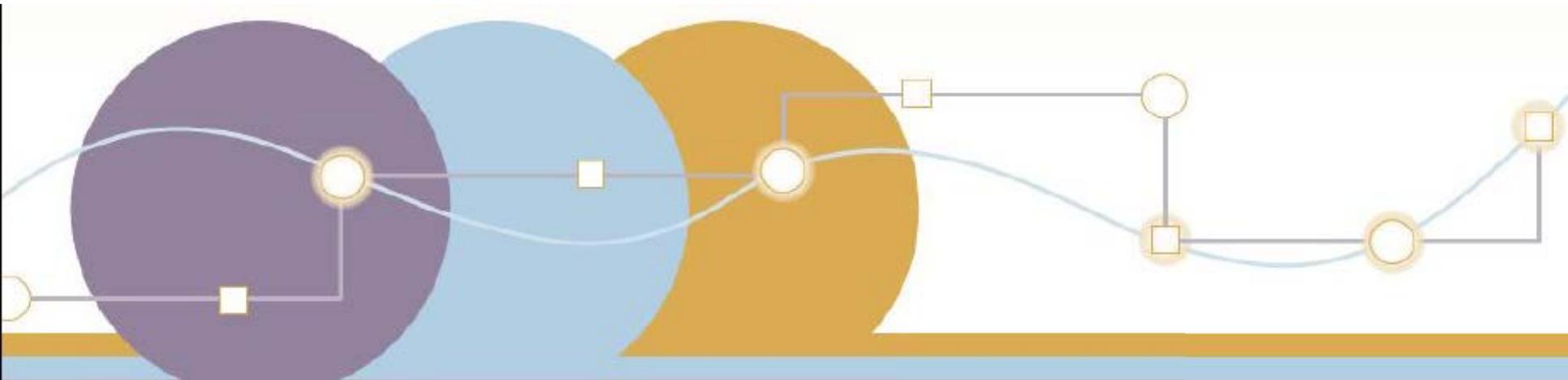


# MAP-21

## *Moving Ahead with Progress in the 21<sup>st</sup> Century*

### **Linking MAP-21's Target Setting, Performance Plans, and Reporting Requirements Together**

Performance-based Planning and Performance Management  
Regional Workshop, July 31-August 1  
Portland, Oregon





## *Performance Measures-Review from Day 1*

- National Highway Traffic Safety Administration (NHTSA)
  - 14 measures documented in 2008 report
- Federal Highway Administration, Federal-aid Highway Program
  - HSIP - Fatalities and Serious Injuries (no. and rate)
  - NHPP
    - Interstate and non-Interstate National Highway System (NHS) pavement condition
    - NHS bridge condition
    - Interstate and non-Interstate NHS performance
  - Congestion Mitigation and Air Quality (CMAQ) Program
    - Traffic Congestion
    - On-road Mobile Source Emissions
  - Freight Movement on the Interstate
- Federal Transit Administration - Public Transportation
  - State of Good Repair
  - Safety Criteria



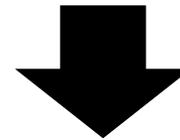
## *Evaluation of Candidate Measures*

Is it Appropriate?  
*Will the measure support  
national programs?*



**6 Factors**

Are We Ready?  
*Can data be in place to  
support the desired measure?*



**6 Factors**



## *Is The Measure Appropriate?*

Focused

- Is the measure focused on an area of national interest?

Collaborated

- Has the measure been developed in partnership with stakeholders?

Maintainable

- Is the measure maintainable to accommodate changes?

Impactful

- Can the measure be used to support investment decisions, policy making and target setting?

Track-able

- Can the measure be used to analyze performance trends?

