

# Performance Measures

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## Introduction

MAP-21 and the FAST ACT requires the incorporation of Performance-Based Planning and Programming (PBPP) in the development of the State's Long-Range Transportation Plans (LRTP) and Statewide Transportation Improvement Plans (STIP). The incorporation of PBPP in the STIP contributes to the achievement of National Performance goals (23 USC 150). The *Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule* further defined that the STIP shall include, to the maximum extent practicable, a description of the anticipated effect of the STIP toward achieving the performance measures targets identified in the statewide transportation or State Performance-based plan(s), linking investment priorities to those performance targets (23 CFR 450.218(q)).

### 23 USC 150: National Performance Measure Goals are:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

[FHWA - About Transportation Performance Management](#)

## WisDOT Performance-Based Planning and Programming Processes

### MAPSS Performance Improvement

WisDOT has utilized the MAPSS Performance Improvement Program since January 2012 to measure transportation performance across Wisconsin. MAPSS is organized around five strategic department goal areas: Mobility, Accountability, Preservation, Safety, and Service. Many of the MAPSS performance measures are closely related to the MAP-21/FAST Act performance measures. Preservation performance measures include State Highway Pavement Condition and State Bridge Condition. Safety performance measures include the number of Traffic Fatalities and Serious Injuries. Additional performance measures are included within each of the MAPSS goal areas. Measures are posted on the WisDOT MAPSS internet site:

[MAPSS Performance Improvement Program](#).

## **WisDOT Data-Driven Project Development**

WisDOT has embraced a “data-driven” asset management approach to achieve the goals for projects and programs. In conjunction with a strong reliance on data for decision-making, WisDOT has committed to a process of continual data quality improvement (e.g. standards for collection and storage, leverage of technology, integration strategies, etc.).

WisDOT has developed a comprehensive set of data and analysis tools for developing and managing the Six-Year Highway Improvement Program. The primary components of the dataset include a geographically integrated set of databases (using specialized tools) representing:

- Pavement and bridge condition
- Six-Year Program information
- Highway geometric and attribute information
- Highway crashes, highway capacity, etc.
- Pavement and bridge deterioration and improvement models
- Analysis models for evaluating alternatives, costing, priorities, and budget constraints

The data is used to:

- Identify, scope, and prioritize projects
- Evaluate program performance (e.g. before/after analyses)
- Estimate future conditions and needs
- Establish program goals
- Allocate resources for programs and WisDOT transportation regions

A data-driven project development approach identifies condition, needs, and priorities related to the Wisconsin State Trunk Highway System. Efforts enhance statewide program development consistency by facilitating an improved understanding of how program goals and performance measures.

### **MAP-21/FAST Act Performance Measures**

MAP-21/Fast Act Performance Measures are established in 49 USC 625 and 23 CFR 490. State Department of Transportations (DOTs) and Metropolitan Planning Organizations (MPOs) are currently required to establish targets for the following federal performance measures:

- Transit Asset Management
  - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)
  - Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB
  - Facilities: The percentage of facilities (by group) that are rated less than 3.0 (adequate) out of 5 (excellent) on the Transit Economic Requirements Model (TERM) Scale
  - Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile

- Safety
  - Number of fatalities
  - Fatalities per 100 million vehicle miles traveled
  - Number of serious injuries
  - Serious injuries per 100 million vehicle miles traveled
  - Number of non-motorized fatalities and non-motorized serious injuries
- Infrastructure
  - Percentage of pavements of the Interstate System in *Good* condition
  - Percentage of pavements of the Interstate System in *Poor* condition
  - Percentage of pavements of the non-Interstate NHS in *Good* condition
  - Percentage of pavements of the non-Interstate NHS in *Poor* condition
  - Percentage of NHS bridges classified as in *Good* condition
  - Percentage of NHS bridges classified as in *Poor* condition
- System Performance on NHS
  - Interstate Travel Time Reliability Measure: The percent of person-miles traveled on the Interstate that are reliable
  - Non-Interstate Travel Time Reliability Measure: The percent of person-miles traveled on the non-Interstate NHS that are reliable
- Freight Movement
  - Freight Reliability Measure: Interstate Truck Travel Time Reliability (TTTR) Index
- Congestion Mitigation and Air Quality (CMAQ) - Congestion Reduction
  - Peak Hour Excessive Delay (PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
  - Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non-Single Occupancy Vehicle (SOV) Travel
  - Emissions Measure: Total Emission Reductions

These performance measures have been established within a series of FHWA and FTA rulemaking regulations. The performance measure targets have been established based on the final rules for the measures and are included in the Statewide Transportation Improvement Program (STIP).

