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 the video



Transportation Performance Management TPM Timeline – Seeing the Big Picture, Part 1

www.fhwa.dot.gov/tpm/videos

TPM requirements for coordination among State Departments of Transportation, Metropolitan Planning Organizations, and operators of public transportation



Topics Covered in Video

- Six TPM Implementation Elements
- “National Goals” Element and Timing
- “Measures” Element and Timing

Statutes & Regulations

- 23 CFR 450.206 (c)
- 23 CFR 450.306 (d)
- 23 CFR 490.103(e)
- 23 CFR 490.107(b)(1)(i)
- 23 CFR 490.107(b)(2)(i)
- 23 CFR 490.107(b)(3)(i)
- 23 CFR 490.109(c)
- 23 CFR 490.207(a)(1-5)
- 23 CFR 490.307(a)(1-4)
- 23 CFR 490.309-313
- 23 CFR 490.317
- 23 CFR 490.407(c)(1-2)
- 23 CFR 490.411(e)
- 23 CFR 490.507(a)(1, 2)
- 23 CFR 490.511(e)
- 23 CFR 490.607
- 23 CFR 490.611(b)
- 23 CFR 490.707(a)
- 23 CFR 490.707(b)
- 23 CFR 490.711(f)
- 23 CFR 490.807
- 23 CFR 490.809(b)(2)
- 23 USC 119
- 23 USC 134
- 23 USC 135
- 23 USC 148
- 23 USC 150
- 23 USC 150(b)
- 23 USC 150(c)
- 23 USC 167

The Transportation Performance Management Topic Videos series, produced by the Federal Highway Administration (FHWA), provides State Departments of Transportation, Metropolitan Planning Organizations, operators of public transportation, and other interested parties guidance for implementing Transportation Performance Management (TPM).

The Transportation Performance Management (TPM) regulations, organized under 23 CFR Part 490, transform the Federal-aid highway program by providing a framework to support improved investment decision-making through a focus on performance outcomes.

One way to grasp the big picture view of the TPM regulations is to understand the timing for the six TPM implementation elements.

Those elements are:

1. National Goals;
2. Measures;
3. Targets;
4. Plans;
5. Reporting; and
6. Accountability and Transparency.

This video, Part 1 of “TPM Timeline – Seeing the Big Picture,” will sync the TPM timeline to element 1, National Goals, and element 2, Measures, which includes data submission requirements. A separate video, Part 2, will cover the other four elements.

After viewing both parts, you will better understand the timeline details that are most pertinent to your work or priorities — and how they fit in with the rest of the TPM timeline.

Let’s start by connecting the first TPM element, National Goals, with the implementation timeline.

Congress defined seven goals for improving the national Federal highway program:

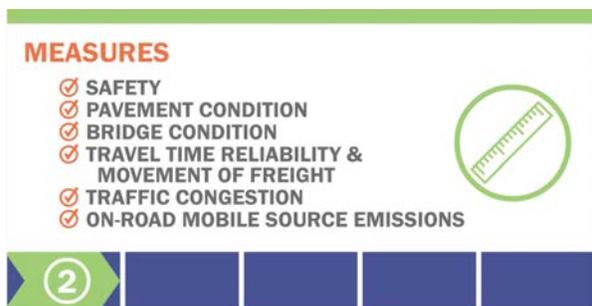
1. Safety;
2. Infrastructure Condition;
3. Congestion Reduction;
4. System Reliability;
5. Freight Movement and Economic Vitality;
6. Environmental Sustainability; and
7. Reduced Project Delivery Delays.

The primary way these goals will be achieved is through performance-based planning and programming. As part of the legislation, Congress instructed USDOT to establish performance measures in select areas.

This brings us to TPM element 2, Measures.

After a multi-year rulemaking process, USDOT established performance measures to assess the following areas:

- Safety;
- Pavement Condition;
- Bridge Condition;
- Travel Time Reliability and Movement of Freight
- Traffic Congestion, and
- On-road Mobile Source Emissions.



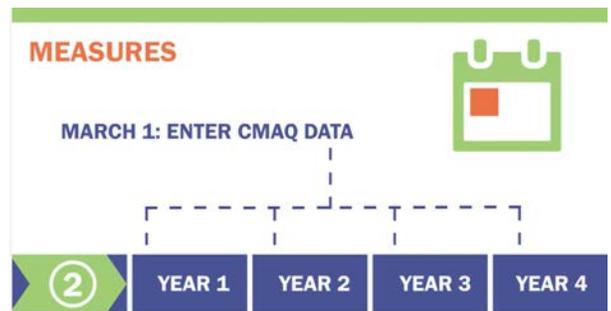
State Departments of Transportation (DOTs) already gather and submit much of the data used for TPM. However, the timing of some of those familiar data submissions changed slightly, and new submission requirements were added.

