

Federal Performance Measures for State DOTs and MPOs

These measures will be used to assess the performance of the Interstate and non-Interstate National Highway Performance; to assess freight movement on the Interstate system; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Establishing requirements for performance measures is to ensure the most efficient investment of Federal transportation funds by increasing the accountability and transparency of the Federal-aid highway program and provide a framework to support improved decision-making through a focus on performance outcomes for key national transportation goals.

Rules take effect: Reporting period begins with January 1, 2018.

Reporting periods: Baseline Performance Period Reports are due to FHWA by October 1 of every year, with the first report due October 1, 2018.

Goal setting: State DOTs are to establish 4-year targets that reflect the anticipated condition/performance level at the end of each performance period. State DOTs are to report 2- and 4-year targets, the basis for each target, progress made toward the achievement of targets, and other requirements to FHWA. State DOTs may adjust the 4-year target in the Mid Performance Period Progress Report. Any adjustments made to 4-year targets for the CMAQ Traffic Congestion measures must be agreed upon and made collectively by all State DOTs and MPOs that include any portion of the NHS in the respective urbanized area applicable to the measures.

- Targets must be set by February 20, 2018
- MPOs will establish targets no later than 180 days after the respective State DOTs establishes their targets
- For each urbanized area, only one 2-year and one 4-year target will be established regardless of roadway ownership

Measures:

- Percent of the person-miles traveled on the Interstate that are reliable
- Percent of the person-miles traveled on the non-Interstate NHS that are reliable
- Percent change in tailpipe CO₂ emissions on the NHS compared to the calendar year 2017 level
- Truck travel time reliability index
- Annual hours of peak hour excessive delay per capita^a
 - Peak hours are defined as 6 AM to 10 AM and either 3 PM to 7 PM or 4 PM to 8 PM.
 - To be reported by hourly traffic volumes
 - State DOTs shall report the methodology they use to develop hourly traffic volume estimates to FHWA no later than 60 days before the submittal of the first Baseline Performance Period Report
 - State DOTs may use the Annual Average Daily traffic reported by to the Highway Performance Monitoring System
- Percent of Non-SOV travel^a
 - In order to determine the percent of Non-SOV travel, State DOTs and MPOs can use the American Community Survey, local surveys, or system use measurements collected on a minimum biennial basis
- Total emissions reduction^a
 - Data needed to calculate the measure will come from the CMAQ Public Access System

^aPerformance measures for CMAQ funds will be phased in for smaller urbanized area. Areas with a population of more than 200,000 but less than 1 million will begin reporting during the second period beginning January 1, 2022.