A description of the Transit, Safety, Infrastructure, System Performance, Freight Movement, and CMAQ - Congestion Reduction performance measure targets and methodologies are included in the following discussions.

## 2022 Transit Performance Target of Capital Assets

In accordance with 49 CFR Parts 625 and 630 for Transit Asset Management (TAM), the Wisconsin Department of Transportation (WisDOT), is the TAM sponsor for all Section 5311 Formula Grants for Rural Areas, Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities, and some Section 5307 Formula Grants for Urbanized Areas sub-recipients.

### Methodology

WisDOT provided an opt-in opportunity for all Section 5311 Formula Grants for Rural Areas, Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities, and some Section 5307 Formula Grants for Urbanized Areas sub-recipients to be included in the WisDOT TAM Plan. WisDOT worked with sub-recipients to update the inventory information of federally funded vehicles, equipment, and facilities in its BlackCat web-based grants management system.

In early 2018, WisDOT staff presented the TAM targets and a draft TAM Plan at a WisDOT Planning Section meeting with representatives from the state Metropolitan Planning Organizations (MPOs) and Regional Planning Commissions (RPCs). WisDOT staff fielded questions from attendees, provided them with a PowerPoint presentation about the federal TAM initiative, and a copy of the draft plan.

### Vehicles

WisDOT evaluated the inventory of its sub-recipient vehicle capital items and used FTA's Useful Life Age Benchmark (ULB) set in FTA 5010.1D, page IV-7 to determine if the vehicles were beyond their useful life. WisDOT and its sub-recipients have set the following TAM performance targets:

#### Rolling Stock – Acceptable percentage of revenue vehicle fleet that is past its useful life

Performance Measure	2021 Target (%)	2022 Target (%)
AO – Automobile	77	77
BU – Bus	44	44
CU – Cutaway	47	47
SB – School Bus	100	0
MV – Minivan	n/a	51
VN – Van	27	27

#### Equipment – Acceptable percentage of non-revenue vehicle fleet that is past its useful life

Performance Measure	2021 Target (%)	2022 Target (%)
Automobiles	33	33
Trucks or other Tiered Vehicles	29	29

## Facility Targets

WisDOT evaluated the condition of the facilities in its sponsored TAM plan FTA's Transit Economic Requirements Model (TERM) as a guide. This scale has the following values:

- 5 – Excellent
- 4 – Good
- 3 – Adequate
- 2 – Marginal
- 1 – Poor

### Facility – Acceptable percentage of facilities that are rated below a “3” on the TERM guide

Performance Measure	2021 Target (%)	2022 Target (%)
Administrative/Maintenance Facilities	10	10

Most transit facilities in WisDOT’s sponsored TAM Plan are relatively new and in excellent condition. None of the facilities are beyond their useful life of 40 years or below adequate condition (rated below a 3 on the condition scale). WisDOT and its sub-recipients set the TAM performance target to allow up to 10 percent of the facilities to be rated below a “3 – Adequate” on the condition scale.

## Next Steps for the TAM and Transit Targets

Funding is dedicated to replacing priority vehicles within the TAM Plan, as transit providers continue to operate services with aging fleets.. There will be a growing financial gap from year to year associated with the number of vehicles due for replacement to meet the established TAM targets and the funding levels for vehicles that are currently available.

WisDOT will assist transit providers the use of the useful life benchmarks established in the TAM Plan to prioritize their vehicle requests at the time of grant application and is working to share best practices on vehicle maintenance across agencies and organizations.

