A Message From

Gloria Shepherd
FHWA Acting Executive Director
TPM: Putting the Pieces Together

- National Goals
- Measures
- Targets
- Plans
- Reports
- Accountability and Transparency
Agenda

• Introduction
• Measures for Assessing Pavement Condition
  o What stayed the same?
  o What changed?
• Measures for Assessing Bridge Condition
  o What stayed the same?
  o What changed?
• Target Establishment and Reporting
• What’s Next?
Introduction
Why Are We Doing Performance Management?

• Provide the most efficient investment of Federal transportation funds
• Refocus on national transportation goals
• Increase accountability and transparency
• Improve decision-making through performance-based planning and programming
## FHWA TPM Rulemaking: Status

<table>
<thead>
<tr>
<th>TPM Related Rules</th>
<th>Final Rule Published</th>
<th>Rule Effective Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Safety Improvement Program</td>
<td>March 15, 2016</td>
<td>April 14, 2016</td>
</tr>
<tr>
<td>Statewide and Non-Metropolitan Planning; Metropolitan Planning</td>
<td>May 27, 2016</td>
<td>June 27, 2016</td>
</tr>
<tr>
<td>Highway Asset Management Plans for NHS</td>
<td>October 24, 2016</td>
<td>October 2, 2017</td>
</tr>
<tr>
<td>Pavement and Bridge Condition Measures</td>
<td>January 18, 2017</td>
<td>May 20, 2017</td>
</tr>
<tr>
<td>Performance of the NHS, Freight, and CMAQ Measures</td>
<td>January 18, 2017</td>
<td>May 20, 2017*</td>
</tr>
</tbody>
</table>

* Except for portions of the rule related to the percent change in CO2 emissions from 2017 (GHG measure). Those portions are delayed and FHWA will be publishing an NPRM in the Federal Register pertaining to this measure.
Summary of New 23 CFR Part 490

National Performance Management Measures

Subpart A: General Information (Target Establishment, Reporting, and NHPP and NHFP Significant Progress Determination)

Subpart B: Measures to Carry Out the Highway Safety Improvement Program (HSIP)

Subpart C: Measures for Assessing Pavement Condition

Subpart D: Measures for Assessing Bridge Condition

Subpart E: Measures to Assess Performance of the National Highway System (NHS)

Subpart F: Measure to Assess Freight Movement on the Interstate System

Subpart G: Measures to Assess the CMAQ Program – Traffic Congestion

Subpart H: Measure to Assess the CMAQ Program – On-Road Mobile Source Emissions
## Final Measures: Pavement and Bridge Condition

<table>
<thead>
<tr>
<th>Measure Area</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Performance Management Measures to Assess Pavement Condition</td>
<td>• Percentage of pavements of the Interstate System in Good condition</td>
</tr>
<tr>
<td>(Subpart C)</td>
<td>• Percentage of pavements of the Interstate System in Poor condition</td>
</tr>
<tr>
<td></td>
<td>• Percentage of pavements of the non-Interstate NHS in Good condition</td>
</tr>
<tr>
<td></td>
<td>• Percentage of pavements of the non-Interstate NHS in Poor condition</td>
</tr>
<tr>
<td>National Performance Management Measures to Assess Bridge Condition</td>
<td>• Percentage of NHS bridges classified as in Good condition</td>
</tr>
<tr>
<td>(Subpart D)</td>
<td>• Percentage of NHS bridges classified as in Poor condition</td>
</tr>
</tbody>
</table>

Note: These measures contribute to assessing the National Highway Performance Program (NHPP)
Summary of Comments

• 127 public comments
  o From State DOTs, MPOs, local governments and agency associations, and others (e.g. individuals, industry members)

• Overall support, with some general concerns:
  o Applicability of the measures
  o Minimum condition levels
  o Pavement data collection and reporting
  o Pavement metric threshold
  o Handling missing pavement data
  o Element-level bridge data
  o Definition of structurally deficient bridge
FAST Act Changes

FAST Act required updates:

• **Significant progress**: Number of determinations triggering State DOT actions for not making significant progress towards achieving target
  - **NPRM**: Based on two consecutive biennial determinations
  - **Final Rule**: Based on each biennial determination

• **Interstate pavement**: Number of determinations triggering penalty if below minimum condition level
  - **NPRM**: Penalty if Interstate pavement condition is below minimum condition level for two consecutive years
  - **Final Rule**: Penalty if Interstate pavement condition is below minimum condition level for the most recent year
National Performance Management Measures for Assessing Pavement Condition
What Stayed the Same?

