

# FHWA Procedure for Determining Significant Progress toward the NHPP and NHFP Measures

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## 1 Overview

This document provides the process FHWA will use to determine if a State Department of Transportation (DOT) has made significant progress toward the achievement of its targets for the eight National Highway Performance Program (NHPP) measures and the one National Highway Freight Program (NHFP) measure, as described in 23 CFR 490.109. Figure 1 provides a summary of the program areas, measure areas, and performance measures that are subject to the significant progress requirements. The State DOT targets for the two Congestion Mitigation and Air Quality Improvement Program (CMAQ) Traffic Congestion Measures: Annual Hours of Peak-Hour Excessive Delay per Capita (PHED) and Percent of non-Single Occupancy Vehicle Travel (Non-SOV Travel), and the one CMAQ Total Emission Reductions measure are not subject to the FHWA significant progress determination. Information on assessing progress toward the safety targets can be found on FHWA's website: [https://www.fhwa.dot.gov/tpm/guidance/safety\\_performance.pdf](https://www.fhwa.dot.gov/tpm/guidance/safety_performance.pdf).

For each State DOT, FHWA will individually assess each applicable 2-year target at the mid-point of the 4-year performance period, and the individual applicable 4-year targets at the end of the performance period. Failure to make significant progress for a single measure results in additional reporting requirements for all targets in the measure area.<sup>1</sup>

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<sup>1</sup> 23 CFR 490.109(f)



Figure 1: Program Areas, Measures Areas, and Performance Measures Subject to Significant Progress Determination

Program Area	Measure Area	Performance Measure
National Highway Performance Program (NHPP)	Condition of pavements on the Interstate System [23 CFR 490.105(c)(1)]	Percentage of pavements of the Interstate System in Good condition [23 CFR 490.307(a)(1)]
		Percentage of pavements of the Interstate System in Poor condition [23 CFR 490.307(a)(2)]
	Condition of pavements on the National Highway System (NHS) (excluding the Interstate) [23 USC 103(b)(s) and 23 CFR 490.105(c)(2)]	Percentage of pavements of the non-Interstate NHS in Good condition [23 CFR 490.307(a)(3)]
		Percentage of pavements of the non-Interstate NHS in Poor condition [23 CFR 490.307(a)(4)]
	Condition of bridges on the NHS [23 CFR 490.105(c)(3)]	Percentage of NHS bridges classified as in Good condition by deck area [23 CFR 490.407(c)(1)]
		Percentage of NHS bridges classified as in Poor condition by deck area [23 CFR 490.407(c)(3)]
	NHS Travel Time Reliability [23 CFR 490.105(c)(4)]	Percentage of person-miles traveled on the Interstate that are reliable [23 CFR 490.507(a)(1)]
		Percentage of person-miles traveled on the non-Interstate NHS that are reliable [23 CFR 490.507(a)(2)]
National Highway Freight Program (NHFP)	Freight movement on the Interstate System [23 CFR 490.105(c)(6)]	Truck Travel Time Reliability (TTTR) Index (Freight Reliability Measure) [23 CFR 490.607]

## 2 Biennial Determination of Significant Progress toward Achieving Targets

### 2.1 Determination

The FHWA will determine significant progress at the midpoint and the end of each performance period starting with the Mid Performance Period Progress Report due October 1, 2020, and biennially thereafter.<sup>2</sup> The FHWA will complete the determination of significant progress using the State DOT targets, the baseline condition/performance calculated by FHWA for each State, and the actual condition/performance populated by FHWA in the most recently submitted State Biennial Performance Report<sup>3</sup> available at the time in which the significant progress determination is made. The FHWA has detailed the process it will use for computing the baseline and actual condition/performance in the Measure Computation Procedures posted on its website: <https://www.fhwa.dot.gov/tpm/guidance/>.

The FHWA will evaluate State DOT progress toward achieving each target individually, and will determine that significant progress has been made if either (1) the actual condition/performance level is better than the baseline condition/performance, or (2) when the actual condition/performance level is equal to or better than the established target.<sup>4</sup> For the NHPP measures, “better than” is an improvement of at least 0.1<sup>5</sup> percent.<sup>6</sup> For the Freight Reliability Measure, “better than” is a Truck Travel Time Reliability (TTTR) Index improvement of at least 0.01.<sup>7</sup>

If FHWA determines that any data required to assess significant progress for a given measure is missing or insufficient, FHWA will determine that the State DOT has not made significant progress on that measure.<sup>8</sup> See Section 2.1.5 for further information on what qualifies as missing and insufficient data, and how it impacts progress determinations.

