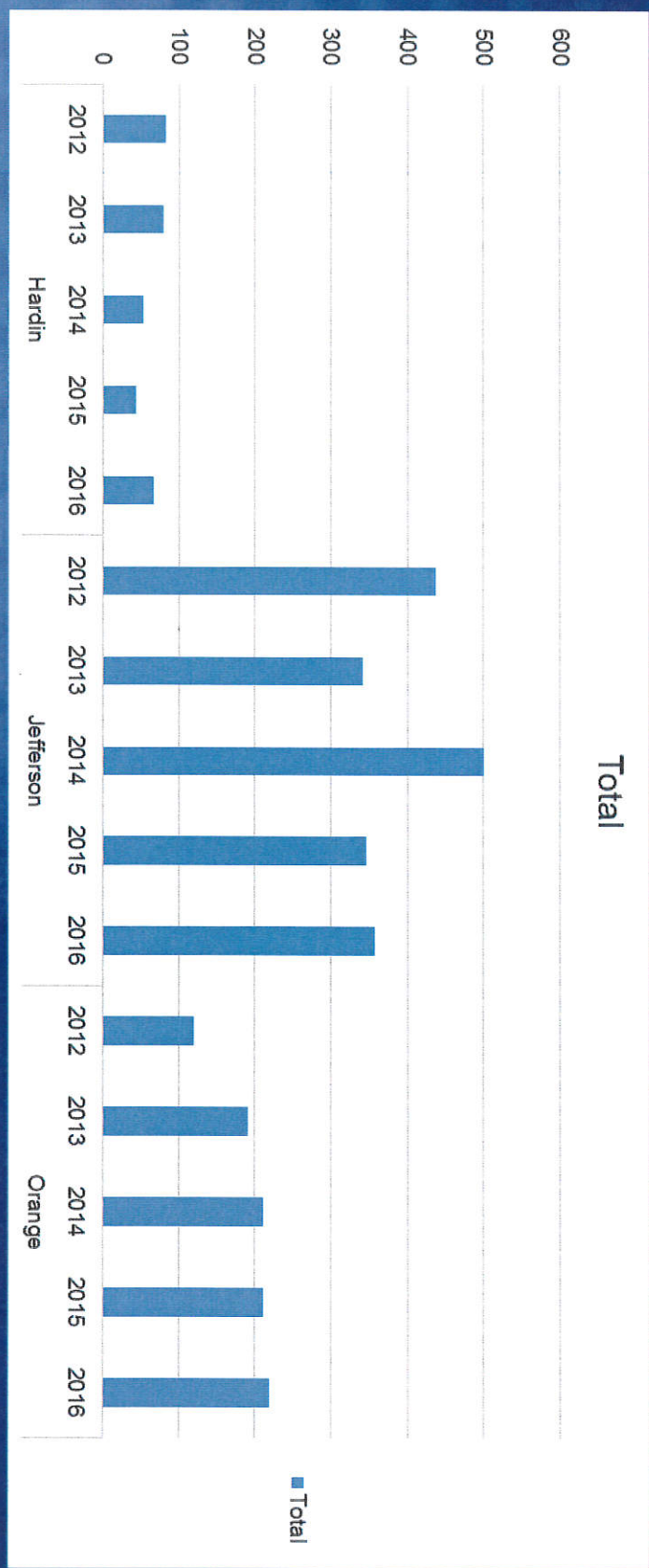
Total Crashes