Because data submission is so critical to target setting and reporting on performance, State DOTs and MPOs need to submit accurate data so FHWA can document their efforts.

Let's look at what data needs to be submitted and when.

We begin with the on-road mobile source emissions measure. This data is used to assess the Congestion Mitigation and Air Quality Improvement program, CMAQ.

- State DOTs must enter CMAQ project information into the CMAQ project tracking system by March 1st of each year for each CMAQ-funded project from the previous fiscal year.



- Then, each July 1st, State DOTs extract the CMAQ Public Access System data they need to calculate the Total Emissions Reduction measure.
- Data for the on-road mobile source emissions measure is the only data collected for a federal fiscal year, which runs from October 1st to September 30th. The metric data for all other measures are collected and submitted based on a calendar year.

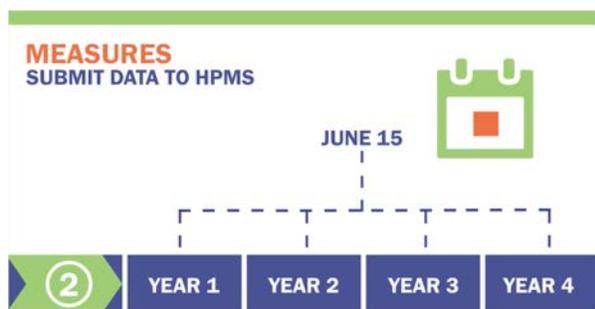
Next, for the bridge condition performance measures, all State DOTs need to submit metric data annually by March 15th to the National Bridge Inventory (NBI).

For the pavement condition performance measures, metric data on Interstate pavements, including roughness, cracking, rutting and faulting for the primary direction are required annually on April 15th from all State DOTs.

For the rest of the National Highway System (NHS), data submission to the Highway Performance Monitoring System (HPMS) is due on June 15th from all State DOTs.

It's fine to submit data for both on April 15th.

The travel-time reliability, freight movement, and traffic congestion performance measures all rely on the National Performance Management Research Data Set (NPMRDS) to calculate metrics.



State DOTs submit this data to HPMS annually by June 15th. If a State chooses to use a Travel Time data source other than the NPMRDS, the State must request FHWA approval for that source by October 1st of the year before the data submission deadline.

For safety performance measures, data collection and submission are discussed as part of the annual reporting cycle for the Highway Safety Improvement Program.

Visit the FHWA Safety Performance Management website for more details

[\(https://safety.fhwa.dot.gov/hsip/spm/\)](https://safety.fhwa.dot.gov/hsip/spm/).

Now that we've synced the TPM measures and the data submission requirements to the TPM implementation Timeline, let's move on to Part 2 of "TPM Timeline – Seeing the Big Picture." This is a separate video where we'll examine the connection of Target Setting, Plans, Reporting, and Accountability and Transparency to the implementation timeline.

Additional Resources

Extend your learning through more detailed resources and through interactive learning methods.

TPM Training:

<https://www.fhwa.dot.gov/tpm/resources/training.cfm>

FHWA Office of TPM Website:

<http://www.fhwa.dot.gov/tpm/about/index.cfm>

General Portal for FHWA Resources:

<https://www.fhwa.dot.gov/research/library/>

National Highway Institute (NHI) Course Catalogue on Transportation Performance Management:

https://www.nhi.fhwa.dot.gov/downloads/catalog/transportation-performance-management_all-delivery-types_sorted-by-title.pdf

You may also learn more at:

<https://highways.dot.gov/research>

<http://www.facebook.com/FederalHighwayAdmin>

<http://www.flickr.com/photos/fhwa>

<http://www.linkedin.com/company/federal-highway-administration>

<http://www.twitter.com/USDOTFHWA>

<http://www.youtube.com/user/USDOTFHWA>

The content of this document is not a substitute for information obtained from State departments of transportation, appropriate FHWA Division Offices, and applicable laws. Scenarios have been simplified for emphasis and do not necessarily reflect the actual range of requirements applicable to the scenario or this topic.

This document was created under contract number DTFH61-13-D-0004 by the Federal Highway Administration, U.S. Department of Transportation, and is offered to the public to heighten and focus awareness of Federal-aid requirements within the local public agencies community and reinforces the importance of the necessary policies, procedures, and practices. This companion resource contains the script content for the video production of the same name.