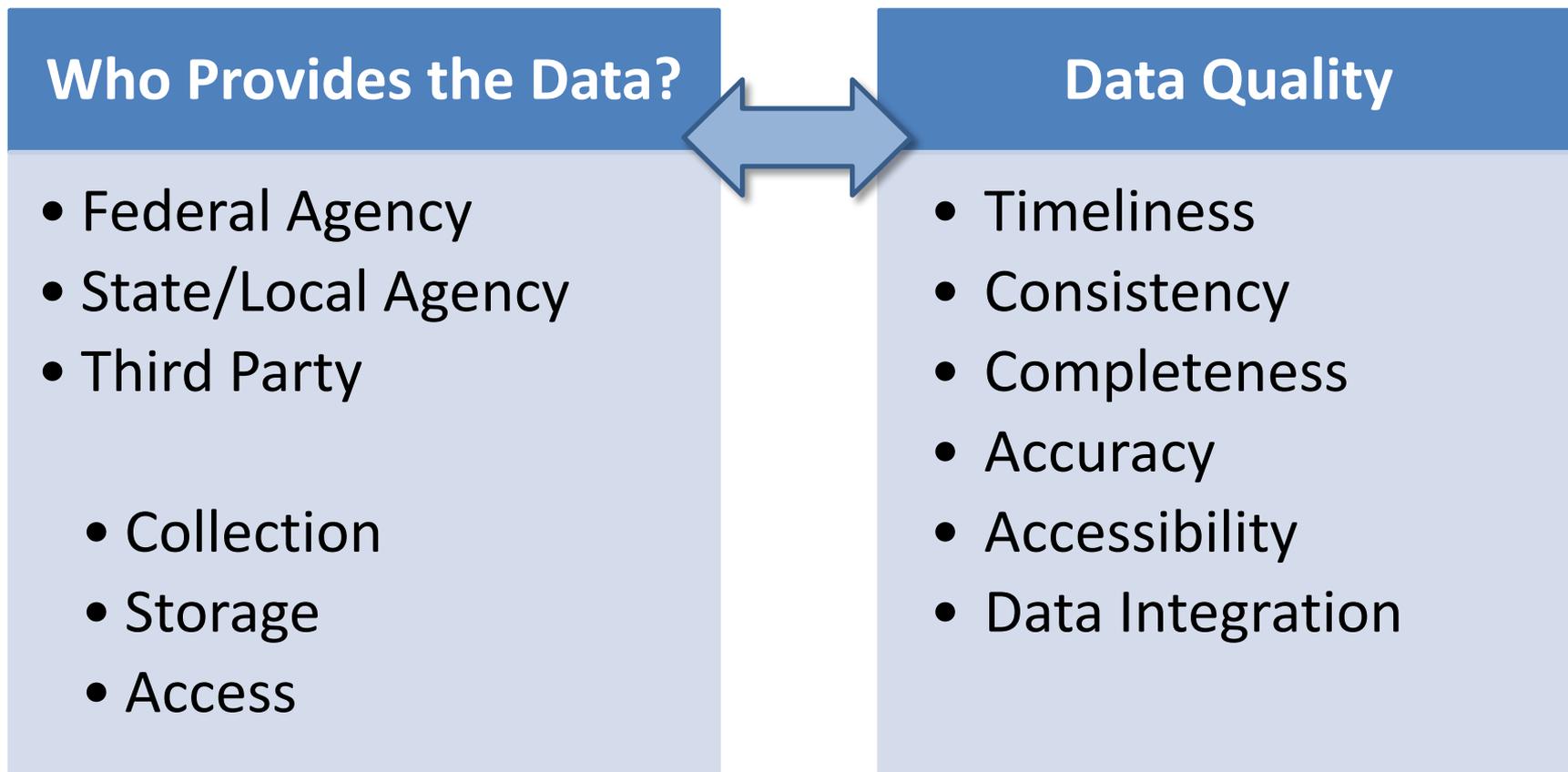
Feasible

- Has the feasibility & practicality to collect, store, & report data for the measure been considered?





## *Are We Ready to Use the Measure?*





## Measure Groupings

PROGRAM	MEASURE CATEGORY
<b>STATUS I</b>	• Serious Injuries per VMT
	• Fatalities per VMT
	• Number of Serious Injuries
	• Number of Fatalities
<b>STATUS II</b>	• Pavement Condition on the Interstates
	• Pavement Condition on the Non-Interstate NHS
	• Bridge Condition on NHS
<b>STATUS III</b>	• Traffic Congestion
	• On-road mobile source emissions
	• Freight Movement
	• Performance of Interstate System
	• Performance of Non-Interstate NHS



