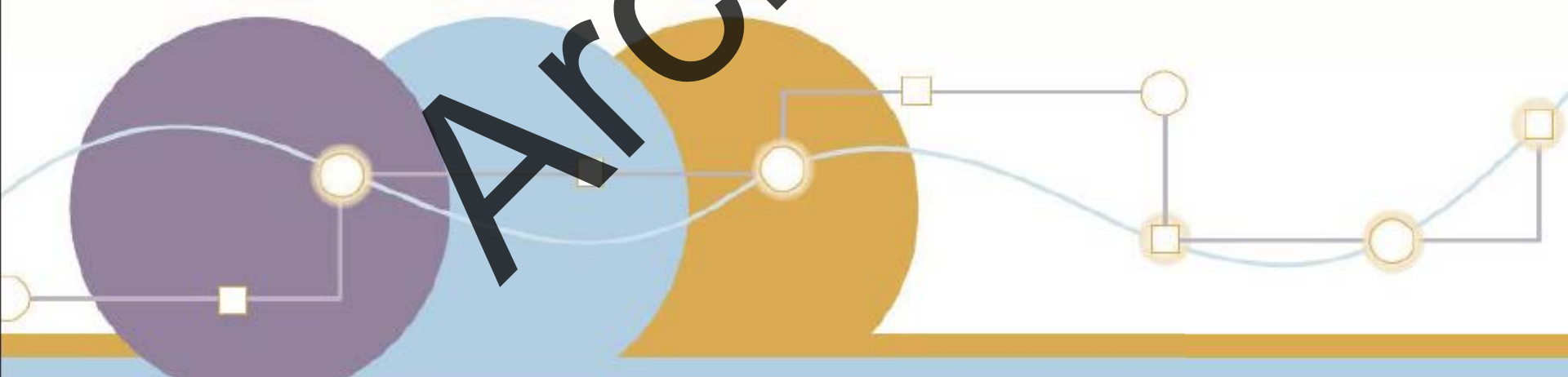


Thriving, Not Just Surviving the MAP-21 Implementation Process

FHWA's Game Plan for National Performance Measures

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Federal Highway Administration
January 12, 2014

Archived



Presentation Agenda

- Current Status of Notice of Proposed Rulemakings
- Highlight “Top 5” Implementation Opportunities

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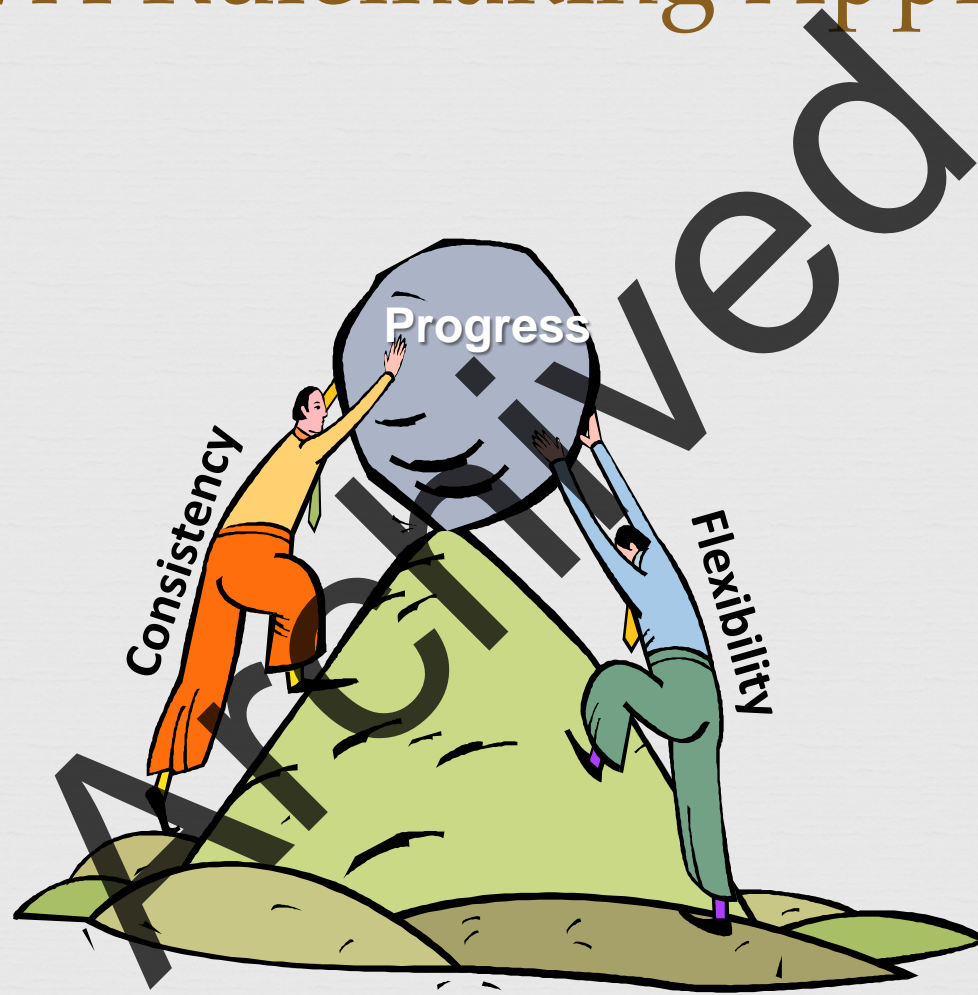
MAP-21 Performance Measure Areas