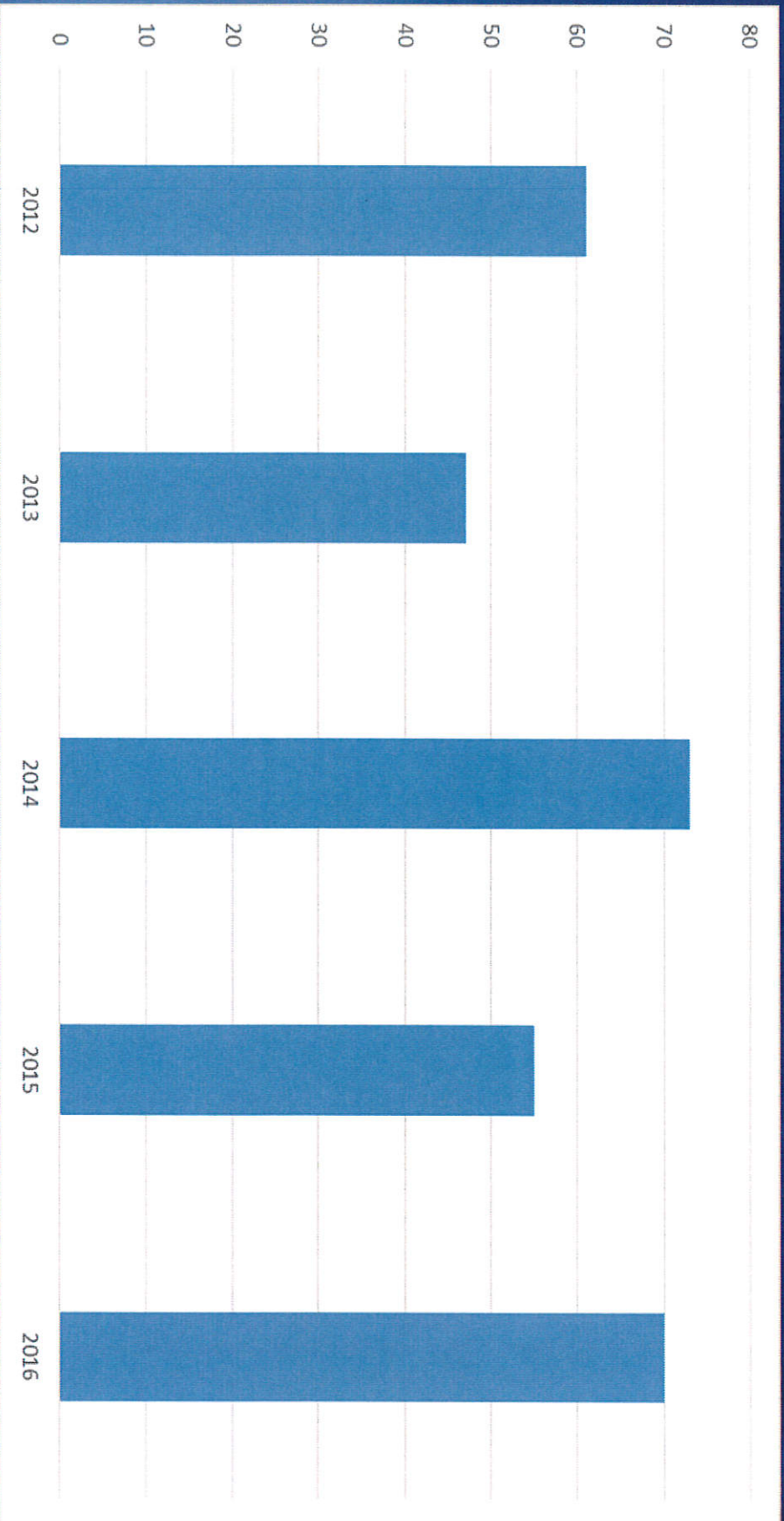
Crashes by County