## *Rulemaking Review from Day 1*

### Rulemaking

- **FHWA-FTA:**
  - Joint Planning Rule
  - Safety Performance Measure
- **FHWA:**
  - Performance Measure
  - Asset Management Plans
- **FTA:**
  - Transit Asset Management (TAM)
    - National System & Local Plans
  - Transit Safety
    - National Plan & Local Plans

### Guidance

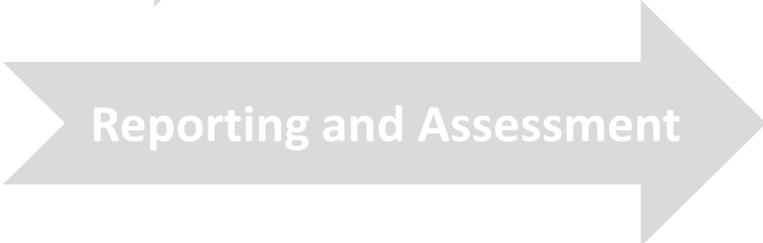
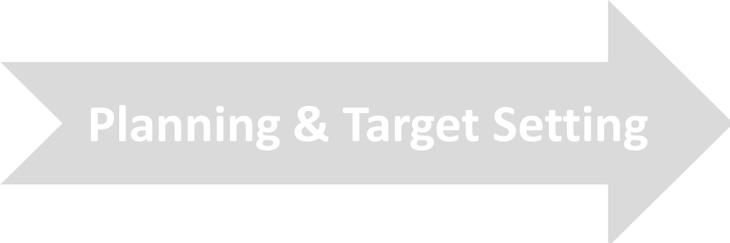
- **FHWA-FTA:**
  - Transit Agency Representation on MPO Boards
- **FHWA:**
  - HSIP Regulation Changes and Guidance
  - Freight Guidance
  - CMAQ Program Guidance



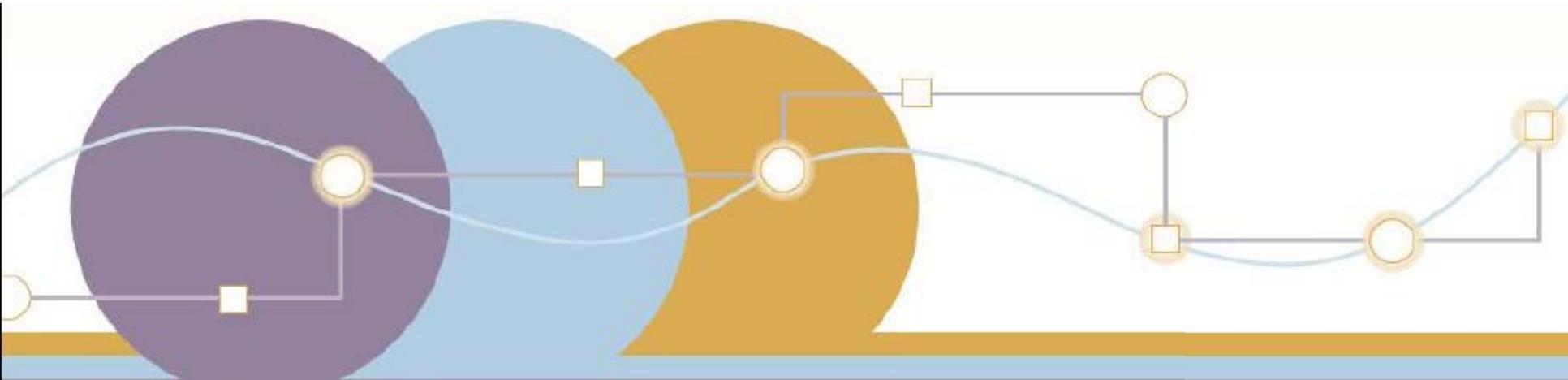
## *Implementation Schedule*

2013                      2014                      2015                      2016                      2017                      2018

---



# *Performance Targets and Performance Plans*





## Implementation Schedule

2013                      2014                      2015                      2016                      2017                      2018