WisDOT will also continue to work closely with its sub-recipients and FTA on any additional asset management requirements or changes, and will update the TAM targets and plan as necessary.

## Public Transit Agency Safety Plans (PTASP)

On July 19, 2018, FTA published the [Public Transportation Agency Safety Plan \(PTASP\) Final Rule](#), which requires certain operators of public transportation systems that receive federal funds under FTA's [Urbanized Area Formula Grants](#) to develop safety plans that include the processes and procedures to implement Safety.

Management Systems (SMS).

- The PTASP rule became effective on July 19, 2019.
- FTA published a Notice of Enforcement Discretion on April 22, 2020 effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020.

The plan must include safety performance targets. Find additional guidance on planning and target setting on FTA's [Performance-Based Planning](#) pages. Transit operators also must certify that they have a safety plan in place meeting the requirements of the rule by December 31, 2020. The plan must be annually updated and certified by the transit agency.

The rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307).

WisDOT worked with a number of large urban systems to create a task group to develop a compliant PTASP template that larger systems could use for their own plan or that smaller systems could use if they decided to have WisDOT write their PTASP.

The template was completed in early CY2020 and sent out to all of the public transit systems that received FTA 5307 funds. WisDOT also sent letters asking systems to either “opt-out” and develop their own plan, or to “opt-in” in having WisDOT craft their plan. WisDOT staff have also communicated with MPO staff on their adoption of PTASP targets into the TIPs. The deadline was pushed back until June 30, 2021 due to COVID-19 (or 180 days after the public transit agencies need to finalize their plans). FTA would not approve TIP or TIP amendments if the PTASP targets were include after the deadline. All Wisconsin transit operators and MPOs met the June 30, 2021 deadline.

WisDOT will assist any agency that needs help with their plans, but the certification of each plan is done by the transit agency, their accountable executive, and the board of directors through their individual FTA Certifications and Assurances process each year. WisDOT has no oversight of these plans and is only responsible for the creation of them.

## Highway Safety Improvement Program Performance Measures

### National Performance Management Measures First Performance Measure Rule (PM1)

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, states are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts.

### HSIP Project Prioritization

Wisconsin evaluates potential HSIP projects by comparing the estimated crash reduction benefits expected from the project with the cost of that project. Crash reduction benefits are estimated by multiplying up to two crash modification factors (CMF) by five years of observed crash data. CMFs and target crashes are identified by the safety analyst and a spreadsheet tool is used to calculate the estimated crash reduction benefits. The spreadsheet tool incorporates the WisDOT CMF Table and logic described in our statewide policy at the following link:

#### [Crash Modification Factor Policy](#)

A key component in the development of the HSIP is the Project Evaluation Factor (PEF). The PEF is a measurement that is used to evaluate and compare proposed projects. It provides a comparison of the estimated crash reduction potential of a proposed improvement with the cost of the project. Although it has similarities to a benefit/cost analysis, it does not include all the elements of a traditional benefit/cost analysis tool for ranking the relative merits of a group of projects and should not be compared to a benefit/cost analysis.

### Internal and External Coordination

The HSIP Program is managed by WisDOT's Division of Transportation Investment Management (DTIM) and the Bureau of State of Highway Programs (BSHP). DTIM/BSHP makes all final application approvals or denials and related project change or cost increase requests. However, DTIM/BSHP coordinates its efforts with several internal partners that both, directly and indirectly, influence the decision-making process. Below is a summary of these partners and their role in the program:

- Traffic Safety Council (TSC): The TSC is comprised of representatives from the Division of Transportation System Development (DTSD), DTIM, DMV, Division of State Patrol (DSP), and various Executive Offices within WisDOT. Among this group's responsibilities is developing and maintaining the Wisconsin Strategic Highway Safety Plan (SHSP), which helps guide the safety efforts of the HSIP Program.
- Traffic Safety Engineering Workgroup (TSEWG): TSEWG is comprised of the State HSIP Coordinator, State Traffic Safety Engineer, and the Regional Traffic Safety Engineers. In some cases, the Regional HSIP Coordinators also participate. This group identifies and evaluates potential safety initiatives both within and outside of the HSIP Program, provides peer support, and reviews proposed HSIP projects. After a group evaluation, a recommendation to approve or not approve is forwarded to the State HSIP Coordinator for final review



