



Date: September 11, 2013
To: Local Jurisdictions and Interested Parties
From: Deena Platman, Principal Transportation Planner
Re: 2014 Regional Transportation Plan (RTP) Performance Measure Refinements

Purpose

This memo describes the process for updating the RTP Performance Management System elements including Section 2.3.1, Performance Targets and Section 5.3, RTP Performance Evaluation Findings. The memo also summarizes the performance-based program created by the passage of the Moving Ahead for Progress in the 21st Century (**MAP-21**) federal transportation funding legislation and its anticipated effects on regional planning activities.

Background

2035 RTP Performance Measurement System

The 2035 RTP introduced a framework for an outcomes-driven, performance-based planning approach intended to better tie investment decisions to desired goals. The performance management system identifies three layers of measurement. The RTP Performance Targets, described in Chapter 2, set time-bound, quantifiable goal posts for achieving the desired outcomes for the region's transportation system. Performance Evaluation and Monitoring, described in Chapter 5, include the transportation system evaluation measures which compare the base year conditions with different levels of investment (projects) and documents how well each investment package performs on an array of measures linked to the RTP goals. The final measurement layer is the RTP System Monitoring that is tied to the region's Congestion Management Process and occurs between the four-year RTP update cycles.

The regional partners went through an extensive process during the 2035 RTP update to develop the performance management system. The 2014 RTP will update the performance data to the 2010 base year and 2040 future year investment levels. With any new endeavor, come the inevitable tweaks necessary to improve the process and product. This RTP update will make minor refinements to correct issues identified in the 2035 RTP.

Moving Ahead for Progress in the 21st Century (**MAP-21**) – Performance Management

MAP-21, the most recent surface transportation funding legislation, was signed into law in 2012, thereby creating the most significant federal transportation policy shift since the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). A fundamental element of the legislation is its focus on performance management. The legislation creates new requirements on state transportation departments, transit agencies, and metropolitan planning organizations (MPOs) to track and report performance.

The legislation establishes national performance goals for the federal-aid highway program including:

- Safety – *To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.*
- Infrastructure condition – *To maintain the highway infrastructure asset system in a state of good repair.*
- Congestion reduction – *To achieve a significant reduction in congestion on the National Highway System.*
- System reliability – *To improve the efficiency of the surface transportation system.*
- Freight movement and economic vitality – *To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.*
- Environmental sustainability – *To enhance the performance of the transportation system while protecting and enhancing the natural environment.*
- Reduce project delivery delays – *To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agency work practices.*

MAP-21 dictates that the USDOT will establish performance measures for each of the goal areas listed above within 18 months of the legislation’s enactment. State DOTs, transit providers and MPOs are required to coordinate on setting targets for meeting the performance measures and to incorporate these measures and targets into their respective planning documents including long-range plans and transportation improvement plans (TIPs).

The USDOT is currently in the rulemaking phase and over the course of the next year will release the detailed performance requirements through nine separate rulemakings. The tentative effective date for the MAP-21 performance rulings is December 2014. Within a year of the effective date, ODOT and transit providers must set performance targets in coordination with Oregon’s eight MPOs. Within 180 days of ODOT’s target setting, MPOs must have set regional performance targets. Once established, MAP-21 requires ODOT to submit a biennial progress report to the USDOT. For more detail regarding the MAP-21 Performance Management, go to <http://www.fhwa.dot.gov/map21/pm.cfm>.

The process for how the regional partners will address these new requirements has yet to be determined. It is anticipated that ODOT, TriMet and Metro will begin coordination activities once the USDOT begins issuing its rulemakings.

Summary of Main Policy Refinements

A summary of the main policy refinements is provided below:

1. **Section 2.3.1 Performance Targets:** Update Table 2.3 Regional Transportation Performance Targets, including: base year, future year targets, performance (based on the 2040 RTP Investment Strategy), and findings.
2. **Section 2.3.1 Performance Targets:** Revise methodology for the Basic Infrastructure and Access to Daily Needs targets, which are currently identified as “under development” in the 2035 RTP, and calculate performance.

3. **Section 5.3 2035 RTP Performance Evaluation Findings:** Update the evaluation data and findings for the 2010 Base Year, 2040 No Build, 2040 Federal and 2040 State investment systems.
4. **Section 6.7 Implementation Activities to be Addressed Post-RTP Adoption:** Add a new subsection that describes the region's MAP-21 activities related to performance target setting.

Next Steps

The refinements identified above will be incorporated into the draft 2014 RTP to be released for public comment in March 2014. Questions and comments should be directed to Deena Platman at 503-797-1754 or Deena.Platman@oregonmetro.gov