The FHWA will consider extenuating circumstances documented by the State DOT in the relevant State Biennial Performance Report in its assessment. The FHWA will classify the assessment of progress toward the achievement of an individual 2-year or 4-year target as “progress not determined” if extenuating circumstances apply.<sup>9</sup> See Section 2.1.6 for additional detail on extenuating circumstances.

The FHWA will formally notify State DOTs of FHWA’s progress determination for all applicable targets. See Section 2.5 for additional detail on the notification process FHWA will use.

Consequences for not making significant progress toward established targets are discussed in Section 2.2.

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<sup>2</sup> 23 CFR 490.109(e)(1)

<sup>3</sup> Baseline Performance Period Report, Mid Performance Period progress Report, and Full Performance Period Progress Report are collectively referred to as State Biennial Performance Report [23 CFR 490.107(b)].

<sup>4</sup> 23 CFR 490.109(e)(2)

<sup>5</sup> FHWA will view any improvement over the baseline condition/performance which represents a 0.1 percent improvement as significant progress. Federal Register Vol. 82, No. 11 5919

<sup>6</sup> 23 CFR 490.313, 23 CFR 490.409 and 23 CFR 690.513

<sup>7</sup> 23 CFR 490.613(b)

<sup>8</sup> 23 CFR 490.109(e)(4)

<sup>9</sup> 23 CFR 490.109(e)(5)

### 2.1.1 Baseline and Actual Condition/Performance

The baseline condition/performance is a snap shot of condition/performance at the beginning of a Performance Period and is represented by the data reported to FHWA via the Highway Performance Monitoring System (HPMS) or archived National Bridge Inventory (NBI) data<sup>10</sup> in the year the Baseline Performance Period Reports are due.<sup>11</sup> The actual condition/performance levels are computed at the midpoint (i.e., 2-year condition/performance) and end (i.e., 4-year condition/performance) of a Performance Period.<sup>12</sup> The 2-year condition/performance is computed using the HPMS data reported or the NBI data archived in the year which Mid Performance Period Progress Reports are due.<sup>13,14</sup> The 4-year condition/performance is computed using the HPMS data reported or the NBI data archived in the year which Full Performance Period Progress Reports are due.<sup>15, 16</sup>

### 2.1.2 Data used in Significant Progress Determination<sup>17</sup>

A summary of the data FHWA will use to perform the calculations associated with determining significant progress is provided below. The FHWA has detailed the process it will use for calculating baseline and actual condition/performance in the Measure Computation Procedures posted on its website.<sup>18</sup> The baseline and actual condition/performance will be available to State DOTs in the Performance Management Form (PMF). For each biennial reporting year, FHWA will extract the State DOT targets reported in the most recent State Biennial Performance Report submitted to FHWA via the PMF and archive it in its Integrated Transportation Information Platform (ITIP) where it becomes part of FHWA's official record.

- If a State DOT adjusts its 4-year targets in its Mid Performance Period Progress Report, then FHWA will use the adjusted 4-year target when determining significant progress for the full performance period.<sup>19</sup>
- The FHWA will use the baseline condition/performance FHWA calculated for the Baseline Performance Period Report and the actual condition/performance calculated for the most recent State Biennial Performance Report.<sup>20</sup> The FHWA has detailed the process it will use for calculating baseline and actual condition/performance in the Measure Computation

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<sup>10</sup> The FHWA archives the NBI data twice during each calendar year (archived data in June is referred to as "mid-year" archived data and archived data in December is referred to as "end-year" archived data). All bridge condition measure computations for significant progress determination described in this document will be done using the "mid-year" archived data (archived NBI data in June). The term "mid-year archived data" is synonymous with "data contained within the NBI as of June 15th" in 23 CFR 490.109(d)(1)(iii) and "the data cleared in the NBI as of June 15 of each year" in 23 CFR 490.411(d).

<sup>11</sup> Baseline Performance Period Reports are due in Calendar Years 2018, 2022, 2026, etc.

<sup>12</sup> 23 CFR 490.109(b)

<sup>13</sup> 23 CFR 490.109(d)

<sup>14</sup> Mid Performance Period Progress Reports are due in Calendar Years 2020, 2024, 2028, etc.

<sup>15</sup> 23 CFR 490.109(d)

<sup>16</sup> Full Performance Period Progress Reports are due in Calendar Years 2022, 2026, 2030, etc.

