

# PAVEMENT PERFORMANCE MEASURES



## Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR 5886) 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 21<sup>st</sup> 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 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.



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## Key Dates

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