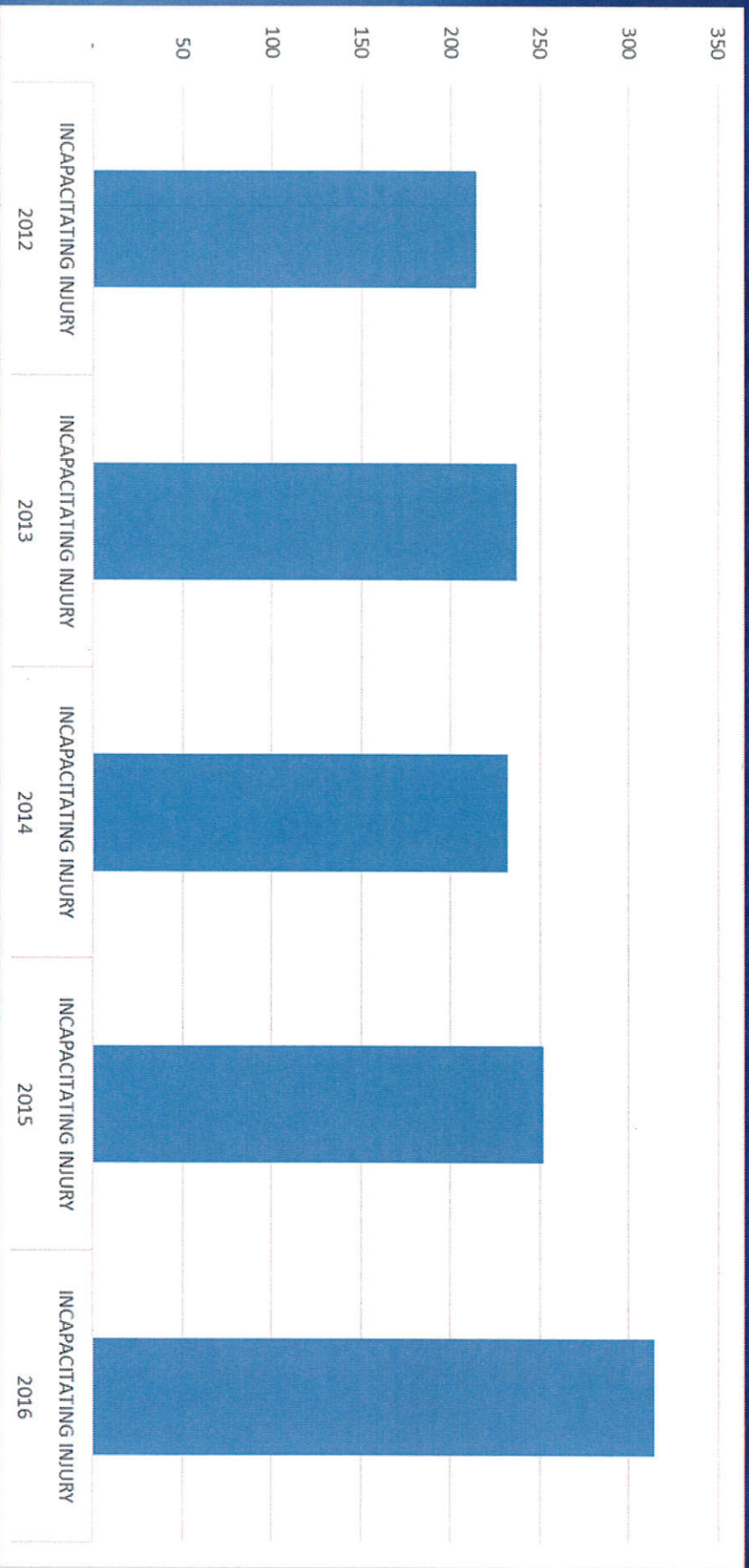
Crashes by County and Year