<sup>17</sup> 23 CFR 490.109(d)

<sup>18</sup> <https://www.fhwa.dot.gov/tpm/guidance/>

<sup>19</sup> 23 CFR 490.107(b)(2)(ii)(E)

<sup>20</sup> FHWA has detailed the process it will use for calculating baseline and actual condition/performance in the Measure Computation Procedures posted on its website: <https://www.fhwa.dot.gov/tpm/guidance/>

Procedures: <https://www.fhwa.dot.gov/tpm/guidance/>. The Transportation Performance Management (TPM) Timeline also provides key dates related to implementing the TPM requirements, including the dates FHWA will extract data from NBI and HPMS.: <https://www.fhwa.dot.gov/tpm/rule/timeline.pdf>.

- On June 15, 2017 and annually thereafter, FHWA extracts the Bridge Condition data from NBI. <sup>21</sup> The Structures Safety, and Management Team (HIBS-30) provides bridge condition measures to ITIP and the TPM Team (HISM-20) annually.
- After June 15, 2019, and annually thereafter, FHWA extracts Interstate System pavement metric data (subject to data requirements in 23 CFR 490.309 and 23 CFR 490.311) from HPMS to ITIP for use in calculating the two Interstate Pavement measures. <sup>22</sup> Note that the data extraction for the significant progress determination includes the baseline condition data contained in HPMS the year in which the Baseline Performance Period Report is due to FHWA.
- After August 15, 2020 and biennially thereafter, FHWA extracts pavement and travel time metric data from HPMS to ITIP for calculating the two Non-Interstate NHS Pavement measures, the two Travel Time Reliability measures, and the Freight Reliability measure. <sup>23</sup> Note that the data extraction for the significant progress determination includes the baseline condition/performance data contained in HPMS for the year in which the Baseline Period Performance Report is due to FHWA.

### 2.1.3 Example of Data used in Determination

For the determination in calendar year (CY) 2020 for the two bridge measures, FHWA will use the NBI dataset archived mid-year 2020 for computing the actual 2-year condition level and will use the NBI dataset archived mid-year 2018 for computing the baseline condition. Similarly, for the determination in CY 2022, FHWA will use the NBI dataset archived mid-year 2022 for computing the actual 4-year condition level, and the baseline condition will be the same value used in CY 2020 (i.e., the NBI dataset archived mid-year 2018 will be used to compute baseline condition). The FHWA will evaluate each target individually, and will determine significant progress has been made when the actual condition is better than the baseline condition, or when the actual condition is equal to or better than the established target. For the NHPP measures, “better than” is an improvement of at least 0.1<sup>24</sup> percent. <sup>25</sup> For the Freight Reliability Measure, “better than” is a TTTR Index improvement (i.e. reduction in the TTTR Index) of at least 0.01. <sup>26</sup>

### 2.1.4 Phase-in and Transition Requirements Related to Significant Progress

Due to the newness of the TPM requirements, some elements had to be phased-in during the first performance period. This section details the transition elements that will impact the FHWA

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<sup>21</sup> 23 CFR 490.109(d)(1)(iii) and 23 CFR 490.411(d)

<sup>22</sup> 23 CFR 490.109(d)(1) and 23 CFR 490.317(b)

<sup>23</sup> 23 CFR 490.109(d)(ii) and (iv)

<sup>24</sup> FHWA will view any improvement over the baseline condition which represents a 0.1 percent improvement as significant progress. Federal Register Vol. 82, No. 11 5919

<sup>25</sup> 23 CFR 490.313, 23 CFR 490.409 and 23 CFR 490.513

<sup>26</sup> 23 CFR 490.613(b)

progress determinations during the first performance period. The first and second TPM Performance periods and biennial performance reporting dates are illustrated in Appendix A.

### Interstate Pavement Measures & Non-Interstate NHS Travel Time Reliability Measure

For the first performance period only, the following phase-in of new requirements will be in place for the two Interstate System Pavement Condition measures and the non-Interstate NHS Travel Time Reliability measure.<sup>27</sup>

- Not required to report 2-year targets in the Baseline Performance Period Report. Required to establish 4-year targets only and report these targets in the Baseline Performance Period Progress Report as normal.
- Not required to report baseline condition/performance in the Baseline Performance Period Report.
- Use the actual 2-year condition/performance reported in the Mid Performance Period Progress Report as the baseline condition/performance.

