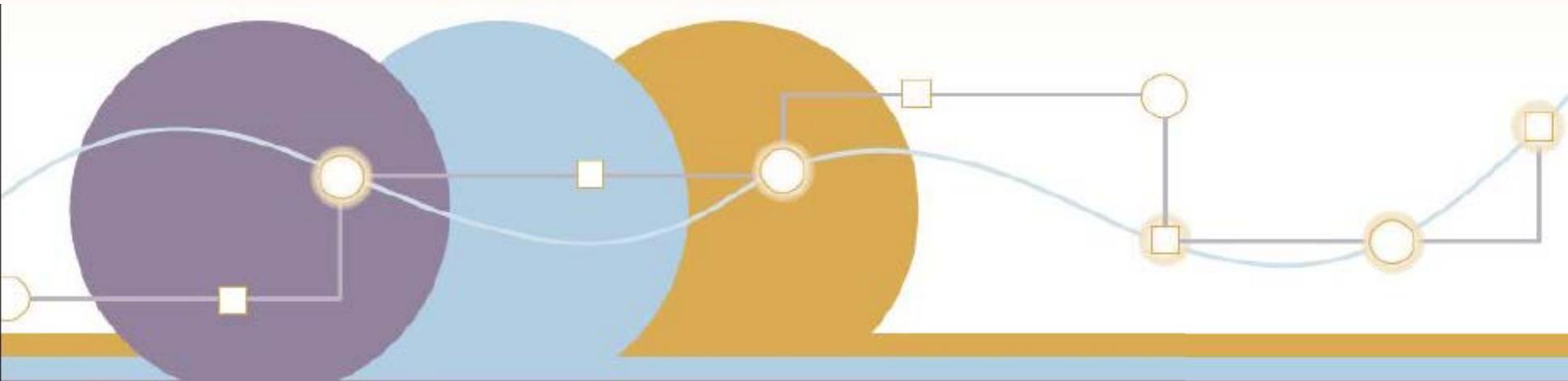


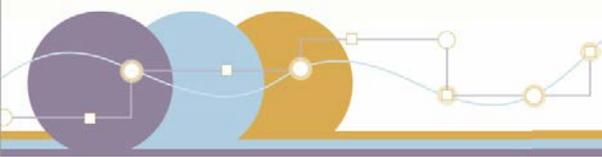
Target Setting Listening Session

January 8, 2013

FHWA Video-Teleconference

Office of Transportation Performance Management





Getting Started

- Welcome and Introduction (Jeff Paniati)
- Roll Call
- Ground Rules
- Roles and Expectations
- Overview of Today's Session



Ground Rules

- Always identify yourself before speaking
- Mute your phone when not speaking to minimize background noise.
- If you have participants joining via conference call, make sure the speaker volume is turned up and near the mic.
- Do not submit/collect any written statements or handouts from Non-Federal participants at the end of the session.



Roles

- Non-Federal Stakeholders
 - Actively participate in the discussion, share your knowledge
 - Respect each other's opinions
 - It is OK to say "I do not know"
 - It is OK to disagree (we are not seeking consensus, just info)
- Federal Stakeholders
 - Ask questions, keep the conversation flowing
 - Actively listen and record
 - Be mindful of rulemaking procedural limitations
 - It is OK to say "I do not know" or "I'll have to follow up later"



Expectations

This is an opportunity for USDOT Stakeholders to

- Help inform USDOT on MAP-21 issues related to target setting and target achievement.
- Identify opportunities for USDOT to be of assistance to overcome challenges and mitigate risks associated with target setting and target achievement.