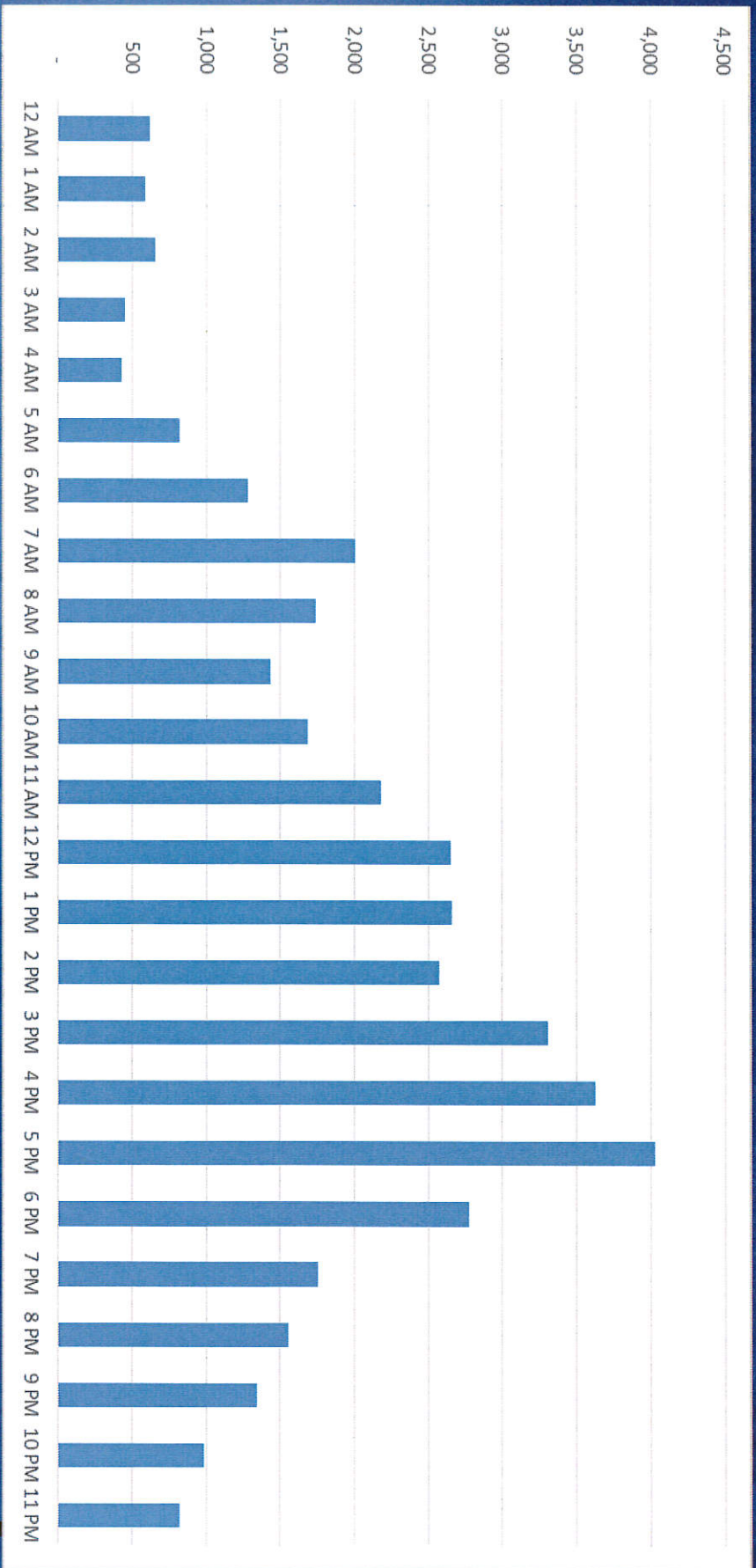
Fatalities by Year (306)