For the first performance period only, FHWA will not make a determination of significant progress toward the achievement of 2-year targets for these three measures since none were required to be reported in the Baseline Performance Period Report. The FHWA will classify the assessment of progress toward the achievement of targets for these measures as “progress not determined” for the 2-year significant progress determination<sup>28</sup> in 2020.

At the end of the first performance period (2022), the 4-year targets for these three measures will be assessed for significant progress. The baseline condition/performance used in this determination will be the actual condition/performance at the mid-point of the Performance Period computed by using HPMS data extracted after June 15, 2020 for the two Interstate System Pavement Condition measures, and after August 15, 2020 for the non-Interstate NHS Travel Time Reliability measure.

### Non-Interstate NHS Pavement Measures

The national pavement condition measures require International Roughness Index (IRI), Cracking Percent, Rutting, and Faulting data to assess the pavement condition as Good, Fair, or Poor for each pavement section on the non-Interstate NHS.<sup>29</sup> The State DOTs are required to report on the full-extent,<sup>30</sup> full-distress data for the non-Interstate NHS to the HPMS beginning in 2022<sup>31</sup>; however, until then, State DOTs are required to report only the full-extent IRI data. Accordingly, 23 CFR 490.313(e) requires non-Interstate NHS pavement measures to be based only on IRI data for the first performance period. To make the measures and targets comparable, State DOTs were expected to establish their targets reflecting the condition based only on IRI.

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<sup>27</sup> 23 CFR 490.105(e)(7) and 23 CFR 490.109(e)(3)

<sup>28</sup> 23 CFR 490.109(e)(3)

<sup>29</sup> 23 CFR Part 490, Subpart C

<sup>30</sup> Full Extent Data is data reported for an entire roadway system or systems (page 1-3 [HPMS Field Manual, Dec 2016](#))

<sup>31</sup> Data collected in 2020 and 2021 to be reported to HPMS in 2022 [23 CFR 490.309(a), 23 CFR 490.311(c) and (d)]

However, during the 2018 reporting of the State Biennial Performance Report, FHWA learned that some State DOTs establish targets based on the full-distress plus IRI data<sup>32</sup> and not solely on the IRI component (therefore expediting the transition period). In response to this issue, FHWA developed an approach to the significant progress determination process that does not penalize those State DOTs that established targets for the first Performance Period using full distress plus IRI. In this case, if a State DOT reported targets based on full-distress plus IRI data in the 2018 Baseline Performance Period Report, the 2019<sup>33</sup> non-Interstate NHS data submitted to HPMS had to fully comply with 23 CFR 490.309 and the State DOT was required to clearly indicate in fields P7 and P9 of the 2018 PMF that both 2-year or 4- year targets for non-Interstate NHS measures are based on full-distress plus IRI data.<sup>33</sup> In early 2019, FHWA reached out to each State DOT to confirm what method (IRI alone or full-distress plus IRI data) they wanted FHWA to use in assessing significant progress for the first performance period. The responses are captured in Appendix B.

The FHWA will make the significant progress determination for the first performance period as follows<sup>34</sup>:

**Targets based solely on IRI:** The FHWA will determine that a State DOT has made significant progress toward the achievement of each 2-year or 4-year target for non-Interstate NHS pavement measure if either:

- The actual condition level (based only on IRI data reported to HPMS in 2020 or 2022) is better than the baseline condition (based only on IRI data reported to HPMS in 2018); or
- The actual condition (based only on IRI data reported to HPMS in 2020 or 2022) is equal to or better than the established target (established based only on IRI).<sup>35</sup>

**Targets based on full-distress plus IRI data:** The FHWA will determine that a State DOT has made significant progress toward the achievement of each 2-year or 4-year target for non-Interstate NHS pavement measure if either:

- The actual condition level (based only on IRI data reported to HPMS in 2020 or 2022) is better than the baseline condition (based only on IRI data reported to HPMS in 2018); or
- The actual condition level (based on full-distress plus IRI data reported to HPMS in 2020 or 2022) is equal to or better than the established target (established based on full-distress plus IRI data).

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<sup>32</sup> For purposes of this document, the term Full-distress plus IRI data refers to full-extent Cracking Percent and IRI for all pavement sections; full-extent Rutting for all pavement sections with asphalt pavement Surface Types; full-extent Faulting for all pavement sections with jointed concrete pavement Surface Types; and full-extent inventory data in accordance with in 23 CFR 490.309 and 23 CFR 490.311.

