

Verification of 2022-2025 Transportation Performance Measures Targets

Please find attached a copy of the 2022-2025 PM2 and PM3 Pavement, Bridge, and System Performance targets which the Tennessee Department of Transportation (TDOT) submitted in the 2022 Baseline Performance Period report to the Federal Highway Administration (FHWA) on December 16, 2022. Official reporting of all targets listed in this document occurred through FHWA's Performance Management Form (PMF). Targets have been reviewed and approved by TDOT executive leaders and members of the Final Rule Implementation Oversight Committee.

MPOs can choose either to support the statewide targets or establish their own numerical target. Peak Hour Excessive Delay and Non-Single Occupancy Vehicle targets which are specific to the Knoxville and Memphis Urbanized Areas only. MPO target decisions must be made within 180 days after State targets have been established (no later than June 14, 2023). This decision shall be adopted through an approved resolution and forwarded to TDOT's Office of Community Transportation and Strategic Planning Division. MPOs must make a determination for each of the following measures:

Statewide Targets		
PM2	Pavement	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
	Bridge	Percentage of NHS Bridges Classified as in Good Condition
		Percentage of NHS Bridges Classified as in Poor Condition
PM3	Reliability	Percent of the Person-Miles Traveled on the Interstate that are Reliable
		Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable
	Freight	Truck Travel Time Reliability Index
	CMAQ	Total Emissions Reduction: PM2.5
		Total Emissions Reduction: NOx
		Total Emissions Reduction: VOC
Additional Targets for Knoxville and Memphis Only		
PM3	CMAQ	Annual Hours of Peak Hour Excessive Delay
		Percent of Non-Single Occupancy Vehicle Travel

*TDOT was not required to report targets for PM10 or CO emissions.

Information contained on the next page comes directly from the 2022-2025 Baseline Performance Period PMF Report. Baseline data was populated by FHWA while TDOT provided 2 and 4-year targets.

Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	70.8%	58.0%	58.0%
Percentage of Pavements of the Interstate System in Poor Condition	0.2%	1.0%	1.0%
Percentage of Pavements of the Non- Interstate NHS in Good Condition	40.3%	36.0%	36.0%
Percentage of Pavements of the Non- Interstate NHS in Poor Condition	4.1%	6.0%	6.0%
Percentage of NHS Bridges Classified as in Good Condition	32.5%	32.0%	32.0%
Percentage of NHS Bridges Classified as in Poor Condition	5.0%	6.0%	6.0%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	92.1%	88.2%	88.2%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	93.4%	89.4%	89.4%
Truck Travel Time Reliability (TTTR) Index	1.32	1.35	1.35
Annual Hours of Peak Hour Excessive Delay Per Capita: Knoxville, TN	10.1%	10.8	10.8
Annual Hours of Peak Hour Excessive Delay Per Capita: Memphis, TN--MS--AR	9.1%	9.6	9.6
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 3			
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Knoxville, TN	17.8%	16.7%	16.7%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Memphis, TN--MS--AR	16.8%	16.2%	16.2%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 3			
Total Emission Reductions: PM2.5	10.480	0.040	0.080
Total Emission Reductions: NOx	226.196	32.670	50.671
Total Emission Reductions: VOC	54.772	33.968	42.072
Total Emission Reductions: PM10			
Total Emission Reductions: CO			