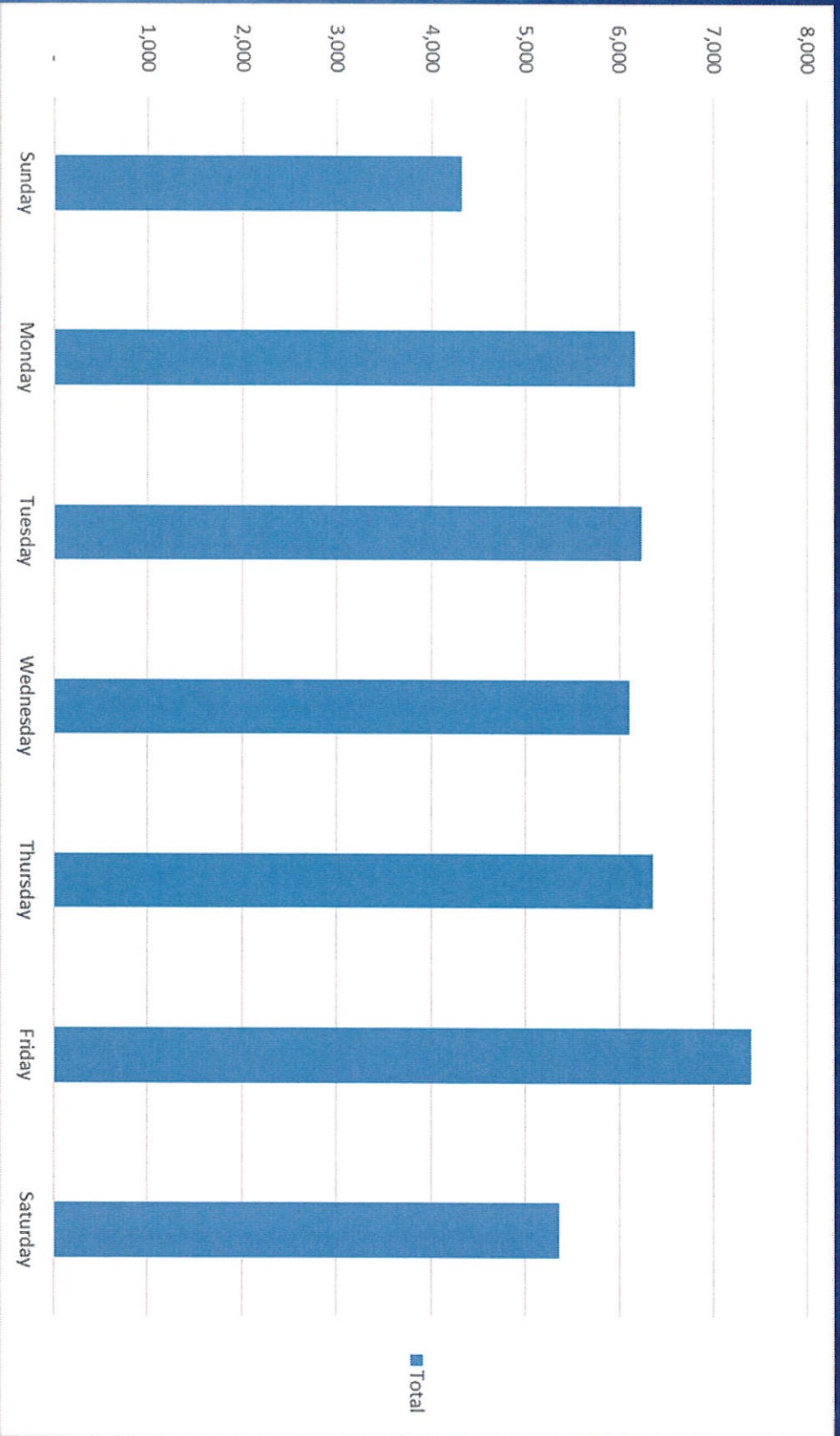
Incapacitating Injuries by Year (1,249)



Crashes by Time of Day



Crashes by Day of Week



Contributing Factors

- Speeding
- Alcohol
- Distractions

Summary

- 41,928 Total Crashes
- 306 Fatal
- 1,249 Serious Injury
- 72% Jefferson; 19% Orange; 9% Hardin
- Contributing Factors
 - Alcohol or Drugs
 - Speed
 - Distractions

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would ...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none"> ■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area ■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan) ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets 	<ul style="list-style-type: none"> ■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State ■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets ■ Include safety (HSIP) performance measures and HSIP targets in the MTP ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets



Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.

Top 5 Things to Know about MPO HSIP Safety Performance Targets	
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually



Date: June 30, 2017 at 9:27:03 AM MDT

Subject: Safety Target Coordination with MPOs

We are providing the following information for the Transportation, Planning and Programming Division to share with the Texas Association of Metropolitan Planning Organizations (TEMPO).

We recently met with the Strategic Highway Safety Plan (SHSP) stakeholder and executive teams to discuss SHSP Safety Targets and SHSP Branding. Several MPOs were a part of these meetings. As was discussed at the Safety Target Workshop in January, the SHSP targets have to be consistent with the Highway Safety Plan (HSP) Targets and the Highway Safety Improvement Program (HSIP) Targets. The HSP and HSIP Targets have to be identical. The MPOs also need to have input into the statewide targets and will establish specific MPO targets or choose to support the statewide targets.

The following table summarizes that timeline:

Safety Program	Target Year(s)	Establishment Date
Highway Safety Plan (HSP)	2018 and 2020	July 1, 2017
Strategic Highway Safety Plan (SHSP)	2022	August 1, 2017
Highway Safety Improvement Program (HSIP)	2018	August 31, 2017
Metropolitan Planning Organization (MPO)	2018	February 27, 2018

The SHSP utilized a data-driven, multi-year, collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Based upon that direction, draft targets were calculated for the 5 common performance measures as follows:

Target: Total number of traffic fatalities

2018 Target: To decrease the expected rise of fatalities from 3,516 in 2015 to not more than 3,891 fatalities in 2018

The 2018 Target expressed as a five year rolling average would be as follows:

