AASHTO MESSAGE & NEWS

MISSION STATEMENT

The Standing Committee on Performance Management (SCOPM) is dedicated to providing State DOTs the expertise and resources to support performance based management and to create a results-driven environment to maximize the performance of both transportation systems and organizations.

The Standing Committees on Planning and Performance Management will be meeting in conjunction with the Standing Committee on Environment the week of June 20 – 23, 2016. We are planning to have the summer meeting in San Antonio, TX in cooperation with the Texas DOT.

TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) CAPACITY BUILDING POOLED FUND

This state-led, AASHTO-administered pooled-fund project is aimed at determining and supporting participating states, MPOs, and public transportation providers’ training and capacity building needs in this area.

The project aims to avoid duplication of agencies’ efforts, centralize availability of information, and facilitate sharing/retention of TPM best practices through a TPM Information Clearinghouse.

It will also coordinate with FHWA’s project to avoid duplication of efforts and leverage resources and material.

The project requires a three-year commitment, with the option to extend for two more years at the Technical Advisory Committee’s (TAC) discretion. Each pooled-fund partner will have at least one representative on the TAC.

Visit www.pooledfund.org/Details/Solicitation/1394 or TPF-5-(326) for more information.
FHWA UPDATE

FHWA defines TPM as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

RULEMAKING
The performance rulemaking process is steadily progressing. The last Notice of Proposed Rulemaking on System Performance is projected to be published January 2016. A final rule for the Highway Safety Improvement Plan is projected for the 4th quarter 2015. Safety, Planning, Pavement, and Asset Management final rules are projected to be published during the 1st and 2nd quarter of 2016.

TPM ENGAGEMENT
FHWA reviewed a total of 20 comment letters that were posted to the National TPM Implementation Review Survey and Information Collection Request docket. Based on the comments, FHWA decided to increase coordination with stakeholders when developing the design of any TPM surveys, questionnaires, or related instruments. A federal register notice will be published to discuss how FHWA intends to coordinate with external stakeholders to develop the National TPM Implementation Review Survey.

TPM held a pilot TPM Capability Maturity Model (CMM) workshop at the AASHTO Annual Meeting in Chicago. A summary of those proceedings will soon be posted to FHWA’s website.

FHWA intends to conduct a pilot TPM CMM state-specific workshop and pilot TPM Peer Exchange in the spring of 2016. FHWA anticipates fully launching its TPM Technical Assistance Program workshops in the Summer of 2016.

BEST PRACTICES & RESEARCH

The SCOPM is supporting an effort to develop a TPM research roadmap to inform future research and development activities to be undertaken by the transportation industry.

The roadmap, which is hosted online, is connected to a database of recent TPM research. It is a living document, intended to be regularly updated to provide a snapshot of the research status and needs surrounding TPM at a given time.

The Roadmap is a tool to identify and organize research efforts surrounding TPM issues and approaches. This online portal will enable increased coordination between research teams and AASHTO or TRB panel partners.


COMMUNICATIONS

The SCOPM is supporting research on how state DOTs are communicating and reporting on TPM. An exciting new project developed as part of this research is the newly-launched Communicating Performance web portal that aggregates the best of the best in an easy to navigate, curated collection of communications products tagged to serve a variety of scenarios.

The site already contains hundreds of examples from DOTs, MPOs, transit systems and other entities of annual reports, dashboards, print media and other communications tools related to performance that can be searched based on scenarios and audiences.

It also provides an easy way to nominate even more examples of best practices. It only takes a few clicks to flag your favorite communications tools as you find them. The products are then reviewed and tagged to differentiate the nature of the communication, the medium and desired audience so that users can answer a few questions and in the space of a few minutes, have the essential components of a campaign at their fingertips.

The site also offers guidance on how to develop a plan based on pre-set scenarios and allows for expansion of scenario types.

To see for yourself, visit communicatingperformance.com

If you have questions about what is happening with or are interested in being involved with the Communications Task Group contact: John Selmer, John.Selmer@dot.iowa.gov or Erik Filkorn, Erik.Filkorn@vermont.gov.
ORGANIZATIONAL EXCELLENCE

The newly established Organizational Excellence (OE) task group is underway. Created to support the ongoing need to maximize the performance of transportation systems and organizations of state DOTs, the overarching missions of the OE task group is to help agencies achieve organizational excellence.

