Thriving, Not Just Surviving the MAP-21 Implementation Process

FHWA’s Game Plan for National Performance Measures

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Presentation Agenda

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

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<th>Performance Area/Element</th>
<th>NPRM Target</th>
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<td>Metro and Statewide Planning</td>
<td>February 2014</td>
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<td>Safety Measures</td>
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<td>Infrastructure Condition Measures</td>
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<td>Asset Management Plan</td>
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<td>System Performance+ Measures</td>
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<td>Public Transportation – ANPRM closed on 1/2/2014</td>
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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](http://www.fhwa.dot.gov/map21)

- Transportation Performance Management Web Site
  [www.fhwa.dot.gov/tpm](http://www.fhwa.dot.gov/tpm)

- Performance Measure Rulemaking Direct Contact to FHWA
  [PerformanceMeasuresRulemaking@dot.gov](mailto:PerformanceMeasuresRulemaking@dot.gov)

- Performance-based Planning and Programming