<sup>33</sup> 2018 PMF Inputs: <https://www.fhwa.dot.gov/tpm/guidance>

<sup>34</sup> Memo explaining process: <https://www.fhwa.dot.gov/tpm/guidance/180927.pdf>

<sup>35</sup> 23 CFR 490.313(e), 23 CFR 490.109(e)(2)

If a State DOT adjusts its IRI-based 4-year targets in its Mid Performance Period Progress Report<sup>36</sup> to reflect full-distress plus IRI data, then FHWA will determine that a State DOT has made significant progress if either:

- The actual condition level (based only on IRI data reported to HPMS in 2022) is better than the baseline condition (based only on IRI data reported to HPMS in 2018); or
- The actual condition level (based on “full-distress plus IRI data” reported to HPMS in 2022) is equal to or better than the adjusted 4-year target established in 2020 based on “full-distress plus IRI data”.

### **2.1.5 Insufficient Data or Information**

Per 23 CFR 490.109(e)(4), the FHWA will determine that a State DOT has not made significant progress toward the achievement of an individual NHPP or NHFP target if:

- A State DOT does not submit a required report, individual NHPP or NHFP target, or other information specified in 23 CFR 490.107;
- For the Interstate Pavement measures, the State’s HPMS data on June 15 of the year FHWA makes its significant progress determination does not meet the requirements of 23 CFR 490.313(b)(4)(i), which limits the State’s missing, invalid, or unresolved data to no more than 5% of the total Interstate lane miles;
- For the Non-Interstate Pavement measures, the State’s HPMS data on August 15 of the year FHWA makes its significant progress determination does not meet the requirements of 23 CFR 490.313(b)(4)(i), which limits the State’s missing, invalid, or unresolved data to no more than 5% of the total non-Interstate lane miles;<sup>37</sup> or
- For the Bridge measures, the State DOT’s reported bridge data is not accepted in the NBI by June 15 of the year FHWA makes its significant progress determination; or
- The HPMS data discussed in this Section is determined insufficient for making a significant progress determination in the year the Baseline Performance Period Report is due.
- The NBI data discussed in this Section is determined insufficient for making a significant progress determination in the year the Baseline Performance Period Report is due. The metric data, described in 23 CFR 490.511(e), that represents performance from the prior year for targets established for the Travel Time Reliability measures is not in the HPMS by August 15th of the year in which the significant progress determination is made.
- The metric data, described in 23 CFR 490.611(b), that represents performance from the prior year for targets established for the Freight Reliability measure is not in the HPMS by August 15th of the year in which the significant progress determination is made.

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<sup>36</sup> 23 CFR 490.105(e)(6)

<sup>37</sup> See the Q&A on the TPM website under the “Pavement” section that details how the 5% allowance applies to Interstate and Non-Interstate data. <https://www.fhwa.dot.gov/tpm/faq.cfm#pave>

### 2.1.6 Extenuating Circumstances

Per 23 CFR 490.109(e)(5), FHWA will consider extenuating circumstances in its progress determination. The extenuating circumstances provisions allow State DOTs to explain the factors they considered when establishing targets and the circumstances that may have impacted their ability to make progress in achieving those targets. The FHWA has defined extenuating circumstances<sup>38</sup> beyond the control of a State DOT as the following:

- Natural or man-made disasters that caused delay in NHPP or NHFP project delivery, extenuating delay in data collection, and/or damage/loss of data system;
- Sudden discontinuation of Federal government furnished data due to natural and man-made disasters or sudden discontinuation of Federal government furnished data due to lack of funding; and/or
- New law and/or regulation directing State DOTs to change metric and/or measure calculation.

The State DOT will discuss the extenuating circumstances that prevented it from making significant progress toward achieving an individual 2 or 4-year NHPP or NHFP target in the relevant State Biennial Performance Report.<sup>39</sup> If FHWA accepts the State DOT's explanation, those individual targets will be excluded from FHWA's determination of significant progress and FHWA will classify the progress toward achieving the relevant target(s) as "progress not determined."

### 2.2 Consequences of Not Making Significant Progress

The requirements of 23 CFR 490.109(f)(1) stipulates that if FHWA determines that significant progress is not made for an individual NHPP target, then the State DOT must document in the next State Biennial Performance Report the actions it will take to achieve targets for all measures in the measure area. For example, if significant progress is not made for the Interstate Travel Time Reliability target, then the State DOT must report the actions it will take to achieve both Travel Time Reliability targets (Interstate Travel Time Reliability and Non-Interstate Travel Time Reliability). Since the performance of the Interstate and Non-Interstate NHS are closely tied, the State DOT must discuss how they will achieve the targets across the entire NHS.