- **State Project Oversight Engineers:** The State Project Oversight Engineers are a critical component of the joint process with the TSEWG for application review and approval. The DTSD State Project Oversight Engineers, Regional Traffic Safety Engineers, the State Traffic Safety Engineer, and the State HSIP Coordinator provide a consensus approval or disapproval of HSIP funding after a comprehensive in-person peer review. Each Region has one Project Oversight Engineer. State Project Oversight Engineers only review applications originating from the Region in which they are assigned. This consensus approval or disapproval is advisory to DTIM/BSHP.

The HSIP is fully coordinated and integrated with the work of other organizations, associations, and stakeholders (e.g., law enforcement, academia, local governments, and MPOs) that play a role in reducing fatalities and serious injuries. One of the basic foundations of the HSIP is the direct linkage between the data-driven priorities established in the Strategic Highway Safety Plan (SHSP) and the identification, development, and implementation of HSIP projects. Local and regional governments both contribute towards achieving the goals and objectives of the SHSP and help guide program decisions and project selections. More specifically, where there is a high percentage of crashes that occur off the state system, WisDOT works with local jurisdictions to help them develop and implement HSIP projects that address priority safety issues on locally-owned roadways. This is either done by locals doing work as local force accounts or they are let by WisDOT. Stakeholders will continue to contribute to and support the goals established in the SHSP. This in turn encourages safety projects that meet established safety performance targets.

Coordination with MPOs and RPCs on safety targets were part of multiple quarterly Directors meetings in recent years. Starting with the Notice of Proposed Rulemaking, Final Rule publication and establishment of WisDOT and MPO safety targets. WisDOT continues coordinating with individual MPOs as they establish their planning area safety targets.

## Calendar Year 2022 Targets

Safety Targets are calculated as five-year rolling averages for each performance measure.

Measure	2016 - 2020 Baseline Averages <sup>1</sup>	2022 Safety Targets <sup>1</sup>
Number of Fatalities	596.6	584.7
Rate of Fatalities per 100 million VMT	0.938	0.919
Number of Serious Injuries	3056.6	2995.5
Rate of Serious Injury per 100 million VMT	4.808	4.712
Number of Non-Motorized Fatalities and Serious Injuries	365.8	358.5

<sup>1</sup> Final 2020 FARS data was not available at the time of target setting. The historical difference between state fatality data and FARS data was used to adjust 2020 state fatalities data in calculating the fatalities baselines and targets.

HSIP projects are included in the STIP. In addition, safety is a major consideration in the scoping, prioritization, selection, and development of all WisDOT state and local projects. The efforts made toward addressing safety within the HSIP and all projects will continue to impact how progress is made toward achieving Highway Safety Improvement Program performance measure targets.

## Pavement and Bridge Condition Performance Measures

### National Performance Management Measures Second Performance Measure Rule (PM2)

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration (FHWA), the Wisconsin Department of Transportation (WisDOT) has established statewide targets for federal performance measures intended to assess pavement and bridge conditions on the National Highway System (NHS). The 2019 and 2021 NHS pavement condition targets are identified in Exhibit A. The 2019 and 2021 NHS bridge condition targets are identified in Exhibit B.

#### Exhibit A

##### Wisconsin Department of Transportation NHS Pavement Condition Targets

Measure	2-Year Target (2019)	4-Year Target (2021)
Interstate – Percentage pavements in “Good” condition	NA*	≥ 45%
Interstate – Percentage pavements in “Poor” condition	NA*	≤ 5%
Non-Interstate NHS – Percentage pavements in “Good” condition	≥ 20%	≥ 20%
Non-Interstate NHS – Percentage pavements in “Poor” condition	≤ 12%	≤ 12%

\* Targets not required per rule.

