

Texas's Collaborative Approach to Performance Data Management

Overview of the Program

In January 2013, the Texas Department of Transportation (TxDOT) met with the Association of Texas Metropolitan Planning Organizations (TEMPO) to outline a collaborative implementation process to address the Moving Ahead for Progress in the 21st Century (MAP-21) performance requirements. TEMPO brings together the 25 metropolitan planning organizations (MPOs) in Texas to exchange information and enhance partnerships with TxDOT and the US Department of Transportation (USDOT). TxDOT wanted to ensure that their partners were engaged and prepared for the new performance management requirements. TxDOT and TEMPO created a coordinated approach to performance data management and guiding principles.

The partners discussed the challenges they foresaw in generating and analyzing performance data. Given the size and diversity of the state, the partners decided that it would be important for the MPOs and TxDOT to use the same data to create local and statewide performance measures and address the forthcoming national requirements. Through standardized consistent data collection, analysis and application methods, TxDOT and the MPOs will analyze and respond to the same performance data when generating their short- and long-range plans.

KEY ACCOMPLISHMENTS

- TxDOT and the MPOs collaborated on a national transportation performance management implementation plan
- TxDOT is sharing state data with MPOs
- TxDOT and the MPOs established a baseline set of statewide performance measures for common use
- MPOs will share system performance targets with TxDOT

In addition to common data sourcing, TxDOT also sought input from the MPOs on performance measures. After consulting AASHTO's Guidance and examining existing data sources, TxDOT and TEMPO agreed on seven statewide performance measures areas:

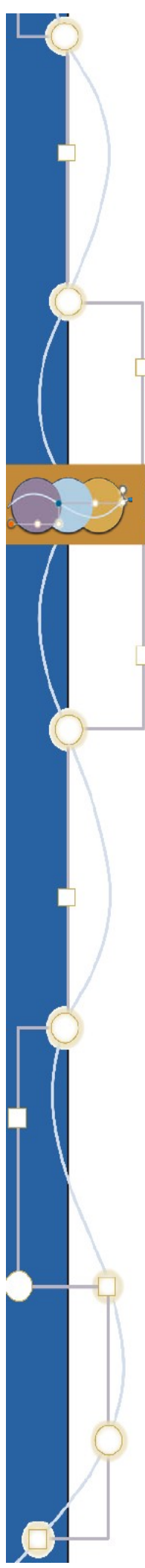
- Safety
- Pavement Condition
- Bridge Condition
- Transit Condition
- Freight
- NHS Performance
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program Performance

Texas is working to be a leader by evaluating a set of proposed national performance measures for its statewide transportation plans. The state and its partners will, of course, adapt this set of measures when the final federal rulemaking on national performance measures comes out.

Common Data Sourcing

TxDOT and most MPOs in the state agreed that common data sourcing would strategically position them to be ready for the release of the national performance measures. MPOs had previously sourced their data individually from various data collectors. TxDOT agreed to





directly purchase system performance data and have the Texas A&M Transportation Institute (TTI) compile the system performance results. TTI processes various data sources to generate system performance indicators. TxDOT and TTI also work with the non-attainment zone MPOs on the CMAQ performance measures. TTI will share the information with the MPOs, together with the other freight, safety, bridge, and pavement condition data collected by TxDOT.

By taking this coordinated approach, MPOs are now able to focus their resources on planning rather than cumbersome data collection and maintenance. With limited resources and staffing shortages, MPOs saw the benefit of this arrangement. TxDOT provides MPOs with state and county-level data. TxDOT is attempting to break down the data by MPO boundaries as well. While the data processing did require extra labor within TxDOT, it has not been overly burdensome and the full benefits of this coordinated effort will be realized by TxDOT and its partners as the performance management program matures.

Relationship Building

Strong existing relationships helped TxDOT to collaborate with the MPOs. Texas has one of the largest DOTs in the country, and has regionally diverse transportation needs. TEMPO plays an important role in disseminating information and coordinating with the MPOs. TxDOT participates in TEMPO's quarterly meetings and is involved in ad hoc working groups. TxDOT attributes the improved planning and programming over the past decade to this close partnership. While TEMPO facilitates mass communication to all of the MPOs, TxDOT also maintains individual MPO relationships.

Next Steps

Looking to the future, TxDOT is developing an approach for statewide and regional target setting. As outlined in the collaborative performance implementation strategy, TxDOT will be responsible for developing condition and safety performance targets. MPOs will provide

greater input on system performance areas, as regional planning significantly impacts system performance. TxDOT is in the process of updating its long-range transportation plan, which will affect how the MPOs develop their future plans, and therefore require more future coordination. By collaborating with the MPOs and TTI, TxDOT is well-positioned to tackle challenges that the large State may face with the upcoming implementation of national performance management requirements.

Contacts

Tonia Norman

Staff Lead on National Performance Measures Development and Reporting
Research Specialist, State Legislative Affairs Office
Texas Department of Transportation
Tonia.Norman@txdot.gov
(512) 463-8649

Tim Lomax, Ph.D., P.E.

Senior Research Engineer and Regents Fellow; Mobility Analysis Program
Texas A&M Transportation Institute
T-Lomax@tamu.edu
(979) 845-9960

Ashby Johnson

TEMPO Executive Director;
Capital Area Metropolitan Planning Organization
ashby.johnson@campotexasas.org
(512) 974-2456

Clint Currier

Management and Data Analyst
FHWA Texas Division
Clint.Currier@dot.gov
(512) 536-5922

August 2014



U.S. Department of Transportation
Federal Highway Administration