- National Highway Performance Program
 - NHS Bridge Condition
 - Interstate and NHS Pavement Condition
 - Interstate and NHS Performance
- Highway Safety Improvement Program
 - Fatalities on all Public Roads (total number and rate)
 - Serious Injuries on all Public Roads (total number and rate)
- Congestion Mitigation & Air Quality Improvement
 - Traffic Congestion
 - On-Road Mobile Source Emissions
- Freight Policy
 - Freight Movement on the Interstate

Performance Measure Rules

- Establishment of National Measures
 - Measure Definition
 - Data Elements
- Setting Minimum Condition for Interstate Pavements
- Outlining Target Setting Requirements
- Defining Target Achievement
- Outlining Performance Reporting Requirements

FHWA Rulemaking Approach



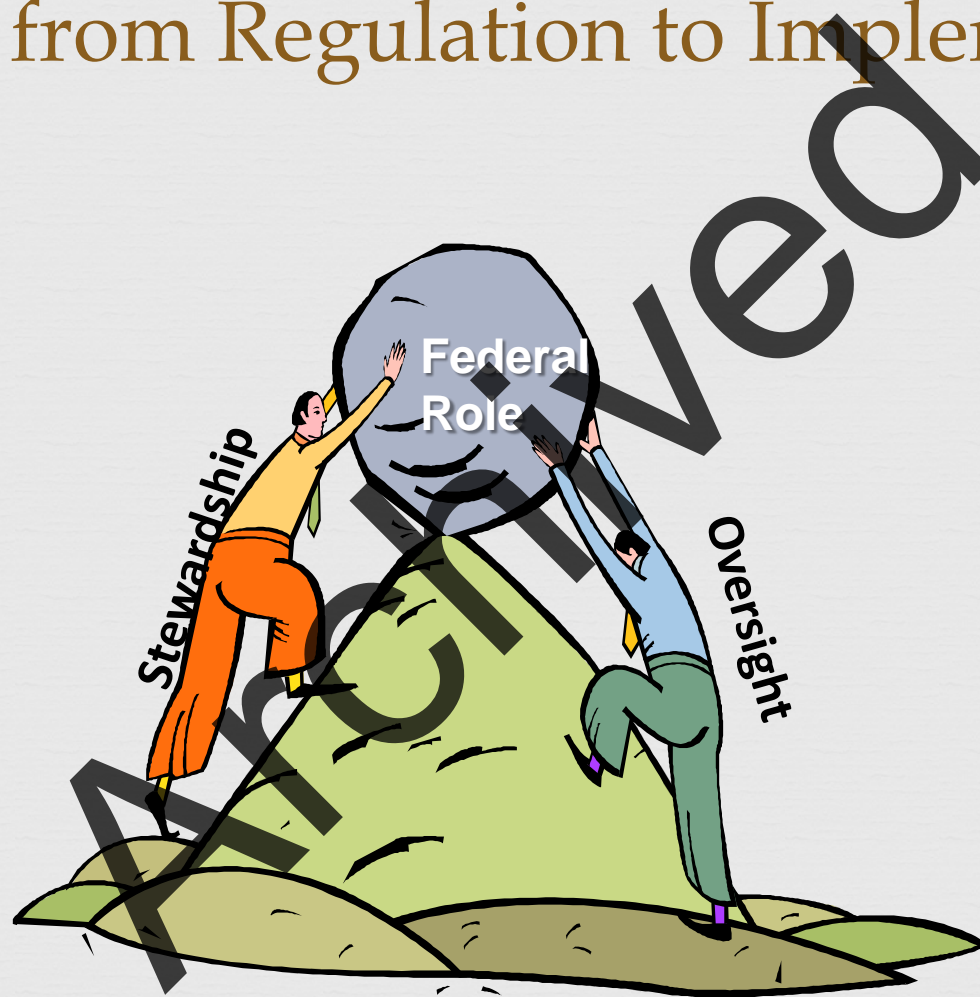
NPRM Status

Performance Area/Element	NPRM Target
Metro and Statewide Planning	February 2014
Safety Measures	February 2014
Infrastructure Condition Measures	May 2014
Asset Management Plan	April 2014
System Performance+ Measures	May 2014
Public Transportation – ANPRM closed on 1/2/2014	

Rollout of NPRMs

- For each NPRM, FHWA plans to have:
 - An in-person/webcast launch event at USDOT Headquarters
 - An informational session at relevant national conferences, upon request
 - Additional supplementary webinars scheduled to further explain details of target setting/progress achievement requirements
- Comments will not be accepted during these informational sessions.
- All Public Comments should be submitted through the e-docket for consideration in the final proposed regulation
- Public comment periods on NPRMs will last a minimum of 90 days

Moving from Regulation to Implementation



Top 5 Implementation Opportunities

- **Optimizing Investments of Public Funds**
 - Demonstrate how local decisions are being directed at achieving performance outcomes.
 - Identify opportunities to be even more effective in decision-making.
 - Bringing forward best knowledge of what works.
 - Through effective and efficient transportation funding investment, the public will benefit from the performance improvements.

Top 5 Implementation Opportunities

- **Improving Consistency Across the Country**
 - Establish a “thin layer” of outcome measures at the national level.
