Transportation Performance Management

Women Transportation Seminar (WTS)
Connecticut Chapter

October 11, 2012

Federal Highway Administration
Office of Transportation Performance Management
MAP 21- Transportation Performance Management Overview
What is Transportation Performance Management?

a strategic approach that uses system information to make investment and policy decisions to achieve a desired set of national goals...
MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over $105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 is a milestone for the U.S. economy and the Nation’s surface transportation program. By transforming the policy and programmatic framework for investments to guide the system’s growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
Transportation Performance Management

Performance Elements of MAP-21

Special Performance Rules apply

National Goals

Performance Measures

Performance Targets

Performance Plans

Target Achievement

Performance Reporting

Targets set by States and MPOs
Seven National Transportation Goals are established in MAP-21.

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays
Considering National Goals

• National Highway Performance Program
  – 23USC119(e)(2) – Performance Driven Plan

• Metropolitan Transportation Planning
  – 23USC134(h)(2) – Performance Based Approach

• Statewide Transportation Planning
  – 23USC135(d)(2) – Performance Based Approach
  – 23 USC5304 (d)(2) - Performance Based Approach
Transportation Performance Management

- Rulemaking
- 90 Day comment period
- Consider any comments
- Limit performance measures to those described under 23 USC 150(c)
Transportation Performance Management

Performance Measures

- National Highway Performance Program
  - Condition of Pavement
    - Interstate System
    - NHS (excluding the Interstate)
  - Condition of Bridges
    - NHS
  - Performance of
    - Interstate system
    - NHS (excluding the Interstate)
Performance Measures

• Highway Safety Improvement Program
  – Serious injuries per vehicle mile travelled
  – Fatalities per vehicle mile travelled
  – Number of serious injuries
  – Number of fatalities
Performance Measures

• Congestion Mitigation and Air Quality Improvement Program
  • Traffic congestion
  • On-road mobile source emissions

• Freight Movement
  • Interstate system
Measure Consistency

- Data elements necessary to collect and maintain standardized data
- May be incorporated into requirements of each measures, as needed
States set targets for all national performance measures

- Coordinate with relevant MPOs to ensure consistency
- Coordinate with public transportation providers
- Targets established within 1 year of final rule - States
- Targets established with 180 days of State target - MPOs
PERFORMANCE PLANS

• Metropolitan Transportation Plan – 4yr update

• Statewide Transportation Plan

• Programs must included:
  – Discussion towards achieving the performance targets,
  – Links investment priorities to performance targets
**PERFORMANCE PLANS**

- **Asset Management Plan**
  - National Highway Performance Program
  - Recertified every 4yrs

- **Strategic Highway Safety Plan**
  - Highway Safety Improvement Program
  - USDOT to establish update frequency

- **CMAQ Performance Plan**
  - Update every 2 yrs

- **State Freight Plan**
  - Optional
PERFORMANCE TARGETS

• National Highway Performance Program
  - Achievement targets within two reporting periods
  - Min pavement and bridge standards

• Highway Safety Improvement Program
  - Achievement within two years of establishment of targets
  - Special rules related to safety on rural roads and older drivers

Special Performance Rules apply
Target Achievement

- MPO Certification
  - Population over 200,000
  - USDOT certify that planning process complies with the requirements
  - Failure to certify
  - Recertification required at least every 4yrs
Performance Evaluation

- Performance-based planning process
  - Achievement of targets
  - Appropriateness of performance targets
  - Cost-effectiveness and efficiency of transportation investments
- Extent to which process relies on public input
- Ability of the public to access information to assess the performance of the State
**Special Performance Rules**

- National Highway Performance Program
  - Interstate Pavement Condition
    - Minimum condition level established by USDOT through rulemaking
    - Condition falls below threshold set by USDOT for 2 consecutive reports then:
      - NHPP funding set aside to address Interstate pavement conditions
      - STP funds transferred to NHPP to address Interstate pavement conditions
    - This obligation requirement stays in effect until the minimum thresholds can be met (checked annually)
Special Performance Rules

• National Highway Performance Program
  – National Highway System Bridge Condition
    • Greater than 10% of total deck area of bridges on the NHS are located on bridges classified as structurally deficient for 3 consecutive years then:
      – NHPP funding set aside to address bridge conditions on the NHS
    – This obligation requirement remains in place until minimum condition requirement is met (checked annually)
**Special Performance Rules**

- **Highway Safety Improvement Program**
  - High Risk Rural Road Safety
    - Fatality rate on rural roads increases over most recent 2 year period then:
      - HSIP set aside required to address high risk rural roads
  - Older Drivers
    - Traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 increases during the most recent 2 year period then:
      - Document in SHSP strategies to address increases in these rates
State Reports on Performance Progress

