

Check out
the video

Transportation Performance Management Achieving Significant Progress & Maintaining Minimum Conditions, Part 2

www.fhwa.dot.gov/tpm/videos

TPM requirements for coordination among State Departments of Transportation, Metropolitan Planning Organizations, and operators of public transportation



Topics Covered in Video

- To which entities do “minimum conditions” requirements apply?
- What are the Pavement and Bridge minimum condition requirements?
- How often are minimum conditions checked?
- How will States be evaluated?

Statutes & Regulations

- 23 CFR 490.315
- 23 CFR 490.315(a)
- 23 CFR 490.315(b)
- 23 CFR 490.317(a)
- 23 CFR 490.317(e)
- 23 CFR 490.411
- 23 CFR 490.411(a)
- 23 CFR 490.411(d)
- 23 CFR 490.413(a)

The Transportation Performance Management Topic Videos series, produced by the Federal Highway Administration (FHWA), provides State Departments of Transportation, Metropolitan Planning Organizations, operators of public transportation, and other interested parties guidance for implementing Transportation Performance Management (TPM).

You may have heard about the need to “maintain minimum conditions” for select national transportation performance measures. But how is “maintaining minimum conditions” defined and how is it different from “achieving significant progress?”

In this second part of the two-part video “Achieving Significant Progress & Maintaining Minimum Conditions,” we’ll focus on maintaining minimum conditions.

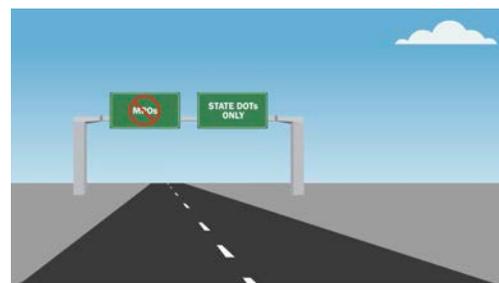
The achieving significant progress and maintaining minimum conditions determinations are key to help assure accountability and transparency in use of Federal transportation funding by States.

Across this two-part video, you’ll learn if significant progress and/or minimum conditions apply to your situation, how each is measured and determined, as well as what happens if your State fails to achieve significant progress or maintain minimum conditions. For an overview on achieving significant progress, go back and watch Part 1.

Let’s continue with part 2 of “Achieving Significant Progress & Maintaining Minimum Conditions” by looking at Minimum Condition Requirements.

To which entities do “minimum conditions” requirements apply?

Just like significant progress, they apply only to State Departments of Transportation (DOTs)—not to Metropolitan Planning Organizations (MPOs).



What are the Pavement and Bridge minimum condition requirements?

The pavement minimum condition requirement applies to all Interstate roads within a State's boundaries. Annually, FHWA will use the pavement condition data a State submitted to the Highway Performance Management System, or HPMS, to calculate the minimum condition determination for pavement condition. If less than 5% of Interstate pavement is in poor condition—or 10% for the State of Alaska—the State will be determined to have met or exceeded minimum conditions for pavement.



The bridges minimum condition determination applies to all bridges on the NHS within the State's boundaries or that cross the State's border. Annually, FHWA will use the bridge condition data submitted to the National Bridge Inventory, or NBI, to calculate the minimum condition determination for bridge condition. If 10.0% or less is in poor condition (weighted based on bridge deck area), a State will be determined to have met or exceeded minimum conditions.

FHWA is using these minimum condition levels to assist those States who may need support to strengthen their bridge and pavement programs.

How often are minimum conditions checked?

Every year. If your State does fail to meet minimum conditions for two consecutive years for pavement or three consecutive years for bridge, FHWA will require that the State use its share of Federal pavement and bridge money in the problem area to fix the situation.

That's it. Hopefully you now understand the difference between Achieving Significant Progress, which was discussed in the part one video, and Maintaining Minimum Conditions, which we just addressed. This is one of the ways accountability is built into performance management. Remember that Significant Progress and Minimum Conditions are completely different requirements - each applies only to certain performance areas, and each has a different process and means for measurement, as well as consequences if not achieved.

Increasing the accountability and transparency of the Federal-aid highway program by achieving significant progress and meeting minimum condition levels helps to promote better project decision-making through performance-based planning and programming. If your State achieves significant progress and meets or exceeds minimum condition levels, it means that the State has delivered projects that help bring greater safety, health, and economic vitality to your community.



Working together, we can provide strategies to improve our nation and people's lives through great transportation planning.

Additional Resources

Extend your learning through more detailed resources and through interactive learning methods.

TPM Training:

<https://www.fhwa.dot.gov/tpm/resources/training.cfm>

Pavement and Bridge Condition Performance Measures (PM) Notice of Proposed Rulemaking (NPRM):

<https://www.fhwa.dot.gov/tpm/rule/pmfactsheet.pdf>

General Portal for FHWA Resources:

<https://www.fhwa.dot.gov/research/library/>

National Highway Institute (NHI) Course Catalogue on Transportation Performance Management:

https://www.nhi.fhwa.dot.gov/downloads/catalog/transportation-performance-management_all-delivery-types_sorted-by-title.pdf

You may also learn more at:

<https://highways.dot.gov/research>

<http://www.facebook.com/FederalHighwayAdmin>

<http://www.flickr.com/photos/fhwa>

<http://www.linkedin.com/company/federal-highway-administration>

<http://www.twitter.com/USDOTFHWA>

<http://www.youtube.com/user/USDOTFHWA>

The content of this document is not a substitute for information obtained from State departments of transportation, appropriate FHWA Division Offices, and applicable laws. Scenarios have been simplified for emphasis and do not necessarily reflect the actual range of requirements applicable to the scenario or this topic.

This document was created under contract number DTFH61-13-D-0004 by the Federal Highway Administration, U.S. Department of Transportation, and is offered to the public to heighten and focus awareness of Federal-aid requirements within the local public agencies community and reinforces the importance of the necessary policies, procedures, and practices. This companion resource contains the script content for the video production of the same name.