

<b>23 CFR 490 - Subparts A/E/F/G and H (PM3) - NHPP System Performance/NFPP Freight Performance/CMAQ Performance Measures</b> For Full Version of the Rule, See: <a href="https://www.federalregister.gov/documents/2017/01/18/2017-00681/national-performance-management-measures-assessing-performance-of-the-national-highway-system">https://www.federalregister.gov/documents/2017/01/18/2017-00681/national-performance-management-measures-assessing-performance-of-the-national-highway-system</a>			
SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATES
<b>Subpart A</b>	<b>GENERAL INFORMATION</b>		
§ 490.101 Definitions	Refer to Section 490.101 for key terms that are defined in this rule. (Attainment Area, Criteria Pollutant, HPMS, Mainline Highways, Maintenance Area, Measure, Metric, MPO, Metropolitan Planning Area, NAAQS, NPMRDS, Nonattainment Area, Non-SOV Travel, Non-Urbanized Area, Performance Period, Reporting Segment, Target, TMA, Travel Time Data Set, Travel Time Segment, Truck Freight Bottleneck)	Many of the terms used in the rule are common terms used in performance management. These terms are defined in the rule for applicability.	
§ 490.102	No subsection.		
<b>§ 490.103</b>	<b>Subpart A: DATA REQUIREMENTS</b>		
§ 490.103(a) Data Requirements General	Unless otherwise noted in paragraphs (b) through (g) of this section, the data requirements in this section apply to the measures identified in subparts C through H of this part. Additional data requirements for specific performance management measures are identified in 23 CFR sections: (1) 490.307(a)(1) and (2) for the condition of pavements on the Interstate System; (2) 490.307(a)(3) and (4) for the condition of pavements on the NHS (excluding the Interstate); (3) 490.407(c)(1) and (2) for the condition of bridges on the NHS; (4) 490.509 for the performance of the Interstate System; (5) 490.509 for the performance of the non-Interstate NHS; (6) 490.609 for the freight movement on the Interstate System; (7) 490.707(a) and (b) for traffic congestion; and (8) 490.807 for on-road mobile source emissions.	(1), (2), (3) do not pertain to PM3. (7), (8) do not currently pertain to Florida	
§ 490.103(b) Urbanized Area Data	The State DOTs shall submit urbanized area data, including boundaries of urbanized areas, in accordance with the HPMS Field Manual for the purpose of the additional targets for urbanized and non-urbanized areas in § 490.105(e) and establishing and reporting on targets for the CMAQ Traffic Congestion measures in § 490.707.	FDOT has option to set additional NHPP and NFPP targets for urbanized and non-urbanized areas. See 105(e).  490.707 does not currently apply to Florida.	by June 15th annually
§ 490.103(c) Nonattainment boundaries	The State DOTs shall use the nonattainment and maintenance areas boundaries based on the effective date of U.S. Environmental Protection Agency (EPA) designations in 40 CFR part 81.	Does not currently apply to Florida	
§ 490.103(d) NHS Data Reporting	The State DOTs shall document and submit the extent of the NHS in accordance with the HPMS Field Manual.	FHWA will publish HPMS supplemental guidance for PM3.	by June 15th annually
§ 490.103(e) Travel Time Data Set	The State DOT shall establish, in coordination with applicable MPOs, a single travel time data set (i.e., NPMRDS or equivalent data set) that will be used to calculate the annual metrics in subparts E, F, and G of this part.  Travel time data needed to calculate the measures in subparts E, F, and G of this part will come from the NPMRDS, unless the State DOT requests, and FHWA approves, the use of an equivalent data source(s) that meets the requirements of this section.  The same data source shall be used for each calendar year.  A State DOT and MPO(s) must use the same travel time data set for each reporting segment for the purposes of calculating the metrics and measures.	The travel time data set is the primary data input for calculating the metrics used in determining the reliability measures. FHWA provides the data set through the NPMRDS. FHWA allows FDOT the flexibility to select and use an alternative data set that are considered equivalent per 490.103(e). For instance, FDOT or MPOs may prefer to use alternative data sources that include separate segments for managed and conventional lanes. FDOT and the MPOs are to agree upon the travel time data set. (see 103(f)).	for each upcoming year
§ 490.103(e) Equivalent Data	The use of equivalent data source(s) shall comply with the following: (1) State DOTs and MPOs shall use the same equivalent data source(s) for a calendar year; (2) The State DOT shall request FHWA approval for the use of such equivalent data source(s) no later than October 1st before the beginning of the calendar year in which the data source would be used to calculate metrics and FHWA must approve the use of that data source prior to a State DOT and MPO(s)'s implementation and use of that data source; (3) The State DOT shall make the equivalent data source(s) available to FHWA, on request; (4) The State DOT shall maintain and use a documented data quality plan to routinely check the quality and accuracy of data contained within the equivalent data source(s); and (5) see below.	Request to FHWA for equivalent travel time data, if flexibility is chosen.  FDOT has decided to use the FHWA provided NPMRDS Travel Time for the metric calculations on Florida's portion of the NHS	by Oct 1 prior to year of use

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<p>§ 490.103(e)(5) Approval of Equivalent</p>	<p>If approved by FHWA, the equivalent data source(s) shall:</p> <p>(i) Be used by both the State DOT and all MPOs within the State for all applicable travel time segments and be referenced by HPMS location referencing standards; and</p> <p>(ii) In combination with or in place of NPMRDS data, include (A) Contiguous segments that cover the mainline highways full NHS, as defined in 23 U.S.C. 103, within the State and MPO boundary; and (B) Average travel times for at least the same number of 15 minute intervals and the same locations that would be available in the NPMRDS;</p> <p>(iii) Be populated with observed measured vehicle travel times and shall not be populated with travel times derived from imputed (historic travel times or other estimates) methods. Segment travel times may be derived from travel times reported over a longer time period of measurement (path processing or equivalent);</p> <p>(iv) Include, for each segment at 15 minute intervals throughout the time periods specified in paragraphs (e)(5)(iv)(A) and (B) of this section for each day of the year, the average travel time, recorded to the nearest second, representative of at least one of the following: (A) All traffic on each segment of the NHS (24 hours on Interstate; 6 a.m.to 8 p.m. for non-Interstate NHS); or (B) Freight vehicle traffic on each segment of the Interstate System (24 hours);</p> <p>(v) Include, for each segment, a recording of the time and date of each 15 minute travel time record;</p> <p>(vi) Include the location (route, functional class, direction, State), length and begin and end points of each segment; and</p> <p>(vii) Be available within 60 days of measurement.</p>		
<p>§ 490.103(f) NHS Reporting Segments</p>	<p>State DOTs, in coordination with MPOs, shall define a single set of reporting segments of the Interstate System and non-Interstate NHS for the purpose of calculating the travel time-based measures specified in §§ 490.507, 490.607, and 490.707 in accordance with the following:</p> <p>(1) Reporting segments shall be comprised of one or more contiguous Travel Time Segments of same travel direction. State DOTs have the option to accept the Travel Time Segments in the NPMRDS as the reporting segments;</p> <p>(2) Reporting segments shall not exceed 1 mile in length in urbanized areas unless an individual Travel Time Segment is longer and 10 miles in length in non-urbanized areas unless an individual Travel Time Segment is longer;</p> <p>(3) All reporting segments collectively shall be contiguous and cover the full extent of the directional mainline highways of the Interstate System and non-Interstate NHS required for reporting the measure;</p> <p>(4) The State DOT and applicable MPOs shall document, in manner that mutually agreed upon by all relevant parties, the coordination and agreement on the travel time data set and the defined reporting segments.</p>	<p>The FHWA has retained the option to allow State DOTs to relate Travel Time Segments to their own roadway segmentation and to ensure travel time data are used at a sufficiently detailed level to provide useful metric calculations.</p> <p>FDOT and the MPOs shall agree on the defined reporting segments.</p> <p>FDOT has decided to use the FHWA provided NPMRDS travel time segments as the reporting segments (1-to-1) for the segmentation of Florida's portion of the NHS for the metric calculations and HPMS reporting.</p>	
<p>§ 490.103(g) Posted Speed in HPMS</p>	<p>State DOTs are encouraged to report the posted speed limits for the full extent of the NHS in their State via HPMS (HPMS Data Item "Speed_Limit").</p>		
<p>§ 490.104</p>	<p>No subsection.</p>		
<p><b>§ 490.105</b></p>	<p><b>Subpart A: PERFORMANCE TARGETS</b></p>		
<p>§ 490.105(a) General</p>	<p>State DOTs shall establish performance targets for all measures specified in paragraph (c) of this section for the respective target scope identified in paragraph (d) of this section with the requirements specified in paragraph (e) of this section.</p> <p>The MPOs shall establish performance targets for all measures specified in paragraph (c) of this section for respective target scope identified in paragraph (d) of this section with the requirements specified in paragraph (f) of this section.</p>	<p>FDOT to coordinate the setting of their targets with the MPOs.</p> <p>The MPOs to coordinate the setting of their targets with FDOT.</p>	
<p>§ 490.105(b) HSIP</p>	<p>NOT INCLUDED HERE</p>	<p>Not applicable to PM3</p>	