---





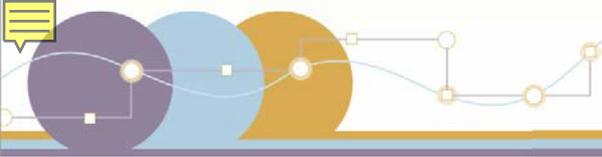
## *Targets-Overview*

- States, MPOs and public transportation agencies set their own targets
- Target Setting Due Dates
  - Highway Safety (NHTSA)
    - States set targets beginning in 2013
  - Federal-aid Highway (FHWA)
    - States set targets no later than 1 yr after USDOT establishes measures
    - MPOs set targets no later than 180 days after State sets targets
  - Public Transportation (FTA)
    - Public Transportation Agencies set State of Good Repair targets no later than 3 months after USDOT establishes measures
    - MPOs select targets no later than 180 days **after relevant State** and transit providers sets target



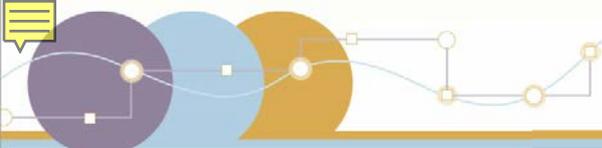
## ***Federal-aid Program-Target Setting***

- 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 ***and providers of public transportation*** sets their target
- Highway Safety Plans
  - States include quantifiable annual performance targets for each performance measure in their Highway Safety Plan.
- States and MPOs need to coordinate, to the maximum extent practical, to ensure consistency in the target.



## *Performance Accountability*

- Target Achievement Requirements
  - National Highway Performance Program
  - Highway Safety Improvement Program
  
- Standards
  - Interstate Pavements and NHS Bridges
  - Rural Road Safety and Older Driver Safety

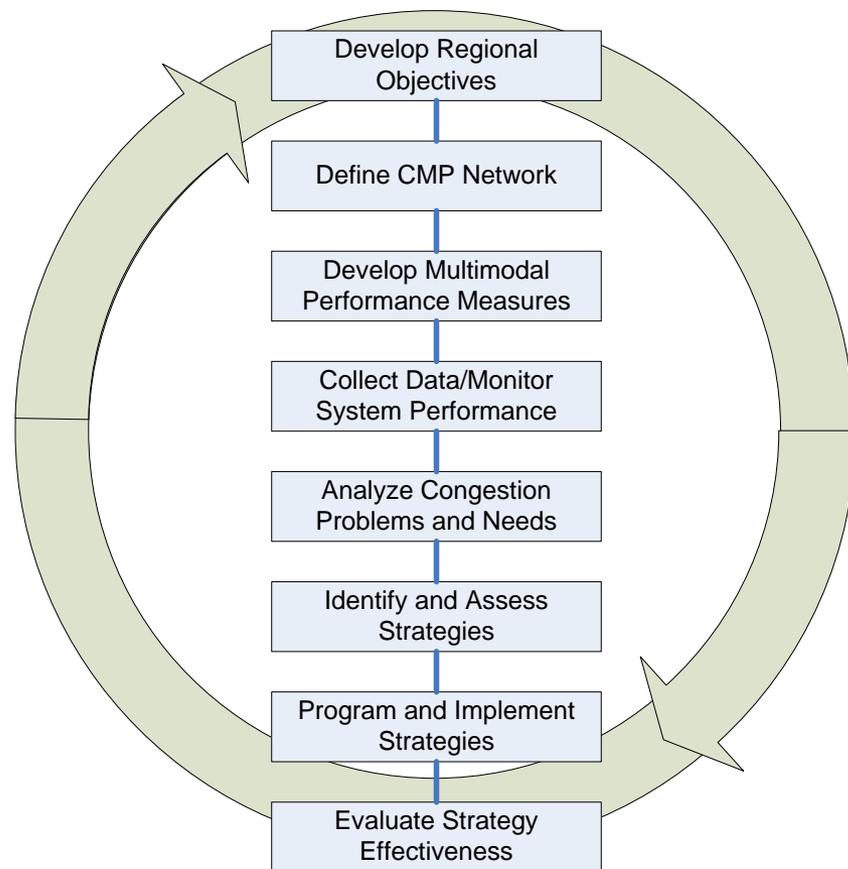


# *Integrating Performance-Based Plans into the Planning Process*

- Strategic Highway Safety Plans
- Transportation Asset Management Plans - Highway
- Congestion Management Process
- Transit Asset Management Plans
- Transit Safety Plans
- Optional State Freight Plans
- Other Performance-Based Plans

