

## **AASHTO's SCoPM Performance Task Force: Transportation Planning and Programming**

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The incorporation of performance goals into the statewide and metropolitan planning processes and having state DOTs and MPO's set performance targets that help drive resource allocation are key to accountability and the achievement of national goals. For this reason, AASHTO, in coordination with AMPO, has developed (and continues to hone) a set of principles, which are consistent with AASHTO policies, on the implementation of a "performance-based federal aid highway program." A critical element of these principles is that the performance targets are derived by state, metropolitan, local and transit officials who will have responsibility for monitoring, measuring, and reporting performance.

Another key feature of the principles and AASHTO policies is that the states, MPOs, and transit agencies in consultation with the US DOT, and with the support of AASHTO, AMPO, and APTA, will need to embark on a process to identify a common set of performance metrics that can be used to guide the transportation planning process and the selection and programming of transportation projects. For some performance areas, e.g., safety and infrastructure assets, the states may be far enough along to identify common metrics, and begin monitoring, measuring and reporting.

### Additional Considerations

- Congressional and Administration expectations will likely require demonstrable progress in monitoring, measuring and reporting performance progress even if time is granted to identify common metrics and agree on performance targets. We should continue to argue against Congressionally-mandated performance targets.
- Congress intends to amend the statewide and metropolitan planning requirements to establish a performance-based approach to planning, project selection and programming. The planning process for State DOTs will be substantially expanded to provide the accountability and transparency that Congress and the Administration are promising. We will be advocating for as much flexibility as possible.

We must consider how meeting targets and goals for transportation programs (preservation, economic competitiveness, safety, accessibility and congestion reduction, reliability, and quality of life) will be impacted by limited funds. Without sufficient funds to meet all performance targets, choices and priorities will dictate where progress can be made toward meeting performance goals.

### Next Steps:

- SCOP will utilize webinars this summer to further explore implementation of performance-based planning and programming, from measures themselves to their application.
- SCOP will work with FHWA's Planner's Workshop on Performance-Based Planning and Programming (late summer 2009) as they further consider performance-based planning and program management.