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§ 490.105(c) Performance Measures	State DOTs and MPOs that include, within their respective geographic boundaries, any portion of the applicable transportation network or area shall establish performance targets for the performance measures identified in 23 CFR sections— (1) 490.307(a)(1) and (2) for the condition of pavements on the Interstate System; (2) 490.307(a)(3) and (4) for the condition of pavements on the NHS (excluding the Interstate); (3) 490.407(c)(1) and (2) for the condition of bridges on the NHS; (4) 490.507(a)(1) and (2) for the NHS Travel Time Reliability; (5) 490.507(b) for the greenhouse gas (GHG) performance for the NHS; (6) 490.607 for the freight movement on the Interstate System; (7) 490.707(a) and (b) for traffic congestion; and (8) 490.807 for on-road mobile source emissions.	105(c)(4) and (6) apply to Florida. (1), (2), (3) do not pertain to PM3. (5) GHG Measure has been omitted (7) and (8) do not currently pertain to Florida	
§ 490.105(d) Target Scope	Targets established by State DOTs and MPOs shall, regardless of ownership, represent the transportation network or geographic area, including bridges that cross State borders, that are applicable to the measures as specified in paragraphs (d)(1) and (2) of this section.	MPOs address the condition and performance of the NHS Network within their respective metro planning area.	
§ 490.105(d)(1)	State DOTs and MPOs shall establish statewide and metropolitan planning area wide targets, respectively, that represent the condition/performance of the transportation network or geographic area that are applicable to the measures, as specified in 23 CFR sections— (i) 490.303 for the condition of pavements on the Interstate System measures specified in § 490.307(a)(1) and (2); (ii) 490.303 for the condition of pavements on the NHS (excluding the Interstate) measures specified in § 490.307(a)(3) and (4); (iii) 490.403 for the condition of bridges on the NHS measures specified in § 490.407(c)(1) and (2); (iv) 490.503(a)(1) for the Travel Time Reliability measures specified in § 490.507(a)(1) and (2); (v) 490.503(b) for the GHG measure for the NHS specified in § 490.507(b); (vi) 490.603 for the Freight Reliability measure specified in § 490.607; and (vii) 490.803 for the Total Emissions Reduction measure identified in § 490.807.  (iv) 490.503(a)(1) for the Travel Time Reliability measures specified in § 490.507(a)(1) and (2); (vi) 490.603 for the Freight Reliability measure specified in § 490.607;	105(d)(1)(iv) and (vi) apply to Florida. (i), (ii), (iii) do not pertain to PM3. (v) pertains to GHG Measure which has been omitted (vii) does not currently pertain to Florida	
§ 490.105(d)(2)	State DOTs and MPOs shall establish performance targets for the Highway Safety Improvement Program (HSIP) measures in accordance with § 490.209.	Does not pertain to PM3.	
§ 490.105(d)(3)	For the purpose of target establishment in this section and reporting targets and progress evaluation in § 490.107 [reporting on performance targets], State DOTs shall describe the urbanized area boundaries within the State boundary in the Baseline Performance Period Report required by § 490.107(b)(1).	Required if FDOT sets additional targets for urbanized and non-urbanized areas.	
§ 490.105(e) StateDOT Target Establishment	State DOTs shall establish targets for each of the performance measures identified in paragraph (c) of this section for respective target scope identified in paragraph (d) of this section as follows:		
§ 490.105(e)(1) Schedule	State DOTs shall establish targets not later than May 20, 2018, and for each performance period thereafter, in a manner that allows for the time needed to meet the requirements specified in this section and so that the final targets are submitted to FHWA by the due date provided in § 490.107(b).	FDOT has indicated they will submit the final targets on the due date to provide maximum allowable time to coordinate with MPOs.	by May 20, 2018 for the 1st Performance Period.
§ 490.105(e)(2) Coordination	State DOTs shall coordinate with relevant MPOs on the selection of targets in accordance with 23 U.S.C. 135(d)(2)(B)(i)(II) to ensure consistency, to the maximum extent practicable.	Surface Transportation Performance-Based approach required in the Planning Process.	
§ 490.105(e)(3) Additional Targets	In addition to statewide targets, described in paragraph (d)(1) of this section, State DOTs may, as appropriate, for each statewide target establish additional targets for portions of the State. (i) State DOTs shall describe in the Baseline Performance Period Report required by § 490.107(b)(1) the boundaries used to establish each additional target. (ii) State DOTs may select any number and combination of urbanized area boundaries and may also select a non-urbanized area boundary for the establishment of additional targets. (iii) The boundaries used by the State DOT for additional targets shall be contained within the geographic boundary of the State. (iv) State DOTs shall evaluate separately the progress of each additional target and report that progress as required under § 490.107(b)(2)(ii)(B) and (b)(3)(ii)(B).	FHWA only requires FDOT to set a statewide target for each measure. FDOT's consideration for establishing additional targets for specific areas falls under the target selection coordination with the MPOs. While progress of additional targets would be reported, FHWA will not assess such progress for any additional targets FDOT may establish.	

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§ 490.105(e)(4) Performance Period	State DOTs shall establish targets for a performance period as follows:		
(i)	The performance period will begin on: (A) January 1st of the year in which the Baseline Performance Period Report is due to FHWA and will extend for a duration of 4 years for the measures in paragraphs (c)(1) through (7) of this section; and (B) October 1st of the year prior to which the Baseline Performance Report is due to FHWA and will extend for a duration of 4 years for the measure in paragraph (c)(8) of this section.	105(c)(7) and (8) pertain to CMAQ and do not currently apply to Florida	1st Performance Period starts Jan 1, 2018 and ends Dec 31, 2021
(ii)	The midpoint of a performance period will occur 2 years after the beginning of a performance period described in paragraph (e)(4)(i) of this section.		Midpoint of the 1st Performance Period is Jan 1, 2020
(iii)	Except as provided in paragraphs (e)(7) [Phase-in Period] and (e)(8)(v) [CMAQ] of this section, State DOTs shall establish 2-year targets that reflect the anticipated condition/performance level at the midpoint of each performance period for the measures in paragraphs (c)(1) through (7) of this section, and the anticipated cumulative emissions reduction to be reported for the first 2 years of a performance period by applicable criteria pollutant and precursor for the measure in paragraph (c)(8) of this section.	The 2-year targets are the performance levels anticipated at the end of 2019. 2-year Targets are required for the NHPP and NFPP measures, except for the NHPP Non-Interstate NHS Travel Time Reliability (see 105(e)(7)).  MPOs are not required to set 2-year targets.  105(c)(7) and (8) do not currently apply to Florida.	by May 20, 2018 for the 1st Performance Period.
(iv)	State DOTs shall establish 4-year targets that reflect the anticipated condition/performance level at the end of each performance period for the measures in paragraphs (c)(1) through (7) of this section, and the anticipated cumulative emissions reduction to be reported for the entire performance period by applicable criteria pollutant and precursor for the measure in paragraph (c)(8) of this section.	The 4-year targets are the performance levels anticipated at the end of 2021.  105(c)(7) and (8) do not currently apply to Florida.	
§ 490.105(e)(5) Target Reporting	State DOTs shall report 2-year targets, 4-year targets, the basis for each established target, progress made toward the achievement of targets, and other requirements to FHWA in accordance with § 490.107.  State DOTs shall provide relevant MPO(s) targets to FHWA, upon request, each time the relevant MPOs establish or adjust MPO targets, as described in paragraph (f) of this section.	107 covers the Reporting Requirements.  FHWA Florida Division will be requesting MPO established and adjusted targets.	
§ 490.105(e)(6) Target Adjusting	State DOTs may adjust an established 4-year target in the Mid Performance Period Progress Report, as described in § 490.107(b)(2).  State DOTs shall coordinate with relevant MPOs when adjusting their 4-year target(s).  Any adjustments made to 4-year targets established for the CMAQ Traffic Congestion measures in paragraph (c)(7) of this section shall 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.	The State DOT may only adjust a 4-year target at the midpoint and by reporting the change in the Mid Performance Period Progress Report. The basis for adjustment is covered in 107(b)(2).  MPO Target Adjusting is covered in 105(f)(8).  CMAQ Traffic Congestion Measure currently does not apply to Florida.	Oct 1, 2020 for the 1st Performance Period
§ 490.105(e)(7) Non-Interstate Travel Time Phase-In	The following requirements apply only to the first performance period and to the measures in §§ 490.307(a)(1) and (2) and 490.507(a)(2) [Non-Interstate TTR Measure]:	307(a) does not pertain to PM3.  507(a)(2) pertains to the Non-Interstate NHS Travel Time Measure. Since Non-Interstate Travel Time data is a new requirement from FHWA, the baseline condition of the first performance period for this measure is postponed to the Midpoint period to allow for the collection of more data.	