The requirement of 23 CFR 490.109(f)(2) stipulates that if FHWA determines that significant progress is not made for the target established for the Freight Reliability Measure, then the State DOT must document in the next State Biennial Performance Report the following:

- An identification of significant freight system trends, needs, and issues within the State;
- A description of the freight policies and strategies that will guide the freight-related transportation investments of the State;
- An inventory of truck freight bottlenecks within the State and a description of the ways in which the State DOT is allocating funding under title 23 U.S.C. to improve those bottlenecks (See <https://www.fhwa.dot.gov/tpm/guidance/hop18070.pdf> for more information);

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<sup>38</sup> 23 CFR 490.109(e)(5)

<sup>39</sup> 23 CFR 490.107(b)(2)(ii)(G) and 23 CFR 490.107(b)(3)(ii)(F)



- The inventory of truck freight bottlenecks submitted via the PMF must include the route and milepost location for each identified bottleneck, roadway section inventory data reported in HPMS, Average Annual Daily Traffic (AADT), Average Annual Daily Truck Traffic (AADTT), Travel-time data and measure of delay, such as travel time reliability, or average truck speeds, capacity feature causing the bottleneck or any other constraints applicable to trucks, such as geometric constraints, weight limits or steep grades;
- For those facilities that are State-owned or operated, the description of the ways in which the State DOT is improving those bottlenecks shall include an identification of methods to address each bottleneck and improvement efforts planned or programmed through the State Freight Plan or Metropolitan Planning Organization (MPO freight plans; the Statewide Transportation Improvement Program and Transportation Improvement Program; regional or corridor level efforts; other related planning efforts; and operational and capital activities; and
- A description of the actions the State DOT will undertake to achieve the target established for the Freight Reliability Measure.

The required report will be submitted in the PMF. Although, the regulatory language requires a State DOT to document its planned actions in the next State Biennial Performance Report, 23 CFR 490.109(f)(3) makes a recommendation that the State DOT should, within 6 months of the significant progress determination, amend its most recent State Biennial Performance Report to document its planned actions instead of waiting until the next State Biennial Performance Report.

## 2.3 Example Determinations

### Example Determination in 2020

Measure Area	Measures	Baseline C/P <sup>40</sup>	Mid-Point		Actual C/P Better than Baseline C/P?	Actual C/P = or Better than 2-year Target?	Significant Progress Made?	Consequences
			Actual C/P	2-year Target				
Condition of pavements on the Interstate	% Interstate Pavements Good	N/A	64.4	N/A	N/A	N/A	Progress Not Determined	None
	% Interstate Pavements Poor	N/A	3.6	N/A	N/A	N/A	Progress Not Determined	
Condition of pavements on the NHS (non-interstate)	% Non-Interstate Pavements Good	42.9*	42.9	42.5	No	Yes	Yes	Additional Reporting
	% Non-Interstate Pavements Poor	17.0*	17.6	17.5	No	No	No	
Condition of bridges on the NHS	% NHS Bridges in Poor Condition	5.1	4.3	4.6	Yes	Yes	Yes	None
	% NHS Bridges in Good Condition	61.7	61.5	61.2	No	Yes	Yes	
NHS Travel Time Reliability	% Interstate Person Miles Reliable	95.4	90.5	91.0	No	No	No	Additional Reporting
	% Non-Interstate Person Miles Reliable	N/A	64.0	N/A	N/A	N/A	Progress Not Determined	
Freight Movements on Interstate	TTTR Index	2.05	2.45	2.35	No	No	No	Additional Reporting

\*For the first performance period only, if a State DOT established Non-Interstate NHS Pavement targets using “full-distress plus IRI data”, FHWA will take steps not shown in the table, as discussed in Section 2.1.4.