## Congestion Management Process

- The CMP is intended to serve as an integrated element of the planning process
- The CMP can be an important source of information, particularly for project selection, in both the long-range plan and the Transportation Improvement Program



[http://www.fhwa.dot.gov/planning/congestion\\_management\\_process/](http://www.fhwa.dot.gov/planning/congestion_management_process/)

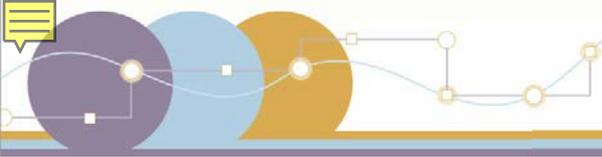


## ***Strategic Highway Safety Plans (SHSP)***

- State shall have in effect a State highway safety improvement program
  - develops, implements, and updates a State SHSP that identifies and analyzes highway safety programs and other opportunities
  - produces a program or projects or strategies to reduce identified safety problems
  - evaluates the SHSP on a regularly recurring basis to ensure the accuracy of the data and priority of proposed strategies

<http://safety.fhwa.dot.gov/hsip/shsp/fhwasa10024/fhwasa10024.pdf>

<http://www.nhtsa.gov/nhtsa/whatsup/safeteaweb/pages/SafetyPlans.htm>



## ***Transportation Asset Management Plans***

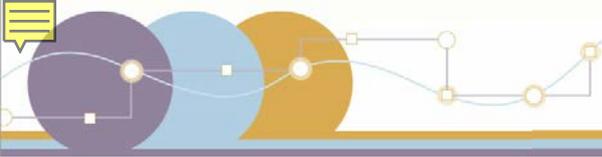
- Risk-based asset management plan
- States encouraged to include all infrastructure assets within the right-of-way
- Plan Contents
  - pavement and bridge inventory and conditions on the NHS,
  - objectives and measures,
  - performance gap identification,
  - lifecycle cost and risk management analysis,
  - a financial plan, and
  - investment strategies

<http://www.fhwa.dot.gov/asset/>



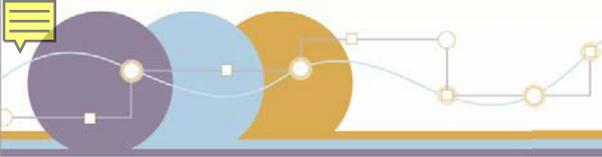
## *State Freight Plans*

- States encouraged to develop a comprehensive plan
- Plan Contents
  - (1) identification of freight system trends, needs, and issues;
  - (2) description of the freight policies, strategies, and performance measures that guide freight-related transportation investment decisions of the State;
  - (3) description of how the plan will improve the ability of the State to meet the national freight goals;
  - (4) evidence of consideration of innovative technologies and operational strategies, including intelligent transportation systems, that improve the safety and efficiency of freight movement;
  - (5) for routes on which travel by heavy vehicles is projected to deteriorate the condition of roadways, provide a description of improvements that may be required to reduce or impede the deterioration; and
  - (6) an inventory of facilities with freight mobility issues, such as truck bottlenecks, within the State, and a description of the strategies the State is employing to address those freight mobility issues.



## ***National Transit Asset Management System***

- DOT will establish a National TAM system to include:
  - Definition of State of Good Repair (SGR), establishes standards within 1 year by rulemaking process
  - Requirement that recipients collaboratively develop local TAM plans
  - Report on system condition and any changes
  - An analytical process or decision support tool
  - Technical assistance



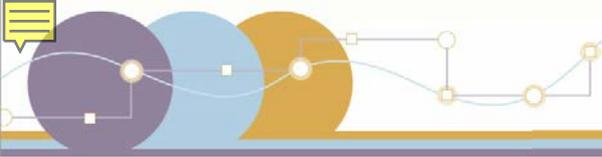
## *Recipients' Asset Management Plans*

- DOT will direct funding recipients in drafting TAM plans that include:
  - Capital asset inventories & condition assessments (equipment, rolling stock, infrastructure, facilities)
  - Decision support tools
  - Asset investment priorities