WE WILL ACHIEVE THIS MISSION BY WORKING TOWARD THE FOLLOWING GOALS:

- Helping agencies maximize the use of funds to their highest strategic purpose.
- Examining effective organizational models, leadership structures and competencies used to monitor, respond to and implement organizational improvement.
- Sharing leading practices in the application of process/quality improvement tools and practices.

The OE Task group, currently with nearly 20 members, held its first monthly meeting in October to introduce the charter. Since then we’ve gathered interest from members for participation in one or more short term activity work groups and recruited volunteer work group leaders. In the short term we plan to focus on:

- Providing a conduit to collect and communicate leading practices in organizational excellence through process, project, change and resource management, especially in making financial, planning, and programming decisions.
- Working collaboratively within the AASHTO community to identify key gaps/opportunities to advance the practice of organizational excellence.
- Building on the work of the previously existing Subcommittee on Organizational Management to examine and develop core competencies for leadership and performance management experts.
- Identifying leading practices in process/quality management and disseminating that information to the AASHTO community.

In the longer term, every work group will consider and identify future research needs related to Organizational Excellence.

SYSTEMS PERFORMANCE

In June 2015, SCOPM voted to create a new task group to support the current systems performance analysis needs.

There is currently no AASHTO committee, task group or working group structure that specifically focuses on supporting this type of performance analysis work.

There are a few committees that have some related interests; however, this is an area of immediate and exponentially growing performance analysis need, especially in light of private sector and Big Data development and MAP-21 rules.

While this task group would address an immediate need for MAP-21, it could be the first step in considering a long term structure under AASHTO to address this skill and technical need that the existing, overall AASHTO standing and sub-committee structure is not covering.

ACTION ITEMS/NEXT STEPS

1. VOLUNTEER TO HELP PLAN THE ANNUAL MEETING
   Contact Matthew Hardy (mhardy@aashto.org or (202) 624-5625) to volunteer to serve on the planning committee for the annual meeting in San Antonio, TX.

2. SUBMIT TOPICS OF INTEREST
   Submit topics of interest for the annual meeting or just in general by contacting one of the following task groups.

3. PARTICIPATE IN TASK GROUP MEETINGS
   **Communications Task Group Call**
   Meeting date: 2nd Thursday of each month | 2 p.m. CST
   Contact: John Selmer | john.selmer@dot.iowa.gov

   **Best Practices and Research Task Group Call**
   Meeting date: 1st Friday of each month | 12 p.m. CST
   (January 1 meeting canceled)
   Contact: Jim Ritzman | jritzman@pa.gov

   **Organizational Excellence Task Group Call**
   Meeting date: 3rd Monday of each month | 11:30 a.m. CST
   Contact: Lori Richter | lori.richter@dot.wi.gov
**POLICY & RULEMAKING**

### PLANNING

**Performance-based Planning Process**
The FAST Act makes no significant changes to the performance-based planning and programming policy requirements included in MAP-21.

**Performance Data Support Program**
The FAST Act includes new provisions to enable the USDOT to better support the State DOTs, MPOs, and FHWA in the collection and management of data for performance-based planning and programming. These data-related activities are funded at $10m per year over the five year duration of the FAST Act.

**Freight Planning**
The FAST Act include new provisions on freight planning. State DOTs will have to develop multimodal state freight plans are coordinated with the performance-based planning process.

### PERFORMANCE MANAGEMENT

**Performance Measures**
The FAST Act does not make significant change to the performance management policy requirements included in MAP-21. This includes no new national-level performance measures beyond what is currently being developed through the federal rule-making process.

**Reporting Cycle and Penalties**
The FAST Act changes from two to one the number of reporting cycles after which penalties are imposed.

**Safety Data Collection on Rural Roads**
Modifies the requirement for State DOTs to collect MIRE data on public roads that are gravel or otherwise unpaved.