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	(i) State DOTs shall establish their 4-year targets, required under paragraph (e)(4)(iv) [Target Time Horizon] of this section, and report these targets in their Baseline Performance Period Report, required under § 490.107(b)(1) [Baseline Performance Period Report];	The 4-year target(s) for the Non-Interstate NHS due by May 20, 2018 would reflect data collected through 2017 and the anticipated performance at the end of 2021.	Establish by May 20, 2018 for the 1st Performance Period.
	(ii) State DOTs shall not report 2-year targets, described in paragraph (e)(4)(iii) of this section, and baseline condition/performance in their Baseline Performance Period Report; and	Given the Phase-in, there is no progress assessment of the Non-Interstate NHS Measure in the first 2-years to occur at the Midpoint.	
	(iii) State DOTs shall use the 2-year condition/performance in their Mid Performance Period Progress Report, described in § 490.107(b)(2)(ii)(A) as the baseline condition/performance.  State DOTs may also adjust their 4-year targets, as appropriate.	1st Performance Period: baseline for non-interstate NHS is from latest data collected up to end of 2019. Upon the 2-year Phase-in, the baseline condition will be established and the target(s) may be adjusted if necessary.	
§ 490.105(e)(8) Traffic Congestion Targets	The following requirements apply to establishing urban-area specific targets for the CMAQ Traffic Congestion measures in paragraph (c)(7) of this section, as their target scope provided in paragraph (d)(2) of this section:	Section is for determining the applicability of the CMAQ Traffic Congestion Measures based on the following criteria.	
	(i) For the performance period that begins on January 1, 2018, State DOTs, with mainline highways on the NHS that cross any part of an urbanized area with a population more than 1 million within its geographic State boundary and that urbanized area contains any part of a nonattainment or maintenance area for any one of the criteria pollutants, as specified in § 490.703, shall establish targets for the CMAQ Traffic Congestion measures specified in § 490.707(a) and (b).	Criteria for 1st Performance Period applicability.	
	(ii) Beginning with the performance period that begins on January 1, 2022, and all subsequent performance periods thereafter, State DOTs, with mainline highways on the NHS that cross any part of an urbanized area with a population more than 200,000 within its geographic State boundary and that urbanized area contains any part of a nonattainment or maintenance area for any one of the criteria pollutants, as specified in § 490.703, shall establish targets for the CMAQ Traffic Congestion measures specified in § 490.707(a) and (b).	Criteria for 2nd and Subsequent Performance Periods applicability.	
	(iii) NOT INCLUDED HERE	CMAQ Traffic Congestion Measures do not currently pertain to FDOT (see below)	
	(iv) If a State DOT does not meet the criteria specified in paragraph (e)(8)(i) or (ii) of this section 1 year before when the State DOT Baseline Performance Period Report is due to FHWA, then that State DOT is not required to establish targets for the CMAQ Traffic Congestion measures for that performance period.	Florida does not meet the criteria for the 1st Performance Period. 2nd Performance Period applicability will be assessed on Oct 1, 2021.	On Oct 1, 2017
§ 490.105(e)(8)(v)	If the urbanized area, in paragraph (e)(8)(i) or (ii) of this section, does not contain any part of a nonattainment or maintenance area for the applicable criteria pollutants, as specified in § 490.703, 1 year before the State DOT Mid Performance Period Progress Report is due to FHWA, as described in paragraph (e)(8)(iii)(F) of this section, then that State DOT is not required to meet the requirements in § 490.107 for the CMAQ Traffic Congestion measures for that urbanized area for the remainder of that performance period.	It is anticipated that Florida will not meet the criteria for the Midpoint of the 1st Performance Period.	On Oct 1, 2019
§ 490.105(e)(8)(vi)	NOT INCLUDED HERE	CMAQ Traffic Congestion Measures do not currently pertain to FDOT.	
§ 490.105(e)(9) Emissions Reduction Targets	The following requirements apply to establishing targets for the measures specified in paragraph (c)(8) of this section:	Section is for determining the applicability of the CMAQ Total Emissions Reduction Measures based on the following criteria.	
	(i)-(iv) NOT INCLUDED HERE	CMAQ Total Emissions Reduction Measure does not currently pertain to FDOT (see below)	
	(v) The designation of nonattainment or maintenance areas shall be determined based on the effective date of US EPA's designation under the NAAQS in 40CFR part 81, as of the date 1 year before the State DOT Baseline Performance Period Report is due to FHWA. The nonattainment and maintenance areas shall be revised if, on the date 1 year before the State DOT Mid Performance Period Progress Report in §490.107(b)(2)(ii) is due to FHWA, the area is no longer in nonattainment or maintenance for criteria pollutant included in §490.803.	Criteria for Performance Period applicability.	
	(vi) NOT INCLUDED HERE	CMAQ Total Emissions Reduction Measure does not currently pertain to FDOT (see below)	

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(vii)	If a State geographic boundary does not contain any part of nonattainment or maintenance areas for applicable criteria pollutants and precursors, as specified in § 490.803, 1 year before the State DOT Baseline Performance Period Report is due to FHWA, then that State DOT is not required to establish targets for Total Emissions Reduction measures for that performance period.	Florida meets the criteria for exclusion in the 1st Performance Period. 2nd Performance Period exclusion will be assessed on Oct 1, 2021.	On Oct 1, 2017
(viii)	If the State geographic boundary, in paragraph (e)(9)(ii) of this section, does not contain any part of the nonattainment or maintenance area for an applicable criteria pollutant or precursor as specified in §490.803, 1 year before the State DOT Mid Performance Period Progress Report is due to FHWA as described in paragraph (e)(9)(v) of this section, then that State DOT is not required to meet the requirements in §490.107 for the Total Emissions Reduction measure for that applicable criteria pollutant or precursor for the remainder of that performance period.	It is anticipated that Florida will continue to meet the criteria for exclusion for the Midpoint of the 1st Performance Period.	On Oct 1, 2019
§ 490.105(f) MPO Target Establishment	The MPOs shall establish targets for each of the performance measures identified in paragraph (c) of this section for the respective target scope identified in paragraph (d) of this section as follows:		
§ 490.105(f)(1) Schedule	The MPOs shall establish targets no later than 180 days after the respective State DOT(s) establishes their targets, as provided in paragraph (e)(1) of this section.	FDOT has indicated they will submit the final targets on the due date to provide maximum allowable time to coordinate with MPOs.	See 105(e)(1)
§ 490.105(f)(1)(i) Applicability	The MPOs shall establish 4-year targets, described in paragraph (e)(4)(iv) of this section, for all applicable measures, described in paragraphs (c) and (d) of this section.	105(c)(4) NHS Travel Time Reliability and (6) Freight Movement on the Interstates apply to Florida.	
"	Except as provided in paragraph (f)(5)(vi) of this section, the MPOs shall establish 2-year targets, described in paragraph (e)(4)(iii) of this section for the CMAQ Traffic Congestion and Total Emissions Reduction measures, described in paragraphs (c) and (d) of this section as their applicability criteria described in paragraphs (f)(5)(i) and (ii) and (f)(6)(iii) of this section, respectively.	CMAQ Traffic Congestion and Total Emissions Reduction Measures do not currently apply to Florida MPOs.	
"	If an MPO does not meet the criteria described in paragraph (f)(5)(i), (f)(5)(ii), or (f)(6)(iii) of this section, the MPO is not required to establish 2-year target(s) for the corresponding measure(s).	MPOs in Florida currently do not meet the criteria.	
§ 490.105(f)(2) Coordination	The MPOs shall coordinate with relevant State DOT(s) on the selection of targets in accordance with 23 U.S.C. 134(h)(2)(B)(i)(II) to ensure consistency, to the maximum extent practicable.	Surface Transportation Performance-Based approach required in the Planning Process.	
§ 490.105(f)(3) Target Establishment Options	For each performance measure identified in paragraph (c) of this section, except the CMAQ Traffic Congestion measures in paragraph (f)(5) of this section, and MPOs meeting the criteria under paragraph (f)(6)(iii) of this section for Total Emissions Reduction measure, the MPOs shall establish targets by either: (i) Agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target for that performance measure; or (ii) Committing to a quantifiable target for that performance measure for their metropolitan planning area.	The relevant FDOT target is the statewide target for the measure or the urbanized area(s) target FDOT has the option to establish.  Under either option, the the scope of the baseline and performance period conditions of the MPO is the performance of the NHS Network within their respective metro planning area.	
§ 490.105(f)(4) Multi-State Planning Area	Except as provided in the CMAQ Traffic Congestion measures in paragraph (f)(5) of this section, and MPOs meeting the criteria under paragraph (f)(6)(iii) of this section, for Total Emissions Reduction measure, MPOs with planning areas extending across State boundaries shall follow these requirements for each performance measure identified in paragraph (c) of this section: (i) For each measure, MPOs may choose different target establishment options, provided in paragraph (f)(3) of this section, for the portion of the planning area within each State. (ii) If MPOs choose the option to agree to plan and program projects to contribute toward State DOT targets, in accordance with paragraph (f)(3)(i) of this section, for a measure, then they shall plan and program projects in support of State DOT targets for the portion of the planning area within each State.	This pertains to the Florida-Alabama TPO for the NHS Travel Time Reliability Measures and the Freight Movement on Interstates Measure.	
§ 490.105(f)(5) Traffic Congestion	NOT INCLUDED HERE	As for FDOT, CMAQ Traffic Congestion Measures currently do not apply to Florida MPOs.	
§ 490.105(f)(6) Emissions Reduction	NOT INCLUDED HERE	As for FDOT, CMAQ Total Emissions Reduction Measure currently does not apply to Florida MPOs	

