

V. Performance Management

a. Transportation Performance Management

The Federal Highway Administration defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. In short, TPM:

- Is systematically applied, a regular ongoing process.
- Provides key information to help decision makers, allowing them to understand the consequences of investment decisions across transportation assets or modes.
- Improves communication between decision makers, stakeholders and the traveling public.
- Ensures targets and measures are developed in cooperative partnerships and are based on data and objective information.

This approach, using goals, measures and data, will assist in making informed decisions about how to invest transportation funding. A better performing transportation system can be achieved by setting performance targets, developing plans, reporting results and being accountable for performance. The net result is connected and productive communities that focus on the efficient delivery of goods and safe, reliable journeys to work, school, shopping and community activities.

Moreover, both the State and MPOs must clearly connect the attainment of performance measure targets through statewide and regional planning activities. TPM outcomes are grouped into six elements to more effectively communicate the efforts under way to implement the statutory requirements. These include:

1. **National Goals:** Congressionally established goals or program purpose to focus the Federal-aid highway program into specific areas of performance.
2. **Measures:** FHWA-established measures to assess performance/condition in carrying out performance-based Federal-aid highway programs.
3. **Targets:** Targets established by Federal-aid highway funding recipients for the measures to document future performance expectations.
4. **Plans:** Strategic and/or tactical plans by Federal funding recipients to identify strategies and investments that address performance needs.
5. **Reports:** Reports by Federal funding recipients that document progress toward target achievement, including the effectiveness of Federal-aid highway investments.
6. **Accountability and Transparency:** FHWA-developed requirements for Federal funding recipients to use to achieve or make significant progress toward targets.

b. PPACG Performance Measures and Target Setting

Federal regulations require that states and MPOs incorporate performance-based planning into their long-range and short-range planning processes. Federally required performance measures assess conditions and performance related to the national goals. There are a total of twenty federally required performance measures: five safety, four pavement condition, two bridge condition, two travel time reliability, one freight movement, four transit, and two congestion mitigation and air quality. Additionally, in July 2020, any public transportation agency that receives federal funds is required to complete a Public Transportation Agency Safety Plan which includes additional transit safety measures. While performance measures provide a metric for comparison, targets identify desired trends (or are specific numerical figures) associated with the performance measure and provide direction to strategy analysis and performance tracking. Depending on the target, the state DOT and MPO must set new targets annually, every two years or every four. More details can be found in the 2045 Moving Forward Long Range Transportation Plan (<http://www.ppacg.org/2045-long-range-transportation-plan/>).

State DOTs and MPOs are required to establish performance targets for each federal performance measure. MPOs may develop their own performance targets in cooperation with State DOTs and transit agencies, or they may choose to support the state's targets. For the federally required measures, PPACG committees and staff chose to support the state set targets. This is the preferred option because it helps to avoid duplication of effort and promotes consistency between state and regional planning and programming. All performance measures, targets and associated scoring criteria can be found in Appendix F.

c. Project Impacts

Per federal requirements, MPOs must describe in the TIP how the program of projects contributes to achievement of the performance targets identified in the LRTP. Specifically, a description of the anticipated effect of the TIP toward achieving the performance targets that links investment priorities to those performance targets.

PPACG's program of projects is tied to performance measures and targets in two ways:

1. *Through the LRTP planning process and project selection.* Selection of performance measures was closely tied to development of goals and objectives, since performance measures are used to assess progress toward meeting objectives and in turn regional goals. Those goals and measures were then used to create project selection criteria for the LRTP. Once projects were listed in the LRTP, they were eligible for programming in the TIP using the same criteria and scores.

2. *Each project listed in the TIP is linked with a performance measure and target area.* This helps to more specifically identify how the projects are helping to meet particular goals,

performance measures, and targets, as set in the LRTP. This is identified in the listing of projects in the PPACG online TIP database. Each project description page identifies which federal performance measure or measures the project helps to improve. Please note that this does not mean that the project does not help to improve other measures, but that they are the primary measure(s) this project seeks to help improve.