#### Exhibit B

##### Wisconsin Department of Transportation NHS Bridge Condition Targets

Measure	2-Year Target (2019)	4-Year Target (2021)
Percentage of NHS bridges by deck area in “Good” condition	≥ 50%	≥ 50%
Percentage of NHS bridges by deck area in “Poor” condition	≤ 3%	≤ 3%

As part of FHWA’s Transportation Performance Management program, state DOT’s were required to submit a 2020 Mid Performance Period (MPP) progress report. The 2-year conditions reported for PM2 pavement performance on the Interstate and non-Interstate NHS using full distress plus International Roughness Index (IRI) metrics and NHS bridges were within established targets. Wisconsin’s State Highway Infrastructure Report can be found on FHWA’s [State Performance Dashboard website](#).

Wisconsin’s State Trunk Highway (STH) system continues to support the state’s economy, the mobility needs of Wisconsin citizens and the broader public good. The WisDOT owned STH System encompasses 11,742 center-line miles and 5,328 bridges.

The NHS is a high priority subset of the STH system, representing nearly 45% of STH center-line miles and carrying 80% of STH vehicle miles. The state-owned STH system includes approximately 5,318 NHS center-line miles along with 3,260 NHS bridges. There are also 650 NHS center-line miles and 312 NHS bridges under the jurisdiction of local governments in Wisconsin.

WisDOT manages and prioritizes investments of the roadway and bridges using data-driven analysis with the goal of allocating funding to the “right” place, at the “right” time and for the “right” type of improvements. Flexible and responsive planning, budgeting and project delivery

processes ensure WisDOT makes the best possible use of the resources available. By implementing the data-driven set of NHS infrastructure investments, WisDOT fully expects its NHS pavement and bridge condition targets will be met.

Federal law requires each state DOT to document its 10-year investment plan for the NHS in a Transportation Asset Management Plan (TAMP). The NHS investment plan presented in the TAMP must be constrained by the level of funding expected to be reasonably available. Each state DOT must also develop targets for NHS pavement and bridge conditions, demonstrate that their NHS investment plan was developed using sound asset management processes, and document whether the plan will allow their NHS pavement and bridge targets to be met.

Wisconsin's TAMP can be found on the WisDOT internet site:

[Transportation Asset Management Plan \(TAMP\)](#)

There is a direct relationship between the TAMP and the STIP, with the STIP providing further assurance that the TAMP will be implemented over time.

## System Performance, Freight Movement, and Congestion Management Air Quality Performance Measures

### National Performance Management Measures Third Performance Measure Rule (PM3)

Pursuant to the regulations promulgated by the U.S. Department of Transportation Federal Highway Administration (FHWA), the Wisconsin Department of Transportation (WisDOT) has established statewide targets for the federal performance measures intended to assess the performance of the National Highway System, freight movement on the Interstate System and Congestion Mitigation and Air Quality (CMAQ) Improvement Program. WisDOT and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) collectively agreed to unified targets for the Peak Hour Excessive Delay (PHED) measure and the Non-Single Occupancy Vehicles (Non-SOV) measure for the Milwaukee urbanized area. The 2019 and 2021 targets for the six performance measures are identified in Exhibits C and D

Additionally, WisDOT coordinated with the Minnesota Department of Transportation (MnDOT) and the Metropolitan Council (Council), the Minneapolis-St. Paul metropolitan area MPO, to establish PHED and Non-SOV performance measures. The PHED and Non-SOV targets that MnDOT, WisDOT, and the Council collectively established are included in Exhibit D.

The system performance, freight movement and CMAQ measures were analyzed with the establishment of a PM3 Workgroup consisting of WisDOT (central office), Region, and SEWRPC staff members. The PM3 Workgroup then provided target recommendations to WisDOT management for input and approval.

The reliability measure uses the National Performance Management Research Data Set (NPMRDS). Due to a new data provider and methodologies, only one year of NPMRDS data was available at the time the PM3 measures were required to be established. The PM3 workgroup continues to monitor and analyze the PM3 measures and targets as NPMRDS data becomes available.