• Required initially by October 1, 2016 & every 2yrs

• Report includes:
  – Condition & performance of NHS
  – Effectiveness of investment strategy for the NHS
  – Progress in achieving all State performance targets
  – National Freight Plan
Transportation Performance Management

- **Highway Safety Improvement Program Report**
  - Report frequency to be set by USDOT

- **CMAQ Performance Plan**
  - Reporting required every 2yrs
  - Report on progress towards the achievement of targets
Performance Reporting

• Metropolitan System Performance Report
  – Required in transportation plan every 4 or 5 yrs
  – Report includes:
    • Evaluate condition performance of transportation system
    • Progress achieved in meeting performance targets in comparison with the performance in previous reports
    • Evaluation of how preferred scenario has improved conditions and performance, where applicable
    • Evaluate of how local policies and investments have impacted costs necessary to achieve performance targets, where applicable

• Statewide Transportation Plan
  – No required frequency
  – Optional report on system performance
US DOT Performance Reporting

• Performance-based Planning Process
  – Submit to Congress within 5 yrs reports on effectiveness of the Metropolitan and Statewide performance based planning processes.
  – Report evaluating:
    • Overall effectiveness of performance-based planning as a tool to guide transportation investments
    • Effectiveness of the performance-based planning process in each MPO and State
USDOT Performance Reporting

- National Freight Strategic Plan
- Freight Conditions and Performance Report
- Projects of National and Regional Significance
- Infrastructure Investment Needs Report
- Condition and Performance Report
Stakeholder Outreach

• Outreach before NPRM
  – Online dialogues
  – Town Hall meetings – both live and virtually
  – Direct feedback through USDOT/FHWA website
  – Requested meetings

• Performance Areas for Engagement
  – Performance Measures
  – Target Setting
  – Reporting and Assessment

• Utilizing Feedback
  – Assess comments of stakeholders
  – Consider in final decision
  – Discuss in rule preamble and impact analysis
National Online Dialogue on MAP-21
Transportation Performance Measures

The cornerstone of the Moving Ahead for Progress in the 21st Century Act (MAP-21) is its focus on developing a performance and outcome-based federal transportation program. The purpose of this National Online Dialogue (NOD) on Transportation Performance Measures (September 12, 2012 to September 21, 2012) is to provide the United States Department of Transportation’s partners and stakeholders the opportunity to discuss and provide suggestions on the establishment of performance measures and standards (standards include items such as metrics, data collection, data sources, etc.) for States to use to assess:

- conditions of the Nation’s roads and bridges, minimum levels for the condition of pavement on the Interstate System, and performance of the Nation’s highway system;
- progress towards achieving a significant reduction in traffic fatalities and serious injuries on all public roads;
- progress towards achieving traffic congestion reductions and emission reductions;
- national freight movement;
- needs to prioritize investments in the Nation’s public transit systems; and
- transit safety.

For additional information on performance provisions in MAP-21, visit [insert link]. You can download the informational NOD flyer here [link to more detailed flyer or promotional webpage].

PLEASE REGISTER TO GIVE US AN IDEA, COMMENT ON ANOTHER IDEA OR VOTE ON AN IDEA by clicking on the register link at the top right of the page or scrolling down to click on the submit a new idea button.

You can also choose to login using your Facebook, Gmail, Yahoo, Twitter, LinkedIn, or AOL account by selecting the log-in link at the top right of the page.

Once you have registered and logged in:
- Please review the Campaign Areas to the left or browse the ideas below.
- Pick the Campaign Area or idea of your choice and click on it. Then select the "Submit New Idea" Button to share an idea.
- Comment or vote on someone else’s idea.
- Encourage other transportation professionals to join the dialogue and share experiences.

Need assistance? For questions or problems joining this dialogue contact Michael.Nesbitt@dot.gov
Next Steps

- Stakeholder Engagement and Communication
- Websites: http://www.dot.gov/map21/
- Key Contacts
  - Performance Measures and Target Setting – Francine Shaw Whitson – fswhitson@dot.gov
  - Reporting – Connie Yew – connie.yew@dot.gov
  - Performance Based Planning and Programming – Harlan Miller – harlan.miller@dot.gov
Questions?

Questions on Performance Measures Rulemaking can be sent to performance-measures-rulemaking@dot.gov
Thank You

Tashia J. Clemons
FHWA
(202) 366-1569
tashia.clemons@dot.gov