By the end of this session, USDOT will know a more about

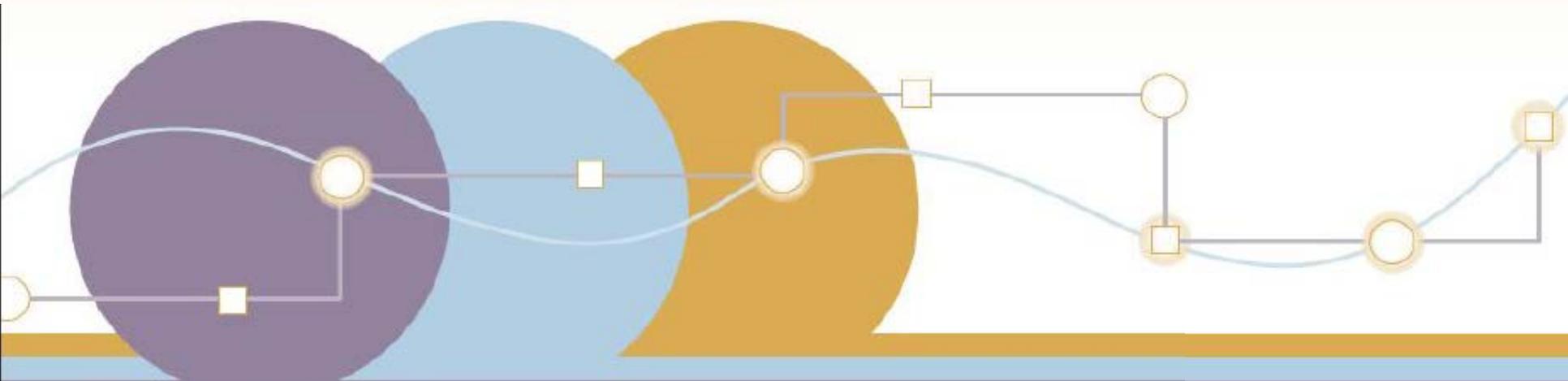
- How MAP-21 can complement effective approaches you use now to set targets;
- The issues associated with establishing state and local targets so that they can be used to develop effective national performance reports; and
- How progress towards achievement of targets can be assessed.



Getting Started

- Welcome and Introduction
 - Overview of Today's Session, Ground Roles and Roll Call
- Overview of MAP-21 Target Setting Requirements
 - Conversation A: Setting Targets under MAP-21
- Overview of Target Setting and its importance to the National Performance Story
 - Conversation B: Telling a National Performance Story
- Overview of the issues outlined in MAP-21 regarding assessing progress and target achievement
 - Conversation C: Assessing Progress under MAP-21
- Wrap Up and Next Steps

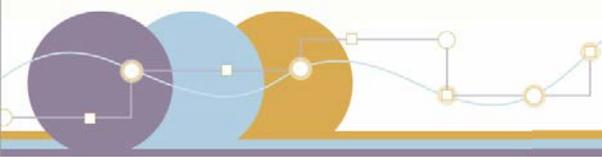
Target Setting





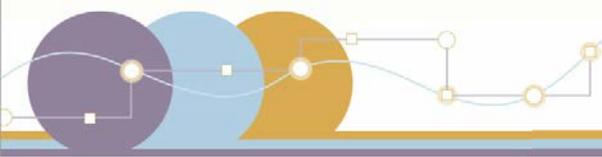
Performance Measures

- Federal-aid Highway
 - Secretary establish measures through a rule making in 12 areas
- Public Transportation
 - Secretary defines “state of good repair” that includes objective standards for measuring the condition of capital assets of recipients
 - Secretary establish measures based on the state of good repair standards through a rule making
 - Secretary creates and implements a national public safety plan that defines... safety performance criteria for all modes of public transportation
- Highway Safety
 - “Traffic Safety Performance Measures for States and Federal Agencies” (14 measures)
 - Any revisions are coordinated with Governor’s Highway Safety Association



Federal-aid Program

- States set targets that reflect the performance measures within 1 year of the establishment of these measures.
- MPOs establish targets that address the performance measures, where appropriate, within 180 days of the date the State sets their target
- States and MPOs need to coordinate, to the maximum extent practical, to ensure consistency in the target.