The reliability measures are based on the following metrics:

- Travel Reliability Metric: *Level of Travel Time Reliability (LOTTR)* = the 80th percentile travel time divided by the 50th percentile travel time. Road segments with a LOTTR less than 1.5 were deemed reliable.
- Freight Reliability Metric: *Truck Travel Time Reliability (TTTR)* = 95th percentile travel time divided by 50th percentile travel time. Lower TTTRs relate to being more reliable.

The PHED targets were established as required using the following datasets: NPMRDS, Highway Performance Management System (HPMS), WisDOT travel data, posted speeds, and SEWRPC modeling data.

As part of FHWA's Transportation Performance Management program, state DOT's were required to submit a Mid Performance Period (MPP) progress report in 2020. The 2-year conditions reported for Travel Reliability on the Interstate and non-Interstate NHS, Freight Reliability on the Interstate, and Peak Hours Excessive Delay for the Milwaukee and Minneapolis-St. Paul Urbanized Areas were all within established targets. Full performance period targets (to be reported in 2022) are on

track to be met. Wisconsin's State Highway Reliability report can be found on FHWA's [State Performance Dashboard website](#).

#### Exhibit C

##### Wisconsin Department of Transportation

Measure	2017 Results	2-Year Target (2019)	4-Year Target (2021)
<b>Travel Reliability</b>			
1) Percent of person-miles traveled that are reliable on the Interstate	97.9%	94.0%	90.0%
2) Percent of person-miles traveled that are reliable on Non-Interstate NHS	93.9%	NA*	86.0%
<b>Freight Reliability</b>			
3) Truck Travel Time Reliability Index on the Interstate	1.16	1.40	1.60
<b>Peak Hour Excessive Delay</b>			
4) Annual Hours of Peak Hour Excessive Delay per Capita on NHS routes in the Milwaukee Urbanized Area	8.96 Hours per capita	NA*	8.6 Hours per capita
<b>Non-SOV Travel</b>			
5) Percent of Non-SOV Travel on NHS routes in the Milwaukee Urbanized Area	20.3% (2016)	20.2%	20.1%
<b>Emission Reductions</b>			
6) Total Emissions Reductions in nonattainment or maintenance areas for:			
• VOC	41.754 Kgs	12.154 Kgs	30.123 Kgs
• NOx	89.747Kgs	90.354 Kgs	150.388 Kgs
• PM2.5	5.287 Kgs	9.043 Kgs	13.820 Kgs

#### Exhibit D

##### Minneapolis-St. Paul-MN-WI Urbanized Area

Measure	2017 Results	2-Year Target (2019)	4-Year Target (2021)
<b>Peak Hour Excessive Delay</b>			
4) Annual Hours of Peak Hour Excessive Delay per Capita on NHS routes in the Minneapolis-St. Paul Urbanized Area	8.65 Hours per capita	NA*	8.50 Hours per capita
<b>Non-SOV Travel</b>			
5) Percent of Non-SOV Travel on NHS routes in the Minneapolis/St. Paul Urbanized Area	23.2% (2016)	25.0%	25.0%

\* Targets not required per rule

The Non-SOV targets were established using the U.S. Census Non-SOV data and analyzing the previous five years of Non-SOV percentages for the Milwaukee and Minneapolis/St. Paul urbanized areas.

CMAQ Public Access System data was used to determine the Emission Reduction targets. The Public Access System data includes estimated emission reductions for projects funded by the FHWA CMAQ program. FHWA CMAQ funding is limited to projects that are within an air quality non-attainment or maintenance area.

Two-year results for Non-SOV Travel and Emission Reductions submitted in 2020 as part of the Mid-Period Performance Progress Report were generally in line with targets, and 4-year targets are on track to be met. WisDOT will continue to monitor all PM3 measures and use the results to include project development and strategies to meet the established targets.

### **WisDOT's Federal Performance Measure Webpage**

More information on WisDOT's Federal Performance Measures can be found at:  
[WisDOT - Federal Transportation Performance Measures](#)