• Performance measures
• Applicability and definitions
• Data Quality Management Program
• Data sources
§ 490.307 Performance Measures

<table>
<thead>
<tr>
<th>Pavement Condition Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate System</td>
</tr>
<tr>
<td>Percentage of pavements of the Interstate System in <strong>Good</strong> condition</td>
</tr>
<tr>
<td>Percentage of pavements of the Interstate System in <strong>Poor</strong> condition</td>
</tr>
</tbody>
</table>
§490.303 Applicability and §490.305 Definitions

• Applicable network – NHS
  o State DOTs are required to establish targets representing the full extent, regardless of ownership

• Mainline highways only
  o Includes through travel lanes only
    ■ Excludes ramps, shoulders, turn lanes, crossovers, rest areas
§ 490.319(c) Data Quality Management Program

- Required for each State DOT, one year after effective date
- Addresses quality of all data collected to report pavement metrics
- Includes, at minimum, methods and processes for:
  - Data collection equipment calibration and certification
  - Certification process for performing manual collection
  - Data quality control measures before and during collection
  - Data sampling, review and checking processes
  - Error resolution procedures and data acceptance criteria
- Submit any proposed significant change for approval
### § 490.309 Data Sources

**HPMS Field Manual**
*(State DOTs report for each pavement section)*

<table>
<thead>
<tr>
<th>Condition Metrics*</th>
<th>Inventory Data Elements</th>
<th>Effective Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Interstate System</strong></td>
<td>IRI, Rutting, Faulting, Cracking Percent</td>
<td>Through Lanes Surface Type Structure Type</td>
</tr>
<tr>
<td><strong>Non-Interstate NHS</strong></td>
<td>IRI, Rutting, Faulting, Cracking Percent</td>
<td>Through Lanes Surface Type Structure Type</td>
</tr>
</tbody>
</table>

*Per the existing HPMS Field Manual, only IRI and the inventory data elements are currently required for all segments of the NHS. This requirement changes on the effective date shown.*
What Changed?

- Data requirements and missing data
- Minimum condition requirements
- Pavement condition thresholds and data collection options
- Metric thresholds
- HPMS data collection and submittal requirements
§ 490.309 Data Requirements

<table>
<thead>
<tr>
<th></th>
<th>NPRM</th>
<th>Final Rule</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Interstate System</strong></td>
<td>• IRI, Cracking Percent, Rutting, and Faulting in both directions</td>
<td>• IRI, Cracking Percent, Rutting, and Faulting in <strong>one direction</strong></td>
</tr>
<tr>
<td></td>
<td>• Missing, invalid, unresolved data considered “Poor”.</td>
<td>• Missing, invalid, unresolved data: no more than 5.0 percent.</td>
</tr>
<tr>
<td><strong>Non-Interstate NHS</strong></td>
<td>• IRI, Cracking Percent, Rutting, and Faulting in one direction</td>
<td>• IRI, Cracking Percent, Rutting, and Faulting in one direction</td>
</tr>
<tr>
<td></td>
<td>• Missing, invalid, unresolved data considered “Poor”.</td>
<td>• Missing, invalid, unresolved data: no more than 5.0 percent.</td>
</tr>
</tbody>
</table>
§ 490.315 Minimum Condition Requirements and § 490.315 Penalties