## ***National Public Transportation Safety Plan***

- Safety performance criteria for all modes of public transportation
  - Will rely on TAM System definition (SGR)
  - Performance standards for vehicles used in revenue operations:
    - Does not apply to rolling stock otherwise regulated
    - Should consider National Transportation Safety Board recommendations and industry best practice
  - Public transportation safety certification training program



## ***Public Transportation Agency Safety Plans***

- Comprehensive, Board approved, agency safety plan that includes:
  - Methods for identifying & evaluating safety risks
  - Strategies to minimize exposure of hazardous conditions
  - Process for annual review and update
  - Performance targets
  - Assignment of trained safety officer
  - A comprehensive staff training program



## ***Public Transportation - Performance Target Setting***

- States, MPOs, and public transit providers set targets for each of the measures
- Coordination between States, MPOs and public transit providers to ensure for consistent targets
  - Option to set different targets for urbanized and rural locations
- Targets identified through planning process with reference to individual performance plans



## *What you can do now?*

- Knowledge of the Performance Plans and Targets Setting requirements in MAP-21
- Assess organizational goals and objectives regarding MAP-21 Performance Areas = self assessment and gap analysis
- Regular coordination among State DOT, MPOs, and transit providers on MAP-21 requirements



## Implementation Schedule

2013                      2014                      2015                      2016                      2017                      2018

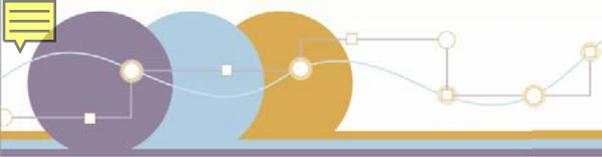
---





## Generic Outline of MAP-21 Performance Plans and Reports

Performance Plan	Performance Report to USDOT	Performance Report by USDOT to Congress
NHS Asset Management Plan	State Performance Report <i>(by October 1, 2016 and every 2 years after)</i>	Condition and Performance Report
State Highway Safety Plan and Highway Safety Plan	HSIP Report and Highway Safety Plan Report <i>(required annually)</i>	
CMAQ Performance Plan	CMAQ Report <i>(required every 2 yrs)</i>	
Transit Asset Management Plan	Transit Report <i>(required annually)</i>	
S/TIP Target Achievement Description	Metropolitan System Performance Report <i>(by 2016 October 1, 2016, Required in transportation plan every 4 or 5 yrs)</i>	
State Freight Plan (Optional)		Freight Condition and Performance Report
National Strategic Freight Plan		
National Transit Safety Plan		
Public Transportation Agency Safety Plan		



## *Performance Reporting*

- 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



## *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



## *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



## Implementation Schedule

2013                      2014                      2015                      2016                      2017                      2018

---





## *Implementation Challenges*

- Does “One Size Fit All”
- Setting Challenging Targets
- Trade-Off Decisions
- Predicting Outcomes
- Managing Uncertainty/Risk
- Integrating an Existing Process
- Multiple Performance Areas
- Program Transparency

## *Implementation Principles*

- Provide for Flexibility
- Recognize Fiscal Constraints
- Understand Priorities Differ
- Recognize Resource Needs
- Consider Risks to Agencies
- Phase-in Requirements
- Minimize the # of Measures
- Provide for a National Focus
- Increase Accountability and Transparency

# Resources

- **MAP-21 websites**
  - [www.fhwa.dot.gov/map21](http://www.fhwa.dot.gov/map21)
  - [www.fta.dot.gov/map21](http://www.fta.dot.gov/map21)
- **State of Good Repair**
  - <http://www.fta.dot.gov/about/13248.html>
- **TPM Website**
  - [www.fhwa.dot.gov/tpm](http://www.fhwa.dot.gov/tpm)
- **Performance Measure Rulemaking**
  - [PerformanceMeasuresRulemaking@dot.gov](mailto:PerformanceMeasuresRulemaking@dot.gov)
- **USDOT Significant Rulemaking Schedules**
  - <http://www.dot.gov/regulations/report-on-significant-rulemakings>
    - <http://www.dot.gov/sites/dot.dev/files/docs/JUL%20FINAL%20IR%20071013.docx>

