

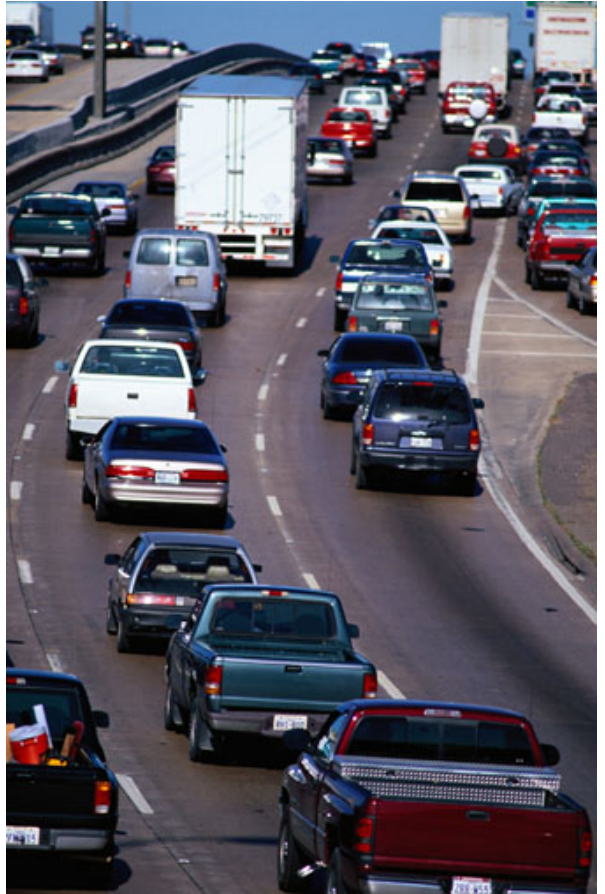
# TRANSPORTATION PERFORMANCE MANAGEMENT

The Federal Highway Administration (FHWA) has finalized six interrelated performance rulemakings to implement the TPM framework established by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act.

Collectively, the rules address challenges facing the U.S. transportation system, including:

- improving safety
- maintaining infrastructure condition
- reducing traffic congestion
- improving efficiency of the system and freight movement
- protecting the environment and
- reducing delays in project delivery.

The rules establish national performance measures; State Departments of Transportation (DOTs)



and metropolitan planning organizations (MPOs) will establish targets for applicable measures. New and existing plans will document the strategies and investments used to achieve the targets; progress toward the targets will be reported through new and existing mechanisms.

Learn more at the FHWA TPM web site:

[\(http://www.fhwa.dot.gov/tpm/\)](http://www.fhwa.dot.gov/tpm/)



# Peak Hour Excessive Delay Measure



**WHAT:** Measurement of annual hours of peak hour excessive delay per capita. Read the final rule in the [Federal Register](#) [82 FR 5970 (January 18, 2017)].

**WHO:** Initially, the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. In the second performance period (which begins on **January 1, 2022**), the population threshold changes to more than 200,000. States and MPOs with NHS mileage within an applicable urbanized area must coordinate on a single, unified target.

**WHY:** Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including CMAQ traffic congestion. [23 CFR 490.707(a)]

**WHEN:** Applicable State DOTs and MPOs collectively establish a single target for each applicable urbanized area for the first performance period by **May 20, 2018**. As part of a phased implementation approach, only 4-year targets will be reported in the State's baseline performance period report due by **October 1, 2018**. There is no requirement for States to report 2-year targets or baseline condition for this specific measure in that report for the first performance period. With the first mid performance period progress report, due **October 1, 2020**, 4-year targets may be adjusted, and 2-year condition/performance will be reported as baselines.

**HOW:** Traffic congestion will be measured by the annual hours of peak hour excessive delay (PHED) per capita on the NHS. The threshold for excessive delay will be based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and will be measured in 15-minute intervals. Peak travel hours are defined as 6-10 a.m. local time on weekday mornings; the weekday afternoon period is 3-7 p.m. or 4-8 p.m. local time, providing flexibility to State DOTs and MPOs. The total excessive delay metric will be weighted by vehicle volumes and occupancy.

**Note: The FHWA is preparing guidance on how all rules should be implemented.**