<table>
<thead>
<tr>
<th></th>
<th>NPRM</th>
<th>Final Rule</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Interstate System</strong></td>
<td>• Percentage in Poor condition: no more than 5 percent.</td>
<td>• Percentage in Poor condition: no more than 5.0 percent.*</td>
</tr>
<tr>
<td><strong>Non-Interstate NHS</strong></td>
<td>• No Minimum Condition or Penalty</td>
<td>• No Minimum Condition or Penalty</td>
</tr>
<tr>
<td><strong>Penalty</strong></td>
<td>If minimum not met for <em>two consecutive determinations</em>, State DOT must obligate NHPP &amp; transfer STP funds</td>
<td>If minimum not met for <em>each determination</em>, State DOT must obligate NHPP &amp; transfer STP funds</td>
</tr>
</tbody>
</table>

*Alaska: 10 percent
## § 490.311 and § 490.313 Pavement Condition Thresholds and Data Collection Options

<table>
<thead>
<tr>
<th></th>
<th>NPRM</th>
<th>Final Rule</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PSR</strong></td>
<td>Not permitted</td>
<td>PSR permitted on <em>routes with posted speed limit</em> <em>&lt;40mph</em></td>
</tr>
<tr>
<td><strong>IRI</strong></td>
<td>Poor:</td>
<td>Poor:</td>
</tr>
<tr>
<td><strong>Threshold</strong></td>
<td>220 in/mi in urbanized areas</td>
<td>170 in/mi for <em>all</em> roads</td>
</tr>
<tr>
<td></td>
<td>170 in/mi for most roads</td>
<td>(No urbanized area exception)</td>
</tr>
<tr>
<td><strong>Cracking</strong></td>
<td>&gt;10% = poor</td>
<td>CRCP: &gt;10% = poor</td>
</tr>
<tr>
<td><strong>Percent Threshold</strong></td>
<td></td>
<td>Jointed concrete: &gt;15% = poor</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Asphalt: &gt;20% = poor</td>
</tr>
<tr>
<td><strong>Faulting</strong></td>
<td>&lt;0.05 = good</td>
<td>&lt;0.10 = good</td>
</tr>
<tr>
<td><strong>Threshold</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
§ 490.311 Metric Thresholds in Final Rule

<table>
<thead>
<tr>
<th>Metric</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
</tr>
</thead>
<tbody>
<tr>
<td>IRI (inches/mile)</td>
<td>&lt;95</td>
<td>95-170</td>
<td>&gt;170</td>
</tr>
<tr>
<td>PSR* (0.0-5.0 value)</td>
<td>≥4.0</td>
<td>2.0-4.0</td>
<td>≤2.0</td>
</tr>
<tr>
<td>Cracking Percent (%)</td>
<td>&lt;5</td>
<td>CRCP: 5-10 Jointed: 5-15 Asphalt: 5-20</td>
<td>&gt;10 &gt;15 &gt;20</td>
</tr>
<tr>
<td>Rutting (inches)</td>
<td>&lt;0.20</td>
<td>0.20-0.40</td>
<td>&gt;0.40</td>
</tr>
<tr>
<td>Faulting (inches)</td>
<td>&lt;0.10</td>
<td>0.10-0.15</td>
<td>&gt;0.15</td>
</tr>
</tbody>
</table>

*PSR may be used only on routes with posted speed limit < 40mph.
§ 490.309 HPMS Data Collection and Submittal Requirements: Interstate Pavements

<table>
<thead>
<tr>
<th>International Roughness Index</th>
<th>Current</th>
<th>NPRM</th>
<th>Final Rule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Due Date</td>
<td>June 15</td>
<td>April 15</td>
<td>April 15</td>
</tr>
<tr>
<td>Collection Frequency</td>
<td>1 year</td>
<td>1 year</td>
<td>1 year</td>
</tr>
<tr>
<td>Coverage</td>
<td>Full Extent</td>
<td>Full Extent</td>
<td>Full Extent*</td>
</tr>
<tr>
<td></td>
<td>1 Lane</td>
<td>1 Lane</td>
<td>1 Lane</td>
</tr>
<tr>
<td></td>
<td>1 Direction</td>
<td>2 Directions</td>
<td>1 or More Directions</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cracking Percent, Rutting, Faulting</th>
<th>Current</th>
<th>NPRM</th>
<th>Final Rule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Due Date</td>
<td>June 15</td>
<td>April 15</td>
<td>April 15</td>
</tr>
<tr>
<td>Collection Frequency</td>
<td>2 years</td>
<td>1 year</td>
<td>1 year</td>
</tr>
<tr>
<td>Coverage</td>
<td>Samples</td>
<td>Full Extent</td>
<td>Full Extent*</td>
</tr>
<tr>
<td></td>
<td>1 Lane</td>
<td>1 Lane</td>
<td>1 Lane</td>
</tr>
<tr>
<td></td>
<td>1 Direction</td>
<td>2 Directions</td>
<td>1 or More Directions</td>
</tr>
</tbody>
</table>