**Achievement of Freight Performance Targets**
USDOT will now assess if the State DOT has met the achievement of the freight targets established under 150(d). If the State DOT has not, then there are additional reporting requirements but no penalties associated with obligating the freight funds.

**Performance Data Support Program**
See description under the planning section in this document.

### ASSET MANAGEMENT

There are no changes to the requirement that state DOTs must develop a risk-based asset management plan. Money under the new Surface Transportation Block Grant Program can be used to develop an asset management plan.

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### FINAL RULE DATES - DECEMBER 2015

(updated 12/16/2015)

<table>
<thead>
<tr>
<th>Rule</th>
<th>Responsible</th>
<th>NPRM Closed</th>
<th>Final Rule Expected</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety Performance Measure (PM1)</td>
<td>SCOPM</td>
<td>June 2014</td>
<td>Feb. 19, 2016</td>
<td>Sent to OMB on Nov. 12, 2015 (90 day review)</td>
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<tr>
<td>Highway Safety Improvement Program</td>
<td>SCOHTS</td>
<td>June 2014</td>
<td>Jan. 4, 2016</td>
<td>Sent to OMB on Aug. 9, 2015 (90 day review)</td>
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<tr>
<td>FHWA/FTA Metropolitan and Statewide Planning</td>
<td>SCOP</td>
<td>Sept. 2014</td>
<td>May 13, 2016</td>
<td>FHWA/FTA staff developing final rule</td>
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<tr>
<td>Planning and Environmental Linkage (supplemental to Planning NPRM)</td>
<td>SCO/SCOP</td>
<td>Nov. 2014</td>
<td>See Planning NPRM above</td>
<td>Combined with updated Metro/Statewide Planning</td>
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<tr>
<td>Pavement/Bridge Performance Measure (PM2)</td>
<td>SCOPM</td>
<td>May 2015</td>
<td>June 17, 2016</td>
<td>FHWA staff developing final rule</td>
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<tr>
<td>Asset Management Plan</td>
<td>SCOP-TAM</td>
<td>May 2015</td>
<td>June 17, 2016</td>
<td>FHWA staff developing final rule</td>
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<td>System Performance Measure (PM3)</td>
<td>SCOPM</td>
<td>To be published Jan. 2016</td>
<td>Unknown (Q2 2016)</td>
<td>Sent to OMB Aug. 20, 2015 (90 day review) Matt H.— Likely to be published AFTER 2016 TRB Annual Meeting</td>
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<tr>
<td>(FTA) National Transit Safety Program</td>
<td>SCO/SCOPM</td>
<td>Oct. 2015</td>
<td>Unknown</td>
<td>FTA intent is to publish final rule by Dec. 2016</td>
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<tr>
<td>(FTA) Transit Asset Management Plans</td>
<td>SCO/SCOP-TAM</td>
<td>Nov. 2015</td>
<td>Unknown (Q4 2016)</td>
<td>Sent to OMB on Sept. 16, 2015 (90 day review)</td>
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<tr>
<td>(FTA) Transit Agency Safety Plans</td>
<td>SCOPT</td>
<td>To be published Dec. 28, 2015</td>
<td>Unknown</td>
<td>This will be published as a guidance document and NOT as a rule for notice and comment</td>
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<tr>
<td>(FTA) Guidance on the National Transit Safety Plan</td>
<td>SCOPT</td>
<td>To be published Dec. 31, 2015</td>
<td>n/a</td>
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Source: [www.transportation.gov/regulations/report-on-significant-rulemakings](http://www.transportation.gov/regulations/report-on-significant-rulemakings).

Color code is Matt Hardy’s personal assessment of when to expect an NPRM or final rule to be published

- **GREEN**: The date is likely to be met at this time. There is a strong possibility that the rule will be published close to the date indicated.
- **ORANGE**: There is some uncertainty about whether the date is likely to be met. There is a possibility that the rule will be published later than what is indicated.
- **RED**: It is unlikely that the date will be met. There is a strong likelihood that the rule will be published later that what is indicated.

* Indicates Hardy’s estimate as to date of final publication since FHWA has not provided a final rule publication estimate as of the date of this document.

### FOR MORE INFORMATION

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