 - Consistency is achieved by finding the “right” standard, not necessary by the “best” or the “lowest common denominator.”
 - Consistency can be achieved by most State DOTs and MPOs today with undue burden.
 - Support an effective national conversation on transportation performance.

Top 5 Implementation Opportunities

- **Increasing Coordination of Decision-Makers**
 - Shared responsibility for both establishing targets and making coordinated investment decisions.
 - State DOTs to coordinate on performance priorities in urban areas with MPO and transit partners
 - Implementing performance management through the planning process builds off of and creates structure for this coordination.

Top 5 Implementation Opportunities

- **Increasing Our Understanding of What Works**
 - Implementation of MAP-21 performance elements will lead to an increase in the documentation of planned investment strategies and outcomes
 - More visible “link” between investments and outcomes
 - Opportunity to drive knowledge into practice.
 - Federal role to promote and advance best practices and, where it is needed, build the tools

Top 5 Implementation Opportunities

- **Communicating Federal Investment Returns**
 - Challenged to effectively report on impact of \$40 billion annual investment.
 - Process and tools will be put in place to do so.
 - Ability to communicate a national performance story – both what's possible and what's not.

Closing Thoughts

- Collective objective to provide best value for resources
- Federal requirements provide “thin layer” of measures allowing national consistency
- If well implemented, federal requirements can move practice toward objective of “best value”
- Will allow us to communicate national performance story.
- FHWA’s role extends beyond establishing measures and requirements – support effective implementation.

Additional Resources

- **MAP-21 Web Site**
www.fhwa.dot.gov/map21
- **Transportation Performance Management Web Site**
www.fhwa.dot.gov/tpm
- **Performance Measure Rulemaking Direct Contact to FHWA**
PerformanceMeasuresRulemaking@dot.gov
- **Performance-based Planning and Programming**
http://www.fhwa.dot.gov/planning/performance_based_planning/