*Data collection begin in 2018
§ 490.309 HPMS Data Collection and Submittal Requirements: Non-Interstate NHS Pavements

<table>
<thead>
<tr>
<th>International Roughness Index</th>
<th>Current</th>
<th>NPRM</th>
<th>Final Rule</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Due Date</strong></td>
<td>June 15</td>
<td>June 15</td>
<td>June 15</td>
</tr>
<tr>
<td>Collection Frequency</td>
<td>1 year</td>
<td><strong>2 years</strong></td>
<td>2 years*</td>
</tr>
<tr>
<td><strong>Coverage</strong></td>
<td>Full Extent 1 Lane 1 Direction</td>
<td>Full Extent 1 Lane 1 Direction</td>
<td>Full Extent 1 Lane 1 Direction</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cracking Percent, Rutting, and Faulting</th>
<th>Current</th>
<th>NPRM</th>
<th>Final Rule</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Due Date</strong></td>
<td>June 15</td>
<td>June 15</td>
<td>June 15</td>
</tr>
<tr>
<td>Collection Frequency</td>
<td>2 years</td>
<td>2 years</td>
<td>2 years*</td>
</tr>
<tr>
<td><strong>Coverage</strong></td>
<td>Samples 1 Lane 1 Direction</td>
<td>Full Extent** 1 Lane 1 Direction</td>
<td>Full Extent** 1 Lane 1 Direction</td>
</tr>
</tbody>
</table>

*Data submittal occurs annually
**Data collection begins January 1, 2020
§ 490.309 State DOT Pavement Data Submittal

Interstate Data Collection

Current

First Performance Period

Second Perf Period

Calendar Year

- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023

Submit June 15
Submit April 15
Submit April 15
Submit April 15
Submit April 15
Submit April 15
Submit April 15

IRI, Rutting, Cracking Percent, Faulting, and Inventory
IRI, Rutting, Cracking Percent, Faulting, and Inventory
IRI, Rutting, Cracking Percent, Faulting, and Inventory
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IRI, Rutting, Cracking Percent, Faulting, and Inventory

IRI Inventory
§ 490.309 State DOT Pavement Data Submittal

Calendar Year

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>IRI Inventory</td>
<td>IRI Inventory</td>
<td>IRI Inventory</td>
<td>Submit June 15</td>
<td>Submit June 15</td>
<td>Submit June 15</td>
<td>Submit June 15</td>
</tr>
</tbody>
</table>

**Non-Interstate NHS Data Collection**

**Current**

**First Performance Period**

**Second Perf Period**

IRI, Rutting, Cracking Percent, Faulting, and Inventory

IRI, Rutting, Cracking Percent, Faulting, and Inventory
§ 490.309 State DOT Pavement Data Submittal

**Interstate Data Collection**
- Current
- First Performance Period
- Second Perf Period

**Calendar Year**
- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023

**Non-Interstate NHS Data Collection**
- IRI Inventory
- IRI Inventory
- IRI Inventory
- IRI, Rutting, Cracking Percent, Faulting, and Inventory
- IRI, Rutting, Cracking Percent, Faulting, and Inventory
- IRI, Rutting, Cracking Percent, Faulting, and Inventory
- IRI, Rutting, Cracking Percent, Faulting, and Inventory
National Performance Management Measures for Assessing Bridge Condition
What Stayed the Same?