Other Target Setting

- **Public Transportation**

- Federal transit fund recipients establish targets annually in relation to the performance measures within 3 months of the establishment of these measures.
- Recipient or State establishes comprehensive agency safety plan that includes... performance targets based on safety criteria established by the Secretary
- MPOs/States and providers of public transportation need to be coordinated, to the maximum extent practical, to ensure consistency in the target.

- **Highway Safety Plans**

- States include quantifiable annual performance targets for each performance measure in their Highway Safety Plan.



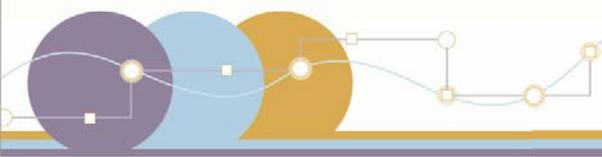
Assessing Targets

- **Transportation Planning**
 - State Performance-based Planning Process Evaluation
 - Assessment that will... take into account whether the target was appropriate.
 - 5 Year Report to Congress on Metro Performance-based Planning Process
 - Report that will... document whether MPOs are developing meaningful targets.



Assessing Targets

- **Highway Safety Plans**
 - Secretary determines if the performance targets are evidence-based and supported by data as part of the highway safety plan approval.
 - Secretary determines if the plan, once implemented, will allow the State to meet the State's performance targets.



Considerations

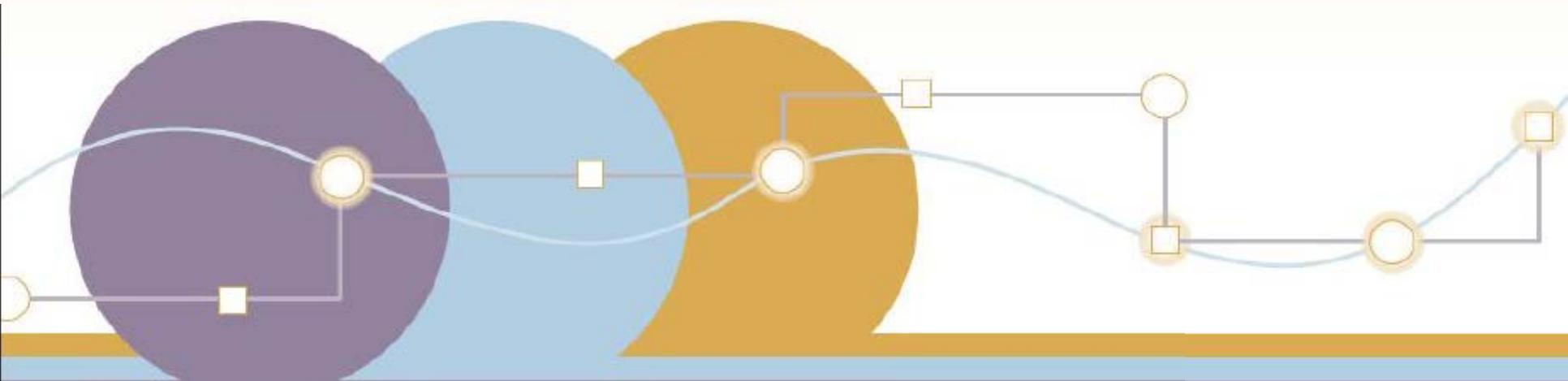
- Targets are bound by available resources
- Providing a basis for the target determination
- States and MPOs will need to be balancing performance in many areas
- Targets focused on a system extent defined by the scope of the measure
- Many entities may be key in achieving targets

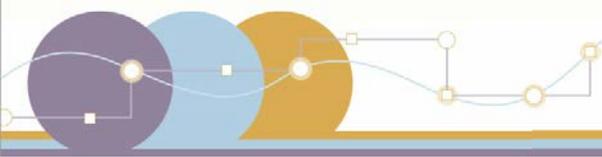


Conversation A Prompts: Setting Targets (Small Group)