Year	Source	Projection or Actual Data	Percent Reduction	Target or Actual Data
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2014	FARS	3,536	N/A	3,536
2015	ARF	3,516	N/A	3,516
2016	CRIS	3,775	N/A	3,775
2017	Target	3,801*	0.0%	3,801
2018	Target	3,907*	0.4%	3,891
2018 Target expressed as 5-year average				3,703.8

*based upon linear trend analysis from 2011-2015 FARS data

Target: Total number of incapacitating injuries

2018 Target: To decrease the rise of serious injuries from 17,578 serious injuries in 2016 to not more than 18,130 serious injuries in 2018

The 2018 Target expressed as a five year rolling average would be as follows:

Year	Source	Projection or Actual Data	Percent Reduction	Target or Actual Data
2014	CRIS	17,133	N/A	17,133
2015	CRIS	17,096	N/A	17,096
2016	CRIS	17,578	N/A	17,578
2017	Target	17,890*	0.0%	17,890
2018	Target	18,203*	0.4%	18,130
2018 Target expressed as 5-year average				17,565.4

*based upon linear trend analysis from 2012-2016 CRIS data

Target: Deaths per 100 million vehicle miles traveled

2018 Target: To decrease the expected rise of deaths per 100 MVMT from 1.36 deaths per 100 MVMT in 2015 to not more than 1.46 deaths per 100 MVMT in 2018

The 2018 Target expressed as a five year rolling average would be as follows:

Year	Source	Projection or Actual Data	Percent Reduction	Target or Actual Data
2014	FARS	1.45	N/A	1.45
2015	ARF	1.36	N/A	1.36
2016	CRIS	1.44	N/A	1.44
2017	Target	1.45*	0.0%	1.45
2018	Target	1.46*	0.4%	1.46
2018 Target expressed as 5-year average				1.432

*based upon linear trend analysis from 2011-2015 FARS data

Target: Serious Injuries per 100 million vehicle miles traveled

2018 Target: To decrease the rate of serious injuries per 100 MVMT from 6.71 serious injuries per 100 MVMT in 2016 to 6.64 serious injuries per 100 MVMT in 2018

The 2018 Target expressed as a five year rolling average would be as follows:

Year	Source	Projection or Actual Data	Percent Reduction	Target or Actual Data
2014	CRIS	7.05	N/A	7.05
2015	CRIS	6.62	N/A	6.62
2016	CRIS	6.71	N/A	6.71
2017	Target	6.68*	0.0%	6.68
2018	Target	6.64*	0.0%	6.64
2018 Target expressed as 5-year average				6.740

*based upon linear trend analysis from 2012-2016 CRIS data

Target: Total number of non-motorized fatalities and serious injuries

2018 Target: To decrease the expected rise of non-motorized fatalities and serious injuries from 2,023 in 2015 to not more than 2,309 non-motorized fatalities and serious injuries in 2018

The 2018 Target expressed as a five year rolling average would be as follows:

Year	Source	Projection or Actual Data	Percent Reduction	Target or Actual Data
2014	FARS-CRIS	1,893	N/A	1,893
2015	FARS-CRIS	2,023	N/A	2,023
2016	CRIS	2,304	N/A	2,304
2017	Target	2,224*	0.0%	2,224
2018	Target	2,318*	0.4%	2,309
2018 Target expressed as 5-year average				2150.6