- Performance measures
- Applicable bridges
- Data sources
- Metric thresholds
- Performance measure calculations
- Minimum condition level & penalty provision
- Deck area calculation
- Reporting deck area for border bridges
- Submitting NBI data to FHWA
§ 490.407 National Performance Management Measures for Assessing Bridge Condition

<table>
<thead>
<tr>
<th>Bridge Condition Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>All NHS Bridges</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Percentage of NHS bridges classified as in <strong>Good</strong> condition</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Percentage of NHS bridges classified as in <strong>Poor</strong> condition</td>
</tr>
</tbody>
</table>
§ 490.403 Applicability

- Applicable bridges:
  - Bridges carrying the NHS
    - Includes highway bridges on on- and off-ramps connected to the NHS
    - Includes bridges that cross State borders
### § 490.409 Data Sources

#### National Bridge Inventory (NBI)

<table>
<thead>
<tr>
<th>Bridge Condition and Structurally Deficient Classification</th>
<th>Current &amp; NPRM</th>
<th>Final Rule</th>
</tr>
</thead>
<tbody>
<tr>
<td>58 – Deck</td>
<td></td>
<td>58 – Deck</td>
</tr>
<tr>
<td>59 – Superstructure</td>
<td></td>
<td>59 – Superstructure</td>
</tr>
<tr>
<td>60 – Substructure</td>
<td></td>
<td>60 – Substructure</td>
</tr>
<tr>
<td>62 – Culverts</td>
<td></td>
<td>62 – Culverts</td>
</tr>
<tr>
<td>67 – Structural Evaluation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>71 – Waterway Adequacy</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Deck Area Calculations</th>
<th>Current &amp; NPRM</th>
<th>Final Rule</th>
</tr>
</thead>
<tbody>
<tr>
<td>32 – Approach Roadway Width</td>
<td></td>
<td>32 – Approach Roadway Width</td>
</tr>
<tr>
<td>49 – Structure Length</td>
<td></td>
<td>49 – Structure Length</td>
</tr>
<tr>
<td>52 – Deck Width</td>
<td></td>
<td>52 – Deck Width</td>
</tr>
</tbody>
</table>
### § 490.409 Metric Thresholds

#### NBI Rating Scale

(from 0 – 9)

<table>
<thead>
<tr>
<th>9</th>
<th>8</th>
<th>7</th>
<th>6</th>
<th>5</th>
<th>4</th>
<th>3</th>
<th>2</th>
<th>1</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good</td>
<td>Fair</td>
<td>Poor</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Thresholds for Various Components

- **Deck (Item 58)**
  - NBI ≥ 7: Good
  - 5 or 6: Fair
  - ≤ 4: Poor

- **Superstructure (Item 59)**
  - NBI ≥ 7: Good
  - 5 or 6: Fair
  - ≤ 4: Poor

- **Substructure (Item 60)**
  - NBI ≥ 7: Good
  - 5 or 6: Fair
  - ≤ 4: Poor

- **Culvert (Item 62)**
  - NBI ≥ 7: Good
  - 5 or 6: Fair
  - ≤ 4: Poor
§ 490.409 Measure Calculations

Percent Classified as in Good condition:

$$100 \times \frac{\sum_{g=1}^{GOOD} \text{Length} \times \text{Width}_{Bridge\ g}}{\sum_{s=1}^{TOTAL} \text{Length} \times \text{Width}_{Bridge\ s}}$$

Percent Classified as in Poor condition:

$$100 \times \frac{\sum_{p=1}^{POOR} \text{Length} \times \text{Width}_{Bridge\ p}}{\sum_{s=1}^{TOTAL} \text{Length} \times \text{Width}_{Bridge\ s}}$$

Calculations are taken to one tenth of a percent
§ 490.411 Minimum Condition and § 490.413 Penalty Provision

- Minimum condition level: ≤ 10.0% of total deck area of NHS bridges classified as Structurally Deficient
- Penalty: If for 3 consecutive years the minimum condition level is not met, State must obligate and set aside NHPP funds for eligible bridge projects on the NHS
§ 490.411 Minimum Condition Level Calculation