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§ 490.105(f)(7) Response to StateDOT Target Adjustment	For the established targets in paragraph (f)(3) of this section, if the State DOT adjusts a 4-year target in the State DOT's Mid Performance Period Progress Report and if, for that respective target, the MPO established a target by supporting the State DOT target as allowed under paragraph (f)(3)(i) of this section, then the MPO shall, within 180 days, report to the State DOT whether it will either: (i) Agree to plan a program of projects so that they contribute to the adjusted State DOT target for that performance measure; or (ii) Commit to a new quantifiable target for that performance measure for its metropolitan planning area.	Only applies to those MPOs that chose to support an FDOT target.	
§ 490.105(f)(8) Target Adjustment	If the MPO establishes its target by committing to a quantifiable target, described in paragraph (f)(3)(ii) of this section or establishes target(s) for the Total Emissions Reduction measure required in paragraph (f)(6)(iii) of this section, then the MPOs may adjust its target(s) in a manner that is collectively developed, documented, and mutually agreed upon by the State DOT and MPO.	Only applies to those MPOs that establish their own quantifiable targets.	
"	Any adjustments made to 4-year targets, established for CMAQ Traffic Congestion measures in paragraph (f)(5)(i) or (ii) of this section, shall be collectively developed and agreed upon by all State DOTs and MPOs that include any portion of the NHS in the respective urbanized area applicable to the measure.	CMAQ Traffic Congestion Measures do not apply to Florida MPOs	
§ 490.105(f)(9) Target Reporting	The MPOs shall report targets and progress toward the achievement of their targets as specified in § 490.107(c). After the MPOs establish or adjust their targets, the relevant State DOT(s) must be able to provide these targets to FHWA upon request.	107(c) covers the MPO Performance Report requirements. FHWA Florida Division will be requesting MPO established and adjusted targets.	
§ 490.106	No subsection.		
<b>§ 490.107</b>	<b>Subpart A: REPORTING ON PERFORMANCE TARGETS</b>		
§ 490.107(a) General	All State DOTs and MPOs shall report the information specified in this section for the targets required in § 490.105. (1) All State DOTs and MPOs shall report in accordance with the schedule and content requirements under paragraphs (b) and (c) of this section, respectively. (2) For the measures identified in § 490.207(a), all State DOTs and MPO shall report on performance in accordance with § 490.213. (3) State DOTs shall report using an electronic template provided by FHWA.	490.207 does not pertain to PM3	
§ 490.107(b) State Biennial Performance Report	State DOTs shall report to FHWA baseline condition/performance at the beginning of a performance period and progress achievement at both the midpoint and end of a performance period. State DOTs shall report at an ongoing 2-year frequency as specified in paragraphs (b)(1) through (3) of this section.		
§ 490.107(b)(1) Baseline Period Performance Report	The following are requirements for the Baseline Performance Period Report		
(i) Schedule	State DOTs shall submit a Baseline Performance Period Report to FHWA by October 1st of the first year in a performance period. State DOTs shall submit their first Baseline Performance Period Report to FHWA by October 1, 2018, and subsequent Baseline Performance Period Reports to FHWA by October 1st every 4 years thereafter.		1st Baseline Report (Interstates) due Oct 1, 2018
(ii) Content	The State DOT shall report the following information in each Baseline Performance Period Report:	Additional contents (F)(G)(H)(I) and (J) are not included; they currently do not apply to Florida. 490.105(e)(8), in (D) here, currently does not apply to Florida.	
(A)	2-year and 4-year targets for the performance period, as required in § 490.105(e), and a discussion, to the maximum extent practicable, of the basis for each established target;		
(B)	Baseline condition/performance derived from the latest data collected through the beginning date of the performance period specified in § 490.105(e)(4)(i) for each target, required under paragraph (b)(1)(ii)(A) of this section;	The calculation of the metrics are covered in Subpart E for the NHPP and Subpart F for the NHFP	
(C)	A discussion, to the maximum extent practicable, on how the established targets in paragraph (b)(1)(ii)(A) of this section support expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan provided in part 450 of this chapter.		
(D)	For the purpose of establishing additional targets for urbanized and non-urbanized areas in § 490.105(e)(3) and the urbanized area specific targets in § 490.105(e)(8), State DOTs shall document the boundary extent for all applicable urbanized areas based on information in HPMS;	105(e)(8) does not apply to Florida.	

SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATES
(E)	The State DOT shall document the location of truck freight bottlenecks within the State, including those identified in the National Freight Strategic Plan. If a State has prepared a State Freight Plan under 49 U.S.C. 70202, within the last 2 years, then the State Freight Plan may serve as the basis for identifying truck freight bottlenecks;	<a href="#">Click HERE for guidance on identifying and assessing truck freight bottlenecks</a>	
§ 490.107(b)(2) Mid Period Progress Performance Report	The following are requirements for the Mid Performance Period Report		
(i) Schedule	State DOTs shall submit a Mid Performance Period Progress Report to FHWA by October 1st of the third year in a performance period. State DOTs shall submit their first Mid Performance Period Progress Report to FHWA by October 1, 2020, and subsequent Mid Performance Period Progress Reports to FHWA by October 1st every 4 years thereafter		1st Mid Performance Progress Report due Oct 1, 2020
(ii) Content	The State DOT shall report the following information in each Mid Performance Period Progress Report:	Contents (I) and (J) are not included; these do not apply to Florida.	
(A)	The actual condition/performance derived from the latest data collected through the midpoint of the performance period, specified in § 490.105(e)(4), for each State DOT reported target required in paragraph (b)(1)(ii)(A) of this section;	The calculation of the metrics are covered in Subpart E for the NHPP and Subpart F for the NHFP	
(B)	A discussion of the State DOT's progress toward achieving each established 2-year target in paragraph (b)(1)(ii)(A) of this section. The State DOT shall compare the actual 2-year condition/performance in paragraph (b)(2)(ii)(A) of this section, within the boundaries and limits documented in paragraphs (b)(1)(ii)(D) [Urbanized Area] and (E) [Truck Freight Bottlenecks] of this section, with the respective 2-year target and document in the discussion any reasons for differences in the actual and target values;		
(C)	A discussion on the effectiveness of the investment strategies developed and documented in the State asset management plan for the NHS required under 23 U.S.C. 119(e);	23USC119(e) covers State Performance Management.	
(D)	Discussion on progress of the State DOT's efforts in addressing congestion at truck freight bottlenecks within the State, as described in paragraph (b)(1)(ii)(F) of this section, through comprehensive freight improvement efforts of State Freight Plan or 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 targeted to improve freight movement on the Interstate System. If a State has prepared a State Freight Plan under 49 U.S.C. 70202 within the previous 2 years, then the State Freight Plan may serve as the basis for addressing congestion at truck freight bottlenecks. If the State Freight Plan has not been updated since the previous State Biennial Performance Report, then an updated analysis of congestion at If a State has prepared a State Freight Plan under 49 U.S.C. 70202 within the previous 2 years, then the State Freight Plan may serve as the basis for addressing congestion at truck freight bottlenecks. If the State Freight Plan has not been updated since the previous State Biennial Performance Report, then an updated analysis of congestion at truck freight bottlenecks must be completed;		
(E)	When applicable, a State DOT may submit an adjusted 4-year target to replace an established 4-year target in paragraph (b)(1)(ii)(A) of this section. If the State DOT adjusts its target, it shall include a discussion on the basis for the adjustment and how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. The State DOT may only adjust a 4-year target at the midpoint and by reporting the change in the Mid Performance Period Progress Report;		
(F)	2-year significant progress discussion for the National Highway Performance Program (NHPP) targets and the National Highway Freight Program (NHFP) target. State DOTs shall discuss the progress they have made toward the achievement of all 2-year targets established for the NHPP measures in § 490.105(c)(1) through (5) and the Freight Reliability measure in § 490.105(c)(6). This discussion should document a summary of prior accomplishments and planned activities that will be conducted during the remainder of the performance period to make significant progress toward that achievement of 4-year targets for applicable measures		
(G)	When applicable, for 2-year targets for the NHPP or NHFP, a State DOT may include a discussion on the extenuating circumstance(s), described in § 490.109(e)(5), beyond the State DOT's control that prevented the State DOT from making 2-year significant progress toward achieving NHPP or NHFP target(s) in paragraph (b)(2)(ii)(F) of this section;		



SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATES
	(H) If FHWA determined that a State DOT has not made significant progress toward the achievement of any 4-year NHPP or NHFP targets in the FHWA determination made after the State DOT submits the Full Performance Period Progress Report for the immediate prior performance period, then the State DOT shall include a description of the actions they will undertake to better achieve those targets as required under § 490.109(f). If FHWA determined under § 490.109(e) that the State DOT has made significant progress for immediate prior performance period's 4-year NHPP or NHFP targets, then the State DOT does not need to include this description for those targets	Does not apply in the 1st Performance Period	
§ 490.107(b)(3) Full Period Progress Performance Report	The following are requirements for the Full Performance Period Report		
Schedule	(i) State DOTs shall submit a progress report on the full performance period to FHWA by October 1st of the first year following the reference performance period. State DOTs shall submit their first Full Performance Period Progress Report to FHWA by October 1, 2022, and subsequent Full Performance Period Progress Reports to FHWA by October 1st every 4 years thereafter.		1st Full Performance Report due Oct 1, 2022
Content	(ii) The State DOT shall report the following information in each Full Performance Period Progress Report:		
	(A) The actual condition/performance derived from the latest data collected through the end of the performance period, specified in § 490.105(e)(4), for each State DOT reported target required in paragraph (b)(1)(ii)(A) of this section;	The calculation of the metrics are covered in Subpart E for the NHPP and Subpart F for the NHFP	
	(B) A discussion of the State DOT's progress made toward achieving each established 4-year target in paragraph (b)(1)(ii)(A) or (b)(2)(ii)(E) of this section, when applicable. The State DOT shall compare the actual 4-year condition/performance in paragraph (b)(3)(ii)(A) (b)(3)(i)(A) of this section, within the boundaries and limits documented in paragraphs (b)(1)(ii)(D) and (E) of this section, with the respective 4-year target and document in the discussion any reasons for differences in the actual and target values;		
	(C) A discussion on the effectiveness of the investment strategies developed and documented in the State asset management plan for the NHS required under 23 U.S.C. 119(e);		
	(D) Discussion on progress of the State DOT's efforts in addressing congestion at truck freight bottlenecks within the State, as described in paragraphs (b)(1)(ii)(F) and (b)(2)(ii)(D) of this section;	<a href="#">Click HERE for guidance on identifying and assessing truck freight bottlenecks</a>	
	(E) State DOTs shall discuss the progress they have made toward the achievement of all 4-year targets established for the NHPP measures in § 490.105(c)(1) through (5) and the Freight Reliability measure in § 490.105(c)(6). This discussion shall include a summary of accomplishments achieved during the performance period to demonstrate whether the State DOT has made significant progress toward achievement of 4-year targets for those measures;		
	(F) When applicable, a State DOT may include discussion on the extenuating circumstance(s), described in § 490.109(e)(5), beyond the State DOT's control that prevented the State DOT from making a 4-year significant progress toward achieving NHPP or NHFP targets, described in paragraph (b)(3)(ii)(E) of this section;		
	(G) If FHWA determined that a State DOT has not made significant progress toward the achievement of any 2-year NHPP or NHFP targets in the biennial FHWA determination made after the State DOT submits the Mid Performance Period Progress Report for the performance period, then the State DOT shall include a description of the actions they will undertake to better achieve those targets as required under § 490.109(f). If FHWA determined in § 490.109(e) that the State DOT has made significant progress for the 2-year NHPP or NHFP targets for the performance period, then the State DOT does not need to include this description for those targets;	FHWA determination is covered in 109.	
§ 490.107(c) MPO Biennial Performance Report	The MPOs shall establish targets in accordance with § 490.105 and report targets and progress toward the achievement of their targets in a manner that is consistent with the following:		
§ 490.107(c)(1) Target Reporting	The MPOs shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.	The regulation gives the States the flexibility on how MPOs report their targets. MPOs are to work with FDOT on the terms.	
§ 490.107(c)(2) Progress Reporting	The MPOs shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan in accordance with part 450 of this chapter.	MPOs are to work with their respective FHWA Division Planner.	

SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATES
§ 490.107(c)(3) CMAQ Performance Plan	The MPOs serving a TMA and meeting criteria, specified in § 490.105(f)(6)(iii), shall develop a CMAQ performance plan as required by 23 U.S.C. 149(l). The CMAQ performance plan is not required when the MPO meets the criteria specified in § 490.105(f)(6)(vii) or (viii).	MPOs in Florida currently do not meet the criteria. CMAQ Performance Plan is not required at this time.	
§ 490.107(c)(3)(i)-(iv)	NOT INCLUDED HERE	Pertains to CMAQ Performance Plan	
§ 490.108	No subsection.		
§ 490.109	<b>Subpart A: ASSESSING SIGNIFICANT PROGRESS TOWARD ACHIEVING THE PERFORMANCE TARGETS FOR THE NHPP AND THE NHFP</b>		
§ 490.109(a) Assessment in General	The FHWA will assess each of the State DOT targets separately for the NHPP measures specified in § 490.105(c)(1) through (5) and the Freight Reliability measure specified in § 490.105(c)(6) to determine the significant progress made toward the achievement of those targets.	(1)-(3) do not pertain to PM3. (5) has been omitted. (4) pertains to NHS Travel Time Reliability. (6) pertains to Freight Movement on Interstates	
§ 490.109(b) Assessment Frequency	The FHWA will determine whether a State DOT has or has not made significant progress toward the achievement of applicable targets as described in paragraph (e) of this section at the midpoint and the end of each performance period.	FHWA does not assess MPOs progress.	Midpoint of the 1st Performance Period is Jan 1, 2020
§ 490.109(c) Assessment Schedule	The FHWA will determine significant progress toward the achievement of a State DOT's NHPP and NHFP targets after the State DOT submits the Mid Performance Period Progress Report for progress toward the achievement of 2-year targets, and again after the State DOT submits the Full Performance Period Progress Report for progress toward the achievement of 4-year targets.	See 107(b)(3)(G) if FDOT fails to make significant progress toward achievement of any 2-year NHPP or NHFP Targets.	1st Mid Performance Progress Report due Oct 1, 2020
§ 490.109(d) Sources of Assessment Information	Source of Data Information		
§ 490.109(d)(1)	The FHWA will use the following sources of information to assess NHPP target achievement and condition/performance progress:		
(i)-(iii)	NOT INCLUDED HERE	Does not pertain to PM3.	
(iv)	Baseline condition/performance data contained in HPMS and NBI of the year in which the Baseline Period Performance Report is due to FHWA that represents baseline conditions/performances for the performance period for the measures in § 490.105(c)(1) through (4), and the HPMS data reported in the year in which Baseline Period Performance Report is due to FHWA and the total tailpipe CO2 emissions reported in the Baseline Period Performance Report, as provided in § 490.107(b)(1)(ii)(I), for the GHG measure in § 490.105(c)(5).	The data contained in HPMS for 105(c)(4) NHS Travel Time Reliability apply here. Non-Interstate NHS baseline is phased-in at the Midpoint Period end of 2019.	1st Baseline Report (Interstates) due Oct 1, 2018 and 2017 HPMS data is due June 15, 2018
§ 490.109(d)(2)	The FHWA will use the following sources of information to assess NHFP target achievement and condition/performance progress:		
(i)	Data contained within the HPMS on August 15th of the year in which the significant progress determination is made that represents performance from the prior year for targets established for the Freight Reliability measure, as specified in § 490.105(c)(6); and	The data contained in HPMS for 105(c)(6) Freight Movement on Interstate apply here. HPMS contained data on Aug 15, 2020 represents performance from the 1st 2-year target.	2019 HPMS data is due June 15, 2020
(ii)	Baseline condition/performance data contained in HPMS of the year in which the Baseline Period Performance Report is due to FHWA that represents baseline condition/performance for the performance period.	The data contained in HPMS for 105(c)(6) Freight Movement on the Interstates apply here.	1st Baseline Report due Oct 1, 2018 and 2017 HPMS data is due June 15, 2018
§ 490.109(e) Significant Progress Determination	Significant progress determination for individual NHPP and NHFP targets		
490.109(e)(1) Determination in General	The FHWA will biennially assess whether the State DOT has achieved or made significant progress toward each target established by the State DOT for the NHPP measures described in § 490.105(c)(1) through (5) and the Freight Reliability measure described in § 490.105(c)(6). The FHWA will assess the significant progress of each statewide target separately using the condition/performance data/information sources described in paragraph (d) of this section. The FHWA will not assess the progress achieved for any additional targets a State DOT may establish under § 490.105(e)(3).	105(c)(4) and (6) apply to Florida PM3. FHWA only assesses FDOT's statewide targets.	Midpoint Progress Assessed in 2020. Full Period Progress Assessed in 2022.

SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATES
490.109(e)(2) Significant Determination	The FHWA will determine that a State DOT has made significant progress toward the achievement of each 2-year or 4-year applicable target if either: (i)The actual condition/performance level is better than the baseline condition/performance; or (ii)The actual condition/performance level is equal to or better than the established target.		
§ 490.109(e)(3) Phase-in New Requirements	The following requirements shall only apply to the first performance period and only to the Interstate System pavement condition targets and non-Interstate NHS Travel Time Reliability targets, described in § 490.105(e)(7):		
(i)-(ii)	NOT INCLUDED HERE	Does not pertain to PM3.	
(iii)	The FHWA will not make a determination of significant progress toward the achievement of 2-year targets for the Non-Interstate NHS Travel Time Reliability measure.	Since Non-Interstate Travel Time data is a new requirement from FHWA, the first determination of progress is postponed to the 2020 and will be assessed against the 4-year target established in 2018 and adjusted in 2020.	
§ 490.109(e)(4) Insufficient Information	The FHWA will determine that a State DOT has not made significant progress toward the achievement of an individual NHPP or NHFP target if:		
(i)	A State DOT does not submit a required report, individual target, or other information as specified in § 490.107 for the each of the measures in § 490.105(c)(1)		
(ii)-(v)	NOT INCLUDED HERE	Does not pertain to PM3.	
§ 490.105(e)(5) Extenuating Circumstances	The FHWA will consider extenuating circumstances documented by the State DOT in the assessment of progress toward the achievement of NHPP and NHFP targets in the relevant State Biennial Performance Report, provided in § 490.107.		
(i)	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 the State DOT has provided an explanation of the extenuating circumstances beyond the control of the State DOT that prevented it from making significant progress toward the achievement of a 2-year or 4-year target and the State DOT has quantified the impacts on the condition/performance that resulted from the circumstances, which are: (A) 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; (B) 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 (C) New law and/or regulation directing State DOTs to change metric and/or measure calculation.		
(ii)	If the State DOT's explanation, described in paragraph (e)(5)(i) of this section, is accepted by FHWA, FHWA will classify the progress toward achieving the relevant target(s) as “progress not determined,” and those targets will be excluded from the requirement in paragraph (e)(2) of this section.		
§ 490.109(f) Performance Achievement	Performance Achievement		
§ 490.109(f)(1) NHPP	If FHWA determines that a State DOT has not made significant progress toward the achieving of NHPP targets, then the State DOT shall include as part of the next performance target report under 23 U.S.C. 150(e) a description of the actions the State DOT will undertake to achieve the targets related to the measure in which significant progress was not achieved as follows:	23USC119(e) covers State Performance Management.	
(i) - (iii)	NOT INCLUDED HERE	Does not pertain to PM3.	
(iv)	If significant progress is not made for either target established for the Travel Time Reliability measures, § 490.507(a)(1) and(2), then the State DOT shall document the actions it will take to achieve the NHS travel time targets; and		
(v)	If significant progress is not made for the target established for the GHG measure described in § 490.507(b), then the State DOT shall document the actions it will take to achieve the target for the GHG measure.	GHG Measure is omitted.	
§ 490.109(f)(2) NHFP	If FHWA determines that a State DOT has not made significant progress toward achieving the target established for the Freight Reliability measure in § 490.607, then the State DOT shall include as part of the next performance target report under 23 U.S.C. 150(e) the following:	23USC119(e) covers State Performance Management.	
(i)	An identification of significant freight system trends, needs, and issues within the State.		
(ii)	A description of the freight policies and strategies that will guide the freight-related transportation investments of the State.		

SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATES
(iii)	<p>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.</p> <p>(A) The inventory of truck freight bottlenecks shall 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.</p> <p>(B) 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 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.</p>	<p><a href="#">Click HERE for guidance on identifying and assessing truck freight bottlenecks</a></p>	
(iv)	<p>A description of the actions the State DOT will undertake to achieve the target established for the Freight Reliability measure in § 490.607.</p>		
§ 490.110	No subsection.		
§ 490.111	Incorporated by Reference	See full rule.	
<b>Subpart E</b>	<b>NATIONAL PERFORMANCE MEASURES TO ASSESS THE PERFORMANCE OF THE NHS</b>		
§ 490.501 Purpose	<p>The purpose of this subpart is to implement the requirements of 23 U.S.C. 150(c)(3)(A)(ii)(IV) and (V) to establish performance measures for State DOTs and MPOs to use to assess:</p> <p>(a) Performance of the Interstate System; and</p> <p>(b) Performance of the non-Interstate National Highway System (NHS).</p>	<p>1st Performance Period: Jan 1, '18-Dec 31, '21 (Interstates) Jan 1, '20-Dec 31, '21 (non-Interstate) [Phase-in 490.105(e)(7), 109(e)(3) ]</p>	
§ 490.502	No Section		
§ 490.503 NHPP Measure Applicability	<p>(a) The performance measures are applicable to those portions of the mainline highways on the NHS as provided in paragraphs (a)(1) and (2) of this section (and in more detail in § 490.507):</p> <p>(1) The Travel Time Reliability measures in § 490.507(a) are applicable to all directional mainline highways on the Interstate System and non-Interstate NHS.</p> <p>(2) The Greenhouse Gas (GHG) measure in § 490.507(b) is applicable to all mainline highways on the Interstate and non-Interstate NHS.</p> <p>(b) [Reserved]</p>	<p>The GHG measure was postponed when PM3 became effective, but it is now proposed to be removed (GHG requirements are not included here)</p>	<p>Effective Date: May 20, 2017</p>
§ 490.503 Definitions	<p>All definitions in § 490.101 apply to this subpart. Unless otherwise specified in this subpart, the following definitions apply to this subpart</p>		
Level of Travel Time Reliability	<p>a comparison, expressed as a ratio, of the 80th percentile travel time of a reporting segment to the “normal” (50th percentile) travel time of a reporting segment occurring throughout a full calendar year.</p>		
Normal Travel Time (or 50th percentile travel time)	<p>the time of travel to traverse the full extent of a reporting segment which is greater than the time for 50 percent of the travel in a calendar year to traverse the same reporting segment.</p>		
Travel Time Cumulative Probability Distribution	<p>a representation of all the travel times for a road segment during a defined reporting period (such as annually) presented in a percentile ranked order as provided in the travel time data set.</p> <p>The normal (50th percentile) and 80th percentile travel times used to compute the Travel Time Reliability measures may be identified by the travel time cumulative probability distribution.</p>		
§ 490.504-506	No Sections		
§ 490.507	<b>Subpart E: NATIONAL PERFORMANCE MANAGEMENT MEASURE FOR SYSTEM PERFORMANCE</b>		

SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATES
	There are three performance measures to assess the performance of the Interstate System and the performance of the non-Interstate NHS for the purpose of carrying out the National Highway Performance Program (referred to collectively as the NHS Performance measures). (a) Two measures are used to assess reliability (referred to collectively as the Travel Time Reliability measures). They are: (1) Percent of the person-miles traveled on the Interstate that are reliable (referred to as the Interstate Travel Time Reliability measure); and (2) Percent of person-miles traveled on the non-Interstate NHS that are reliable (referred to as the Non-Interstate Travel Time Reliability measure). (b) One measure is used to assess GHG emissions, which is the percent change in tailpipe CO2 emissions on the NHS compared to the calendar year 2017 level (referred to as the GHG measure).	(b) GHG has been omitted	
§ 490.508	No Subsection		
<b>§ 490.509</b>	<b>Subpart E: DATA REQUIREMENTS</b>		
§ 490.509(a) Travel Time Data	Travel time data needed to calculate the Travel Time Reliability measures in § 490.507(a) shall come from the travel time data set, as specified in § 490.103(e).	See 103(e)	
	(1) State DOTs, in coordination with MPOs, shall define reporting segments in accordance with § 490.103(f). "Reporting segments must be contiguous so that they cover the full extent of the mainline highways of the NHS in the State.	See 103(f)	
	(2) [Reserved]		
§ 490.509(b) Missing Data	State DOTs shall not replace missing travel times when data are not available in the travel time data set (data not reported, or reported as "0" or null) as specified in § 490.511(b)(1)(v).		
§ 490.509(c) AADT	AADT needed to calculate the Travel Time Reliability measures will be used, as reported to HPMS in June of the reporting year, to assign an annual volume to each reporting segment. Annual volume will be calculated as: Annual Volume = AADT × 365 days		
§ 490.509(d) Occupancy Factor	The average occupancy factors for the State and/or metropolitan area (as applicable) needed to calculate Travel Time Reliability measures shall come from the most recently available data tables published by FHWA unless using other allowed data source(s).	The TTR measures are person-based rather than vehicle-based	
§ 490.509(e) Road Closure	If an NHS roadway is closed, the State DOT is not required to include those time periods for those segments of road in the calculations required for the Level of Travel Time Reliability (LOTTR) metric.	See 511(a)(1)	
§ 490.509(f)	NOT INCLUDED HERE	Does not currently apply to Florida	
§ 490.509(g)(h)	NOT INCLUDED HERE	Pertains to GHG; omitted	
§ 490.510	No Subsection		
<b>§ 490.511</b>	<b>Subpart E: CALCULATION OF NHS PERFORMANCE METRICS</b>		
§ 490.511(a) In General	Two performance metrics are required for the NHS Performance measures specified in § 490.507. These are:		
	(1) Level of Travel Time Reliability (LOTTR) for the Travel Time Reliability measures in § 490.507(a) (referred to as the LOTTR metric).		
	(2) Annual Total Tailpipe CO2 Emissions on the NHS for the GHG measure in § 490.507(b) (referred to as the GHG metric).	GHG Measure is omitted	
§ 490.511(b) LOTTR Metric	The State DOT shall calculate the LOTTR metrics for each NHS reporting segment in accordance with the following		
§ 490.511(b)(1)	Data sets shall be created from the travel time data set to be used to calculate the LOTTR metrics.	See 103(e)	
	" This data set shall include, for each reporting segment, a ranked list of average travel times for all traffic ("all vehicles" in NPMRDS nomenclature), to the nearest second, for 15 minute periods of a population that:	Four time periods	
	(i) Includes travel times occurring between the hours of 6 a.m. and 10 a.m. for every weekday (Monday-Friday) from January 1st through December 31st of the same year;	AM	
	(ii) Includes travel times occurring between the hours of 10 a.m. and 4 p.m. for every weekday (Monday-Friday) from January 1st through December 31st of the same year;	Midday	
	(iii) Includes travel times occurring between the hours of 4 p.m. and 8 p.m. for every weekday (Monday-Friday) from January 1st through December 31st of the same year; and	PM	
	(iv) Includes travel times occurring between the hours of 6: a.m. and 8: p.m. for every weekend day (Saturday-Sunday) from January 1st through December 31st of the same year.	Weekend	

SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATES
§ 490.511(b)(2)	The Normal Travel Time (50th percentile) shall be determined from each data set defined under paragraph (b)(1) of this section as the time in which 50 percent of the times in the data set are shorter in duration and 50 percent are longer in duration.		
"	The 80th percentile travel time shall be determined for each data set defined under paragraph (b)(1) of this section as the time in which 80 percent of the times in the data set are shorter in duration and 20 percent are longer in duration.	The 80th over the 50th percentile is used for the NHS LOTTR	
"	Both the Normal and 80th percentile travel times can be determined by plotting the data on a travel time cumulative probability distribution graph or using the percentile functions available in spreadsheet and other analytical tools		
§ 490.511(b)(3)	Four LOTTR metrics shall be calculated for each reporting segment; one for each data set defined under paragraph (b)(1) of this section as the 80th percentile travel time divided by the 50th percentile travel time and rounded to the nearest hundredth.		
§ 490.511(c) CO2 Emissions	NOT INCLUDED HERE	Does not currently apply to Florida	
§ 490.511(d) GHG Metric	NOT INCLUDED HERE	GHG Measure is omitted	
§ 490.511(e) NHS Metric Reporting	Starting in 2018 and annually thereafter, State DOTs shall report the LOTTR metrics, defined in paragraph (b) of this section, in accordance with HPMS Field Manual by June 15th of each year for the previous year's measures.		by Jun 15th each year
§ 490.511(e)(1)	Metrics are reported to HPMS by reporting segment. All reporting segments where the NPMRDS is used shall be referenced by NPMRDS TMC(s) or HPMS section(s).	FDOT has decided to use the FHWA provided NPMRDS travel time segments as the reporting segments (1-to-1) for the segmentation of Florida's portion of the NHS for the metric calculations and HPMS reporting.	
"	If a State DOT elects to use, in part or in whole, the equivalent data set, all reporting segment shall be referenced by HPMS section(s); and		
§ 490.511(e)(2)	The LOTTR metric (to the nearest hundredths) for each of the four time periods identified in paragraphs (b)(1)(i) through (iv) of this section: the corresponding 80th percentile travel times (to the nearest second), the corresponding Normal (50th percentile) Travel Times (to the nearest second), and directional AADTs.		
"	If a State DOT does not elect to use FHWA supplied occupancy factor, as provided in § 490.507(d) 490.509(d), that State DOT shall report vehicle occupancy factor (to the nearest tenth) to HPMS.	See 509(d)	
§ 490.511(f) GHG Metric Reporting	NOT INCLUDED HERE	GHG Measure is omitted	
§ 490.512	No subsection.		
<b>§ 490.513</b>	<b>Subpart E: CALCULATION OF NHS PERFORMANCE MEASURES</b>		
§ 490.513(a) NHS Measures	The NHS Performance measures in § 490.507 shall be calculated in accordance with this section by State DOTs and MPOs to carry out the Interstate System and non-Interstate NHS performance-related requirements of this part, and by FHWA to make the significant progress determinations specified in § 490.109 and to report on system performance.	FDOT may work out agreement with MPOs on calculating the metrics for the MPOs respective area.	
§ 490.513(b) Interstate TTR	The Interstate Travel Time Reliability measure specified in § 490.507(a)(1) shall be computed to the nearest tenth of a percent as follows:  $IDR \times \frac{\sum_{i=1}^R SL_i \times AV_i \times OF_i}{\sum_{i=1}^R SL_i \times AV_i \times OF_i}$ Where:  R = total number of Interstate System reporting segments that are exhibiting an LOTTR below 1.50 during all of the time periods identified in § 490.511(b)(1)(i) through (iv);  I = Interstate System reporting segment "i";  SL <sub>i</sub> = length, to the nearest thousandth of a mile, of Interstate System reporting segment "i";  AV <sub>i</sub> = total annual traffic volume to the nearest single vehicle, of the Interstate System reporting segment "i";		

SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATES
	<p>J = geographic area in which the reporting segment “i” is located where a unique occupancy factor has been determined;</p> <p>OF<sub>i</sub> = occupancy factor for vehicles on the NHS within a specified geographic area within the State/Metropolitan planning area; and</p> <p>T = total number of Interstate System reporting segments.</p>		
<p>§ 490.513(c) Non-Interstate NHS TTR</p>	<p>The Non-Interstate Travel Time Reliability measure specified in § 490.507(a)(2) shall be computed to the nearest tenth of a percent as follows:</p> $100 \times \frac{\sum_{i=1}^T SL_i \times AV_i \times OF_j}{\sum_{i=1}^T SL_i \times AV_i \times OF_j}$ <p>Where:</p> <p>R = total number of non-Interstate NHS reporting segments that are exhibiting an LOTTR below 1.50 during all of the time periods identified in § 490.511(b)(1)(i) through (iv);</p> <p>i = non-Interstate NHS reporting segment “i”;</p> <p>SL<sub>i</sub> = length, to the nearest thousandth of a mile, of non-Interstate NHS reporting segment “i”;</p> <p>AV<sub>i</sub> = total annual traffic volume to the nearest 1 vehicle, of the Interstate System reporting segment “i”;</p> <p>j = geographic area in which the reporting segment “i” is located where a unique occupancy factor has been determined;</p> <p>OF<sub>j</sub> = occupancy factor for vehicles on the NHS within a specified geographic area within the State/Metropolitan planning area; and</p> <p>T = total number of non-Interstate NHS reporting segments.</p>		
<p>§ 490.513(d) GHG Measure</p>	<p>NOT INCLUDED HERE</p>	<p>GHG Measure is omitted</p>	
<p><b>Subpart F</b></p>	<p><b>NATIONAL PERFORMANCE MANAGEMENT MEASURES TO ASSESS FREIGHT MOVEMENT ON THE INTERSTATE SYSTEM</b></p>		
<p>§ 490.601 Purpose</p>	<p>The purpose of this subpart is to implement the requirements of 23 U.S.C. 150(c)(6) to establish performance measures for State Departments of Transportation (State DOTs) and the Metropolitan Planning Organizations (MPOs) to use to assess the national freight movement on the Interstate System.</p>		
<p>§ 490.602</p>	<p>No Subsection</p>		
<p>§ 490.603 NHFP Measure Applicability</p>	<p>The performance measures to assess the national freight movement are applicable to the Interstate System.</p>		<p>Effective Date: May 20, 2017</p>
<p>§ 490.604</p>	<p>No Subsection</p>		
<p>§ 490.605 Definitions</p>	<p>The definitions in § 490.101 apply to this subpart.</p>		
<p>§ 490.606</p>	<p>No Subsection</p>		
<p><b>§ 490.607</b></p>	<p><b>Subpart F: NATIONAL PERFORMANCE MANAGEMENT MEASURE FOR FREIGHT MOVEMENT</b></p>		
<p>§ 490.608</p>	<p>No Subsection</p>		
<p><b>§ 490.609</b></p>	<p><b>Subpart F: DATA REQUIREMENTS</b></p>		
<p>§ 490.609(a) Travel Time Data</p>	<p>Travel time data needed to calculate the Freight Reliability measure in § 490.607 shall come from the travel time data set, as specified in § 490.103(e).</p>	<p>See 103(e)</p>	

SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATES
§ 490.609(b) Reporting Segments	State DOTs, in coordination with MPOs, shall define reporting segments in accordance with § 490.103(f). Reporting segments must be contiguous so that they cover the full extent of the directional mainline highways of the Interstate in the State.	See 103(f)	
§ 490.609(c) Missing Data	When truck travel times are not available in the travel time data set (data not reported, or reported as "0" or null) as specified in § 490.611(a)(1)(ii) for a given 15-minute interval, State DOTs shall replace the missing travel time with an observed travel time that represents all traffic on the roadway during the same 15 minute interval ("all vehicles" in NPMRDS nomenclature).		
§ 490.609(d) Road Closure	If an NHS [Interstate] roadway is closed, the State DOT is not required to include those time periods for those segments of road in the calculations required for the Freight Reliability metric/measure.		
§ 490.610	No Subsection		
<b>§ 490.611</b>	<b>Subpart E: CALCULATION OF NHFP PERFORMANCE METRICS</b>		
§ 490.611(a) TTTR Metric	The State DOT shall calculate the TTTR Index metric (referred to as the TTTR metric) for each Interstate System reporting segment in accordance with the following:		
§ 490.611(a)(1)	A truck travel time data set shall be created from the travel time data set to be used to calculate the TTTR metric.		
	" This data set shall include, for each reporting segment, a ranked list of average truck travel times, to the nearest second, for 15 minute periods of a 24-hour period for an entire calendar year that:	Five time periods: the same four as LOTTR Metric plus an overnight period	
(i)	Includes "AM Peak" travel times occurring between the hours of 6 a.m. and 10 a.m. for every weekday (Monday -Friday) from January 1st through December 31st of the same year;	AM	
(ii)	Includes "Mid Day" travel times occurring between the hours of 10 a.m. and 4 p.m. for every weekday (Monday-Friday) from January 1st through December 31st of the same year;	Midday	
(iii)	Includes "PM Peak" travel times occurring between the hours of 4 p.m. and 8 p.m. for every weekday (Monday-Friday) from January 1st through December 31st of the same year;	PM	
(iv)	Includes "Overnight" travel times occurring between the hours of 8 p.m. and 6 a.m. for every day (Sunday-Saturday) from January 1st through December 31st of the same year; and	Overnight	
(v)	Includes "Weekend" travel times occurring between the hours of 6 a.m. and 8 p.m. for every weekend day (Saturday-Sunday) from January 1st through December 31st of the same year.	Weekend	
§ 490.611(a)(2)	The Normal Truck Travel Time (50th percentile) shall be determined from each of the truck travel time data sets defined under paragraph (a)(1) of this section as the time in which 50 percent of the times in the data set are shorter in duration and 50 percent are longer in duration.		
	" [The] Normal truck travel times can be determined by plotting the data on a travel time cumulative probability distribution graph or using the percentile functions available in spreadsheet and other analytical tools		
	" The 95th percentile truck travel time shall be determined from each of the truck travel time data sets defined under paragraph (a)(1) of this section as the time in which 95 percent of the times in the data set are shorter in duration.	The 95th over the 50th percentile is used for the TTTR	
	" [The] 95th percentile truck travel times can be determined by plotting the data on a travel time cumulative probability distribution graph or using the percentile functions available in spreadsheet and other analytical tools		
§ 490.611(a)(3)	Five TTTR metrics shall be calculated for each reporting segment; one for each data set defined under paragraph (a)(1) of this section as the 95th percentile travel time divided by the Normal Truck Travel Time and rounded to the nearest hundredth.		
§ 490.611(b) NHFP Metric Reporting	Starting in 2018 and annually thereafter, State DOTs shall report the TTTR metrics, as defined in this section, in accordance with the HPMS Field Manual by June 15th of each year for the previous year's Freight Reliability measures		by Jun 15th each year
§ 490.611(b)(1)	All metrics shall be reported to HPMS by reporting segments. When the NPMRDS is used metrics shall be referenced by NPMRDS TMC(s) or HPMS section(s).	FDOT has decided to use the FHWA provided NPMRDS travel time segments as the reporting segments (1-to-1) for the segmentation of Florida's portion of the Interstate for the metric calculations and HPMS reporting.	
	" If a State DOT elects to use, in part or in whole, the equivalent data set, all reporting segment shall be referenced by HPMS section(s).		
§ 490.611(b)(2)	The TTTR metric shall be reported to HPMS for each reporting segment (to the nearest hundredths) for each of the five time periods identified in paragraphs (a)(1)(i) through (v) of this section; the corresponding 95th percentile travel times (to the nearest second) the corresponding normal (50th percentile) travel times (to the nearest second).		
§ 490.612	No subsection.		
<b>§ 490.613</b>	<b>Subpart E: CALCULATION OF FREIGHT RELIABILITY MEASURE</b>		



SECTION	REGULATION	KEY COMPONENT SYNOPSIS	KEY DATES
§ 490.613(a) Freight Movement Measure	The performance for freight movement on the Interstate in § 490.607 (the Freight Reliability measure) shall be calculated in accordance with this section by State DOTs and MPOs to carry out the freight movement on the Interstate System related requirements of this part, and by FHWA to make the significant progress determinations specified in § 490.109 and to report on freight performance of the Interstate System.	FDOT may work out agreement with MPOs on calculating the metrics for the MPOs respective area.	
§ 490.613(b) Interstate TTTR	<p>The Freight Reliability measure shall be computed to the nearest hundredth as follows:</p> $\frac{\sum_{i=1}^T (SL_i \times \max TTTR_i)}{\sum_{i=1}^T (SL_i)}$ <p>Where:</p> <p>i = An Interstate System reporting segment;</p> <p>maxTTTRi = The maximum TTTR of the five time periods in paragraphs (a)(1)(i) through (v) of § 490.611, to the nearest hundredth, of Interstate System reporting segment “i”;</p> <p>SL i = Segment length, to the nearest thousandth of a mile, of Interstate System reporting segment “i”; and</p> <p>T= A total number of Interstate System reporting segments.</p>		
<b>Subpart G</b>	<b>NATIONAL PERFORMANCE MEASURE FOR ASSESSING THE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM – TRAFFIC CONGESTION</b>		
§ 490.701 Purpose	The purpose of this subpart is to implement the requirements of 23 U.S.C. 150(c)(5)(A) to establish performance measures for State DOTs and the MPOs to use in assessing CMAQ Traffic Congestion for the purpose of carrying out the CMAQ program.		
§ 490.702	No Subsection		
§ 490.703 Applicability	The CMAQ Traffic Congestion performance measures are applicable to all urbanized areas that include NHS mileage and with a population over 1 million for the first performance period and in urbanized areas with a population over 200,000 for the second and all other performance periods, that are, in all or part, designated as nonattainment or maintenance areas for ozone (O3), carbon monoxide (CO), or particulate matter (PM10 and PM2.5) National Ambient Air Quality Standards (NAAQS).	There are no urbanized area in Florida currently designated as nonattainment or maintenance areas.	
§§ 490.804 - 490.811 Traffic Congestion Measure Details	NOT INCLUDED HERE	Subpart G currently does not apply to Florida.	
<b>Subpart H</b>	<b>NATIONAL PERFORMANCE MEASURE FOR ASSESSING THE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM – ON-ROAD MOBILE SOURCE EMISSIONS</b>		
§ 490.801 Purpose	The purpose of this subpart is to implement the requirements of 23 U.S.C. 150(c)(5)(B) to establish performance measures for State DOTs and the MPOs to use in assessing on-road mobile source emissions.		
§ 490.802	No Subsection		
§ 490.803 Applicability	(a) The on-road mobile source emissions performance measure (called the Total Emissions Reduction- see § 490.807) is applicable to all States and MPOs with projects financed with funds from the 23 U.S.C. 149 CMAQ program apportioned to State DOTs for areas designated as nonattainment or maintenance for ozone (O3), carbon monoxide (CO), or particulate matter (PM10 and PM2.5) National Ambient Air Quality Standards (NAAQS). (b) This performance measure does not apply to States and MPOs that do not contain any portions of nonattainment or maintenance areas for the criteria pollutants identified in paragraph (a) of this section.	There are no urbanized area in Florida currently designated as nonattainment or maintenance areas.	
§§ 490.804 - 490.813 Emission Reduction Measure Details	NOT INCLUDED HERE	Subpart H currently does not apply to Florida.	