



COLLABORATING TO MOVE TRANSPORTATION PERFORMANCE MANAGEMENT

MAP-21, the Moving Ahead for Progress in the 21st Century Act, is transforming Federal highway programs to address the challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving air quality, and reducing delays in project delivery. One of the key features of MAP-21 is establishment of a performance- and outcome-based program. Transportation performance management (TPM) is a strategic approach that uses system information to make investment and policy decisions in support of national performance goals.

MAP-21 established national goals for the Federal-aid highway program in seven areas:

- *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 (NHS).
- *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 regulatory burdens and improving agencies' work practices.

In consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, the Federal Highway Administration (FHWA) is establishing measures to assess performance or condition in 12 specific areas. FHWA intends to issue three performance measure Notice of Proposed Rulemakings (NPRM) in sequence based on the level of readiness to adequately define measures. FHWA has grouped the areas that require measures to be established into three categories of readiness: Status I for areas where measures are clearly defined; Status II for areas where additional work is required to fully define measures; and Status III for areas where new measures need to be defined. Status I measures will be included in the first NPRM, followed by Status II measures in a second NPRM, and then a final NPRM for the Status III measures.

Status I Measure Areas

- Number of serious injuries on all public roads.
- Number of fatalities.
- Serious injuries per vehicle mile traveled (VMT).
- Fatalities per VMT.

Status II Measure Areas

- Pavement condition on the Interstate System.
- Pavement condition on the non-Interstate NHS.
- Bridge condition on the NHS.

Status III Measure Areas

- Traffic congestion.
- On-road mobile source emissions.
- Freight movement on the Interstate System.
- Performance of the Interstate System.
- Performance of the non-Interstate NHS.



FHWA intends to establish one common effective date, currently proposed for spring 2015, for the Status I, II, and III measures.

In considering the new performance measures and preparing for the NPRMs, FHWA has emphasized outreach to State and local agencies, MPOs, and other stakeholders. Outreach efforts include Webinars, targeted focus sessions, a virtual Town Hall that drew 1,000 participants, and the National Online Dialogue on Improving Transportation Performance, held from May 21 to June 22, 2012. Nearly 8,000 responses were received as part of the Dialogue.

State and local agencies and others can now find the latest TPM news and resources on FHWA's Transportation Performance Management Web site (www.fhwa.dot.gov/tpm). The site features information on the MAP-21 TPM requirements and implementation schedule, as well as the Rulemaking stakeholder engagement process. Resources include links to tools that can be used to validate performance and improve how performance is managed. A section on "Noteworthy Practices" highlights innovative approaches State and local agencies are using to plan, implement, and evaluate TPM. In the "Presentations" section, visitors can find recordings and files from Webinars on TPM topics.

FHWA's current TPM initiatives include a study of how different agencies have collaborated to manage multistate corridors. "We are developing a maturity model and guidelines that agencies can use to assess how they can best work together to manage corridors," said Peter Stephanos, Director of FHWA's Proposed Office of Transportation Performance Management. Also underway is an initiative to design a model online report that States can use to communicate performance management results.

FHWA is planning a series of regional peer exchange workshops where representatives from States, MPOs, transit agencies, and the Federal Transit Administration can collaborate on how to integrate performance management into their programs. In conjunction with the peer exchanges, FHWA is developing a Web site for States to share their performance management experiences and approaches and collaborate on implementation activities. "This forum will allow States to share their best practices and learn from each other," said Stephanos.

To learn more about TPM and the many resources available, find the latest TPM news and events, or subscribe to email updates from FHWA, visit www.fhwa.dot.gov/tpm. Information is also available from the following FHWA contacts:

Analytical Tools—Mark Swanlund, 202-366-1323 (email: mark.swanlund@dot.gov).

Peer Exchanges/Outreach—Connie Yew, 202-366-1078 (email: connie.yew@dot.gov).

Performance Measures—Francine Shaw-Whitson, 202-366-8028 (email: francine.shaw-whitson@dot.gov).

Training—Susanna Hughes-Reck, 202-366-1548 (email: susanna.hughes-reck@dot.gov).