Percent Classified as Structurally Deficient:

\[
100 \times \frac{\sum_{SD=1}^{\text{STRUCTURALLY DEFICIENT}} [\text{Length} \times \text{Width}]_{\text{Bridge SD}}}{\sum_{s=1}^{\text{TOTAL}} [\text{Length} \times \text{Width}]_{\text{Bridge s}}}
\]

Calculation is taken to one tenth of a percent
§ 490.411 Deck Area Calculation

<table>
<thead>
<tr>
<th>Performance Measure Calculation</th>
<th>Current</th>
<th>NPRM and Final Rule</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>n/a</td>
<td>49 – Structure Length x 52 – Deck Width, or 32 – Approach Roadway Width</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Minimum Condition Level and Penalty Provision Calculation</th>
<th>Current</th>
<th>NPRM and Final Rule</th>
</tr>
</thead>
<tbody>
<tr>
<td>49 – Structure Length x 52 – Deck Width</td>
<td>49 – Structure Length x 52 – Deck Width, or 32 – Approach Roadway Width</td>
<td></td>
</tr>
</tbody>
</table>

Effective Date
- Until December 31, 2017
- Beginning January 1, 2018
# Reporting Deck Area for Border Bridges*

<table>
<thead>
<tr>
<th>Contribution to State Total</th>
<th>Current</th>
<th>NPRM and Final Rule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deck area contributes only to State total for the State(s) that submits the border bridge NBI data</td>
<td></td>
<td>Deck area of border bridges is counted toward <strong>both States’ totals</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Duplicate Data</th>
<th>Current</th>
<th>NPRM and Final Rule</th>
</tr>
</thead>
<tbody>
<tr>
<td>If both States submit NBI data for a bridge, the deck area is counted toward both States’ totals</td>
<td></td>
<td><strong>States must submit NBI data for all bridges</strong>, and deck area is counted toward both States’ totals</td>
</tr>
</tbody>
</table>

*As described in Final Rule preamble: 82 Fed. Reg. 5944
§ 490.411 Submission of NBI Data to FHWA

• State DOTs will submit their most current NBI data on highway bridges no later than March 15 of each year.
What Changed?

- Definition of structurally deficient
## § 490.405 & 490.411 Definition of Structurally Deficient

<table>
<thead>
<tr>
<th>Current and NPRM</th>
<th>Final Rule</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Definition</strong></td>
<td>Bridges with any component condition rating ≤ 4, structural evaluation ≤ 2, or waterway adequacy ≤ 2</td>
</tr>
<tr>
<td><strong>NBI Items</strong></td>
<td>58 – Deck</td>
</tr>
<tr>
<td></td>
<td>59 – Superstructure</td>
</tr>
<tr>
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<td>60 – Substructure</td>
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<td>62 – Culvert</td>
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<td>67 – Structural Evaluation</td>
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<td>71 – Waterway Adequacy</td>
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<tr>
<td><strong>Effective Date</strong></td>
<td>Until December 31, 2017</td>
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Target Establishment and Reporting
§ 490.105 Establishing Targets – State DOTs

• Establish 2-year and 4-year targets for each performance period
  o First set of targets within 1 year of the effective date of the final rule: May 20, 2018
  o Targets must be reported to FHWA by October 1, 2018.

• Adjustment of 4-year target allowed at the mid-point of performance period
§ 490.105 Establishing Targets - MPOs

- Establish 4-year targets by supporting the State DOT target or establishing a quantifiable target
  - Establish targets within 180 days relevant State DOT(s) establish targets
  - A multistate planning area - may choose different target establishment options for the portion of the planning area within each State
§ 490.107 Reporting on Performance Targets
– State DOTs

• Baseline Performance Period Report:
  - Baseline condition/performance;
  - 2- and 4-year targets; etc.

• Mid Performance Period Progress Report:
  - 2-year condition/performance;
  - 2-year progress in achieving performance targets;
  - Adjusted 4-year targets (optional);
  - Investment strategy discussion; etc.