1. MAP-21 requirements allow States to set different targets for urban and rural areas. Do you see a need for transportation agencies and planning organizations to set different targets using any other groupings of their system (i.e. functional class)?
2. In your area, are the State DOT, MPOs and local transit agencies working together to develop and utilize “consistent” targets? How would you recommend the requirement for “coordination” be considered in performance-based planning so that it compliments current effective practices?
3. Based on your experience, what do you believe to be the greatest challenges or risks to transportation agencies and transit agencies in meeting the target setting requirements of MAP-21? How can USDOT be of assistance in overcoming these challenges and mitigating these risks?
4. What principles might you suggest USDOT consider when developing regulations and guidance to implement the target setting requirements of MAP-21?

National Report





Performance Reporting – Federal-aid

- State Report on Performance Progress
 - Required initially by October 1, 2016 and every 2 years thereafter
 - Report includes:
 - Condition and performance of NHS
 - Effectiveness of investment strategy for the NHS
 - Progress in achieving all State performance targets
 - Ways in which congestion bottlenecks in National Freight Plan are being addressed
- Additional Program Reports (HSIP and CMAQ)



Performance Reporting

- Metropolitan System Performance Report
 - Required in transportation plan every 4 or 5 yrs
 - Report includes:
 - Evaluate condition and 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
 - Evaluation of how local policies and investments have impacted costs necessary to achieve performance targets , where applicable



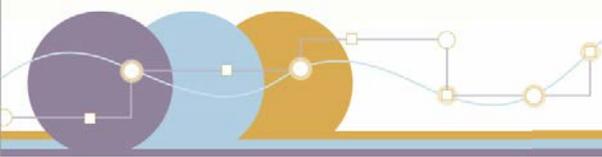
Transit Performance Reporting

- Each designated recipient of Federal transit financial assistance to submit to FTA an annual report that describes—
 - The progress of the recipient during the fiscal year to which the report relates toward meeting the performance targets established for that fiscal year; and
 - The performance targets established by the recipient for the subsequent fiscal year.



Highway Safety Plan

- Each State submits annually a Highway Safety Plan that includes...
 - ...quantifiable annual performance targets for each performance measure,
 - ...for the prior fiscal year, a report on the State's success in meeting state safety goals and performance targets set in the previous year



USDOT Performance Reporting

- Reports on 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



Considerations

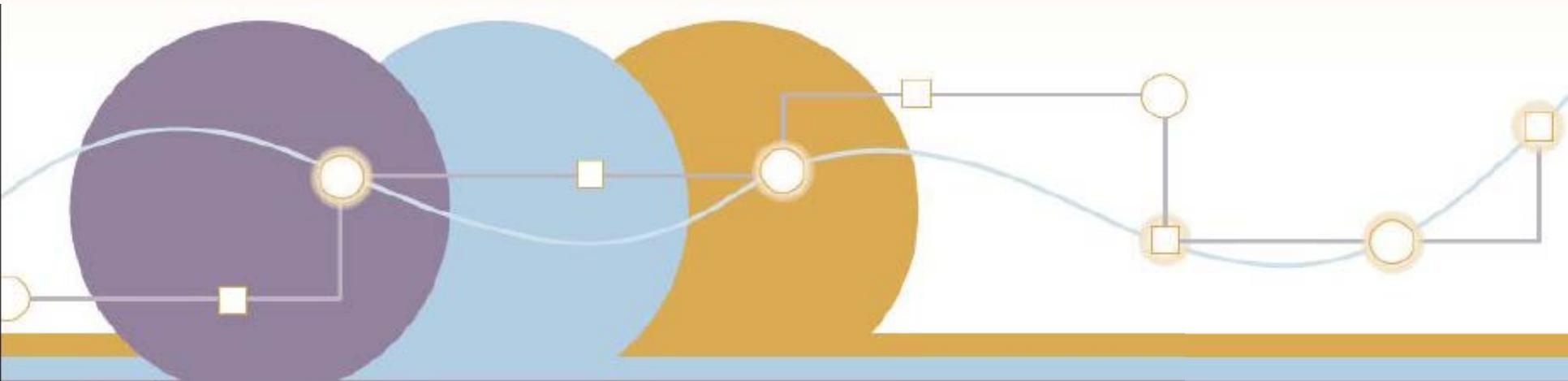
- Providing for some level of consistency in the target setting approach will:
 - Allow for aggregated reporting so that a regional/national story can be told
 - Provide a means for agencies and organizations to evaluate how their targets fit in with other areas
 - Provide a common frame for the public to view and interpret targets