<sup>40</sup> Condition/Performance denoted by “C/P”

## Example Determination in 2022

Measure Area	Measures	Baseline C/P <sup>41</sup>	Full Period		Actual C/P Better than Baseline C/P?	Actual C/P = or Better than Target?	Significant Progress Made?	Consequences
			Actual C/P	4-year Target				
Condition of pavements on the Interstate	% Interstate Pavements Good	64.4**	64.6	64.8	Yes	No	Yes	None
	% Interstate Pavements Poor	3.6**	3.5	3.4	Yes	No	Yes	
Condition of pavements on the NHS (non-interstate)	% Non-Interstate Pavements Good	42.9*	31.9	32.1	No	No	No	Additional Reporting
	% Non-Interstate Pavements Poor	17.0*	17.6	17.6	No	Yes	Yes	
Condition of bridges on the NHS	% NHS Bridges in Poor Condition	5.1	4.5	4.5	Yes	Yes	Yes	None
	% NHS Bridges in Good Condition	61.7	70.5	71.0	Yes	No	Yes	
NHS Travel Time Reliability	% Interstate Person Miles Reliable	95.4	94.0	95.0	No	No	No	Additional Reporting
	% Non-Interstate Person Miles Reliable	64.0**	65.0	64.5	Yes	Yes	Yes	
Freight Movements on Interstate	TTTR Index	2.05	2.40	2.40	No	Yes	Yes	None

\*For the first performance period only, if a State DOT established Non-Interstate NHS Pavement targets using “full-distress plus IRI data”, FHWA will take steps not shown in the table, as discussed in Section 2.1.4.

\*\*Actual condition/performance at the mid-point will be used as the baseline condition/performance for the determination in 2022. See Section 2.1.4 for more detail.

<sup>41</sup> Condition/Performance denoted by “C/P”

## 2.4 Notification and Publication of Determination

The FHWA will make its determination following the close of the PMF. States are required to enter data into the PMF by October 1 of each reporting year.<sup>42</sup> The FHWA then reviews the data and requests the State make any needed changes. The State Biennial Performance Report is final and the PMF is locked at a date to be determined, subsequent to the review process. The FHWA will make its determination of significant progress and notify States of its finding in January. Any comments or questions about the progress determination should be sent to the relevant Division Office and the team leader for the TPM Team in the Office of Infrastructure.

Here are the anticipated key steps in the determination process. FHWA may refine this process and associated dates.

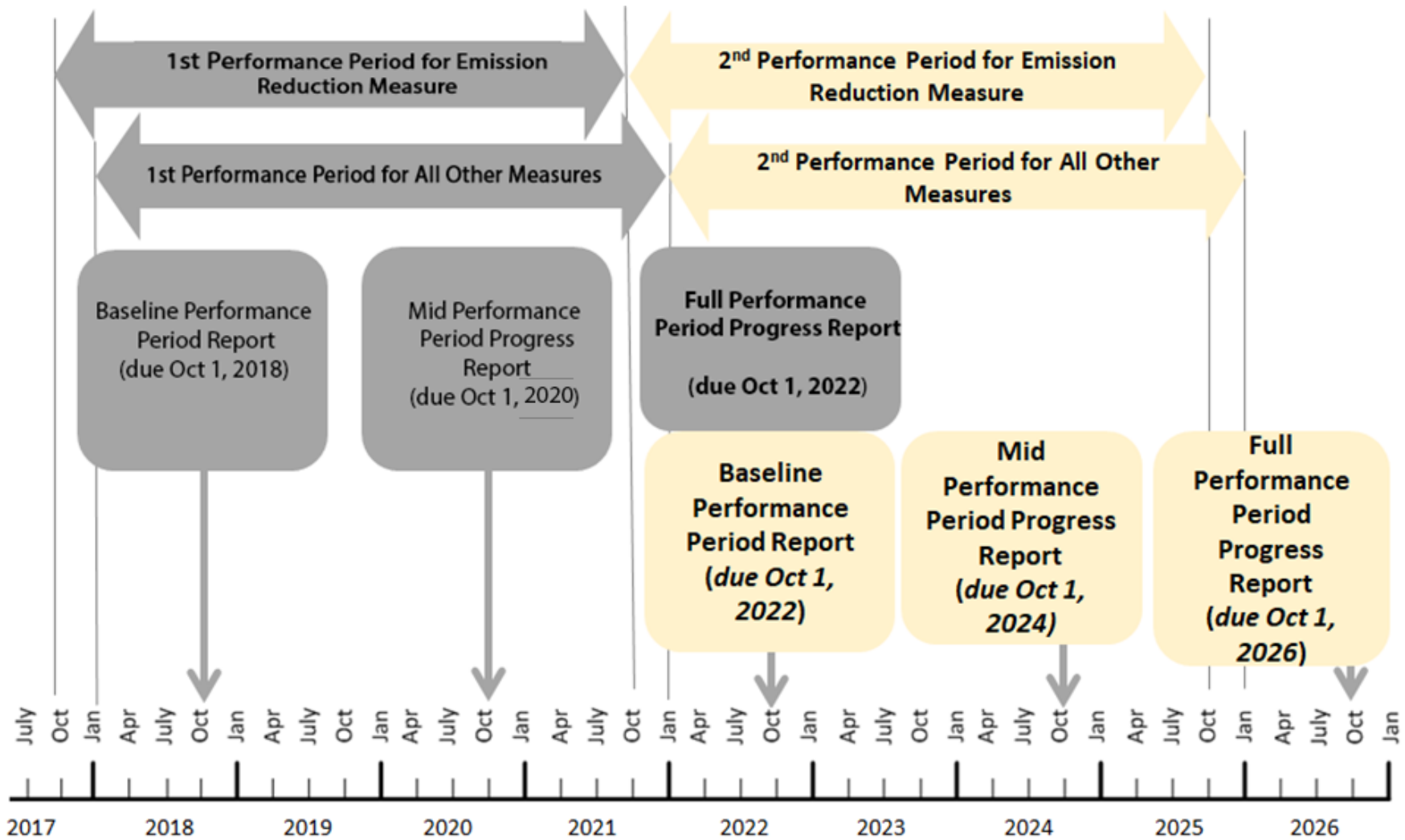
- November – The following data analysis is completed: measure computations, pre-population of the computed measures in PMF, and ITIP extraction of final PMF data.
- December – The Office of Infrastructure’s TPM team will make the determination of significant progress for each State, including coordinating with respective headquarter offices to identify any opportunities to incorporate information relevant determining significant progress. All communications concerning States’ significant progress determinations will be managed by the TPM Team to ensure clear and consistent messaging.
- A notification will be emailed to the DA of each Division Office.
- January – The Division Office will notify the State DOT through official channels of FHWA’s determination and any required next steps. State DOT questions and comments about the determination should be communicated through the Division Offices.
- March – The significant progress determinations will be published on the FHWA website.<sup>43</sup>