*based upon linear trend analysis from 2011-2015 FARS and CRIS data

IMPLEMENTATION TIMELINE

Final Rule	Effective Date	Target Period(s)	States/Providers Set Targets By	MPOs Set Targets By	LRSTP, MTP, STIP and TIP Inclusion
FHWA Safety Performance Measures (PM1)	Apr 14, 2016	Annual (2018)	Aug 31, 2017 (Aug 31 thereafter)	Up to 180 days after the State(s) sets targets, but not later than Feb. 27, 2018	Updates or amendments on or after May 27, 2018
FHWA Pavement/Bridge Performance Measures (PM2)	May 20, 2017	2-Year (2018-2019) 4-Year (2018-2021)	May 20, 2018 (PP1 4-Yr Rev: Oct 1, 2020 PP2: prior to Oct 1, 2022)	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019
FHWA System Performance Measures (PM3)	May 20, 2017	2-Year (2018-2019) 4-Year (2018-2021)	May 20, 2018 (PP1 4-Yr Rev: Oct 1, 2020 PP2: prior to Oct 1, 2022)	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019
FTA Transit Asset Management (TAM)	Oct 1, 2016	Annual (2018)	Jan 1, 2017 (Oct 1 thereafter)	No later than 180 days after Provider(s) sets targets (Jun 30, 2017)	Updates or amendments on or after Oct 1, 2018
FTA Agency Safety Plan (PTASP)	TBD NPRM: Feb 5, 2016	Annual (TBD)	TBD 1 Year after Final Rule (Annual review thereafter)	No later than 180 days after Provider(s) sets targets	TBD 2 Years after Final Rule



FAST ACT COMPLIANCE CHECKLIST FOR METROPOLITAN & STATEWIDE TRANSPORTATION PLANNING PROCESS

(Due on or after 05-27-18)

1. Update Public Participation Plan (PPP) to include: a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a))
2. Demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction. (Ref: 23 CFR 450.316(b))
3. MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))
4. Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation; b) Enhance travel and tourism. (Ref: 23 CFR 450.206(a)(9&10) and 306(b)(9&10))
5. Include consideration of intercity buses (in both MTPs and Statewide Long-Range Transportation Plans). (Ref: 23 CFR 450.216(b) and 324(f)(2))
6. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7))
7. MTP includes a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(f)(3))
8. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4))
9. STIP/TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d))
10. STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(q) and 326(d))
11. Statewide plan shall include a description of the performance measures & targets and a systems performance report assessing the performance of the transportation system. (Ref: 23 CFR 450.216(f)(1&2))
12. Statewide plan and STIP updates should apply asset management principles consistent with the State Asset Management Plan for the NHS and the Transit Asset Management Plan and the Public Transportation Safety Plan in the statewide planning process. (Ref: 23 CFR 450.208(e))

Asset Management Plans & Processes Fact Sheet

Final Rulemaking

The Federal Highway Administration (FHWA) on October 24, 2016, published its final rule on required state-approved asset management plans and processes.

Asset management is a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.

In simple terms, asset management is a strategic process for managing physical assets in a state of good repair over their lifecycle at minimum practicable cost.

Visit www.fhwa.dot.gov/asset/index.cfm and www.fhwa.dot.gov/tpm/ for resources currently available or in development, including guidance, samples, and templates.

Key Dates

By April 30, 2018	State DOTs submit initial plans describing asset management plan processes.
By June 30, 2019	State DOTs submit fully compliant asset management plans.
At least every 4 years thereafter	Updated processes submitted for recertification.
Not later than August 31, 2019, and not later than July 31 in each year thereafter	Annual determination by FHWA of whether the State DOT has developed and implemented a State asset management plan consistent with this final rule.
Beginning October 1, 2019, and in each fiscal year thereafter	If a State DOT has not developed and implemented a compliant asset management plan, the maximum Federal share on National Highway Performance Program (NHPP) projects and activities carried out by the State in that fiscal year shall be reduced to 65% for that fiscal year.



Minimum Plan Requirements

- Summary listing and condition description of the NHS pavements and bridges
- NHS pavements and bridges targets
- Asset management objectives and measures
- Performance gap analysis--State DOTs must include performance gaps that affect NHS pavements and bridges regardless of physical condition or ownership.
- Risk analysis
- Life-cycle planning
- Financial plan (minimum 10 years)
- Developing investment strategies

Penalties

- ✓ The FHWA is preparing a final rule on NHS pavements and bridges performance target establishment (23 U.S.C. 150).
If a State DOT has not developed and implemented an asset management plan consistent with requirements and has not established NHS pavements and bridges targets within 18 months of that rule's effective date, the FHWA will not approve any further projects using NHPP funds until the State has done so.
The deadline may be extended if the FHWA determines the State has made a good-faith effort.

Background

The final rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act:

- ✓ A requirement for States to develop and implement risk-based asset management plans for the National Highway System (NHS) to improve or preserve asset condition and system performance as part of the NHPP.
- ✓ FHWA must establish minimum standards for States to use in developing and operating NHS bridge and pavement management systems to carry out the NHPP.