• Full Performance Period Progress Report:
  - 4-year condition/performance;
  - 4-year progress in achieving performance targets;
  - Investment Strategy discussion; etc.
§ 490.107 Reporting on Performance Targets - MPOs

Reporting includes:

• Targets to respective State DOT(s) in a manner that is documented and mutually agreed upon by both parties

• Baseline level and progress toward targets in Metropolitan Transportation Plan
§ 490.105 & 490.107 Timeline for Performance Periods and State DOT Biennial Performance Reporting

1st Performance Period

- Baseline Performance Period Report (due Oct 1, 2018)
- Mid Performance Period Progress Report (due Oct 1, 2020)

2nd Performance Period

- Full Performance Period Progress Report (due Oct 1, 2022)
- Baseline Performance Period Report (due Oct 1, 2022)
- Mid Performance Period Progress Report (due Oct 1, 2024)
- Full Performance Period Progress Report (due Oct 1, 2026)
§ 490.109 Significant Progress Determination

• Applies to all targets in this rule
  o Interstate and non-Interstate NHS pavement condition measures, and Bridge condition measures

• FHWA assessment of State DOT target achievement (every 2 years)
  o The actual condition/performance level is better than the baseline, or
  o The actual condition/performance level is equal to or better than the established target

• Consequences of not making significant progress
  o State DOT documents the actions it will take to achieve target

• Extenuating circumstances may be considered
§ 490.105, 490.107 & 490.109 First Performance Period: Phase-In Requirements

- Applies to first performance period and Interstate pavement condition measures only

- Reporting
  - **First Baseline Performance Period Report (due October 1, 2018)**
    - State DOTs establish and report their 4-year targets.
    - State DOTs are not required to report baseline condition/performance nor 2-year targets
  - **First Mid Performance Period Progress Report (due October 1, 2020)**
    - State DOTs report the 2-year condition/performance as the baseline condition/performance
    - State DOTs may adjust their 4-year targets

- Significant Progress Determination
  - In 2020, at the midpoint of the first performance period, FHWA will not make a determination of significant progress toward the achievement of 2-year targets for the Interstate pavement condition measure
What’s Next?

Roles and Resources
Roles of State DOTs and MPOs in Implementing Final Rule

- Read the final rule
- Contact your FHWA Division office with questions
- Coordinate with other agencies
- Establish coordinated targets
- Collect and submit data
- Report progress
FHWA’s TPM Website

• Visit http://www.fhwa.dot.gov/tpm/ to find the latest resources:
  o Guidance
  o Training
  o TPM Toolbox
  o TPM Workshop request form
  o Webinar recordings, presentations, fact sheets, noteworthy practices, and more…
TPM Implementation Workshops

- AM Plan Implementation
- PM2 and PM3 Rule Implementation
- 4 Regional Workshops based on DFS area
  - Mid-America: Kansas City, MO, June 20-23
  - Southern: Raleigh, NC, July 11-14
  - TBD: August
  - TBD: September
**TPM Guidance**

- **Technical Advisories**
  - Asset Management, Target Establishment for the Long Term, How the TIP helps to achieve the targets in the LRP and How the System Performance Report describes progress toward achieving targets

- **Guidebooks**
  - TPM Investment Strategy Analysis
    - (summer 2017)
  - TPM Target Setting Coordination
    - (summer 2017)
  - Analyzing Freight Bottlenecks for TPM
    - (Winter 2017)
TPM Toolbox

- Visit [http://www.tpmtools.org](http://www.tpmtools.org)
  - Assess your agency’s level of TPM maturity
  - Use the practical tools to move your agency to the next level in a range of performance areas
TPM Training through NHI

• Available Now:
  o Overview of MAP-21 TPM (w/ FAST Act updates)
  o TPM for Safety
  o Performance-based Planning and Programming
  o Steps to Effective Target Setting
  o The Role of Data in TPM
Final Rule in the Federal Register & Docket

• Federal Register

• Docket
Questions?
Contacts

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