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<sup>42</sup> 23 CFR 490.107(a)(3) & (b)

<sup>43</sup> <https://www.fhwa.dot.gov/tpm/reporting/state/>

## Appendix A: Performance Period and State Biennial Performance Reporting Points



## Appendix B: Non-Interstate NHS Pavement Measures Target Assessment – IRI or IRI & Full Distress

In early 2019, FHWA reached out to each State DOT to confirm what method, either IRI data alone or full-distress plus IRI data, they wanted FHWA to use in assessing significant progress toward its Non-Interstate NHS Pavement Measure targets for the first performance period. Their responses are captured in this table. See Section 2.1.4 for detail on why State DOTs were given these options.

State	Significant Progress assessed using:
AK	Full distress + IRI
AL	Full distress + IRI
AR	IRI Only
AZ	Full Distress + IRI
CA	Full Distress + IRI
CO	Full Distress + IRI
CT	Full distress + IRI
DC	IRI only
DE	Full Distress + IRI
FL	Full distress + IRI
GA	Full distress + IRI
HI	Full Distress + IRI
IA	IRI Only
ID	Full Distress + IRI
IL	Full Distress + IRI
IN	Full Distress + IRI
KS	Full Distress + IRI
KY	Full Distress + IRI
LA	Full Distress + IRI
MA	IRI Only
MD	Full Distress + IRI
ME	Full distress + IRI
MI	IRI Only
MN	Full Distress + IRI
MO	Full Distress + IRI
MS	Full Distress + IRI
MT	Full Distress + IRI
NC	Full Distress + IRI
ND	Full Distress + IRI
NE	Full Distress + IRI
NH	IRI only
NJ	Full Distress + IRI
NM	Full Distress + IRI
NV	IRI Only

NY	Full Distress + IRI
OH	Full Distress + IRI
OK	Full distress + IRI
OR	IRI Only
PA	Full Distress + IRI
PR	Full Distress + IRI
RI	Full distress + IRI
SC	Full distress + IRI
SD	Full Distress + IRI
TN	Full Distress + IRI
TX	IRI Only
UT	Full distress + IRI
VA	Full Distress + IRI
VT	Full Distress + IRI
WA	IRI Only data for 2020 and Full Distress + IRI data for 2022
WI	Full Distress + IRI
WV	Full Distress + IRI
WY	Full distress + IRI