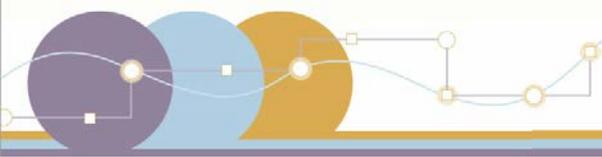


Conversation B Prompts: Telling a National Story (Self Reflection and Large Group)

1. How do you think stakeholders (i.e. taxpayers) would define ‘meaningful’ or ‘appropriate’ targets to support a national, state and/or local transportation system?
2. Given that targets are typically set at the state and local levels, how can the target setting requirements be implemented so that effective national performance reports can be developed?
3. What principles might you suggest USDOT consider in assessing whether a State or MPO has developed a ‘meaningful’ or ‘appropriate’ target?

Assessing Progress





Federal-aid Program

- National Highway Performance Program
 - Secretary will assess if the State does not achieve or make significant progress toward achieving the targets.
 - For 2 consecutive reporting periods
- Highway Safety Improvement Program
 - Secretary will assess if the State has not met or made significant progress toward meeting the performance targets.
 - Assess 2 years after targets are established



Federal-aid Program

- Minimum Interstate Pavement Condition
 - 2 consecutive reporting periods
- Minimum NHS Bridge Condition
 - 3 consecutive years
- Fatality rate on Rural Roads
 - 2 year period
- Fatalities and Serious Injuries of Older Drivers
 - 2 year period



Planning Review

- State Performance-based Planning Process Evaluation
 - Assessment that will... consider the extent to which the State is making progress toward achieving performance targets.
- 5 Year Report to Congress on Metro
 - Performance-based Planning Process – Report that will... document the extent to which MPOs have achieved, or are currently making substantial progress toward achieving the performance targets.



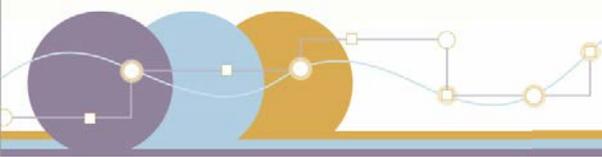
Considerations

- Many targets may be set by a State and MPO in a performance program area
- Unplanned events may impact the ability to achieve a target
- Agencies may set very different targets in the same performance area
- An efficiently and effectively delivered program may not lead to the achievement of targets



Conversation C Prompts: Assessing Progress (Small Groups)

1. How does your agency or organization track and assess if progress has been made towards meeting performance targets? Is this process purely based on data results or is qualitative input considered?
2. In your organization, if a performance progress is not achieved at a desired level, what actions do you take? Do you adjust targets as a result? Is this progress communicated publicly?
3. In your experience, where do you see the greatest challenges and risks to transportation agencies and planning organizations in meeting the progress achievement requirements of MAP-21? How can USDOT be of assistance in overcoming these challenges and mitigating these risks?
4. What principles might you suggest USDOT consider in assessing whether a state or MPO has made 'significant' or 'substantial' progress towards the achievement of targets?



Wrap-up

- Submit FHWA MAP-21 Comments to:
 - PerformanceMeasuresRulemaking@dot.gov
- For more information on MAP-21 visit:
 - <http://www.fhwa.dot.gov/map21>
 - <http://www.dot.gov/map21>
 - <http://www.fta.dot.gov/map21/>