BRIDGE

PERFORMANCE MEASURES



Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR5886) a [final rule](#) establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures

- ✓ % of NHS bridges classified as in Good condition
- ✓ % of NHS bridges classified as in Poor condition

Condition-Based Performance Measures

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for item 58 - Deck, 59 - Superstructure, 60 - Substructure, and 62 - Culvert.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if is less than or equal to 4, the classification is poor. (Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.)
- Deck area is computed using NBI item 49 - Structure Length, and 52 - Deck Width or 32 - Approach Roadway Width (for some culverts).

Target Setting

State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on- and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.



BRIDGE

PERFORMANCE MEASURES



Key Dates	
May 20, 2017	Final rule effective date.
January 1, 2018	1st 4- year performance period begins.
May 20, 2018	Initial 2- and 4-year targets established.
October 1, 2018	Baseline Performance Period Report for the 1 st Performance Period due. State DOTs report 2-year and 4-year targets; etc.
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support State target or establish separate quantifiable target.
October 1, 2020	Mid Performance Period Progress Report for the 1 st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1 st performance period due. State DOTs report 4-year condition/performance; progress toward achieving 4-year targets; etc. Baseline report due for 2 nd performance period due. State DOTs report 2- and 4-year targets; baseline condition, etc.

Other Specifics

- State DOT targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset management objectives.
- The rule applies to bridges carrying the NHS, including bridges on on- and off-ramps connected to the NHS.
- If for 3 consecutive years more than 10.0% of a State DOT’s NHS bridges’ total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS.
- Deck area of all border bridges counts toward both States DOTs’ totals.

Visit www.fhwa.dot.gov/tpm/ to learn about training, guidance, and other implementation-related information.

PAVEMENT PERFORMANCE MEASURES



Final Rulemaking

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Performance Measures

- ✓ % of Interstate pavements in Good condition
- ✓ % of Interstate pavements in Poor condition
- ✓ % of non-Interstate NHS pavements in Good condition
- ✓ % of non-Interstate NHS pavements in Poor condition

About Condition

- **Good condition:** Suggests no major investment is needed.
- **Poor condition:** Suggests major reconstruction investment is needed.

Penalty Provisions

If FHWA determines the State DOT’s Interstate pavement condition falls below the minimum level for the most recent year, the State DOT must obligate a portion of National Highway Performance Program (NHPP) and transfer a portion of Surface Transportation Program (STP) funds to address Interstate pavement condition.

Target Setting

State DOTs:

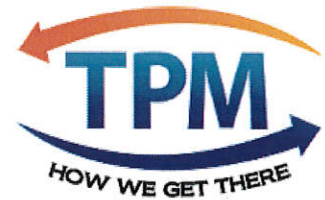
- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstate by May 20, 2018, and report by October 1, 2018.
- May adjust targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.



PAVEMENT PERFORMANCE MEASURES



Key Dates

May 20, 2017	Final rule effective date.
January 1, 2018	1st 4-year performance period begins.
May 20, 2018	State DOT targets must be established.
January 1, 2018	State DOTs collect data for Interstate pavements that conform to the final rule (IRI, Rutting, Cracking %, Faulting, and Inventory).
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support state target or establish separate quantifiable target.
October 1, 2018	Baseline Performance Period Report for 1 st Performance Period due. State DOTs report 4-year targets for Interstate and 2-year and 4-year targets for non-Interstate NHS; etc.
April 15, 2019, and each April 15 thereafter	State DOTs submit first Interstate data that conform to the final rule.
January 1, 2020	State DOTs collect data for non-Interstate NHS pavements that conform to the final rules.
October 1, 2020	Mid Performance Period Progress Report for the 1 st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
June 15, 2021, and each June 15 thereafter	State DOTs submit non-Interstate NHS data that conform to the final rule.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1 st Performance Period due. State DOTs reports 4-year condition/performance; progress toward achieving 4-year targets, etc. Baseline Performance Period Report for 2 nd Performance Period due. State DOTs report 2-year and 4-year targets for Interstate and non-Interstate NHS; baseline condition; etc.