Created by Moving Ahead for Progress in the 21st Century Act (MAP-21) enacted in 2012

- Continued in the Fixing America’s Surface Transportation (FAST) Act, enacted in 2015

Strategic approach to make investments and decisions to achieve national transportation goals

Increases accountability and transparency of use of Federal funds

Federal Highway and Transit Administrations have completed most necessary rulemaking
National Transportation Goal Areas

- Safety
- Infrastructure conditions
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

Addressed By TPM
TPM Performance Measure Categories

Transit (FTA)
- Safety*
- State of Good Repair

Highway (FHWA)
- Safety
- National Highway System (NHS) Pavement/Bridge Condition
- NHS System Performance (reliability)
- Interstate Freight Performance (reliability)
- Congestion Mitigation and Air Quality Improvement (CMAQ)

*Final rules not yet completed.
TPM Target Setting

- State/Transit Operators establish baseline data/performance targets for State/Transit systems
- Commission establishes baseline data/targets within 180 days following States/Transit Operators
  - Metropolitan Planning Area—exception is urbanized area for certain CMAQ measures
  - Commission will report targets in manner agreed to with State
- Targets are short-term (2 to 4 years)
- Frequency of target setting varies (annually or every 4 years)
Incorporating performance measure framework into:

- VISION 2050
- Transportation Improvement Program (TIP)
  - Demonstrate how programmed investments will contribute to achieving targets

Agreements with State/transit operators

Referencing State/transit operator required reports in VISION 2050 (e.g., safety, freight, and asset management plans)

CMAQ Performance Plan (Milwaukee Urbanized Area)
Monitoring of State system performance for significant progress towards achievement of FHWA targets (not done for FTA targets)

- FHWA safety targets (annually)
- Other FHWA targets (every 2 years)

Minimum standards for Interstate Pavement and NHS Bridge Conditions (monitored annually)

If State does not make progress to meet FHWA targets or does not meet minimum standards:

- Additional reporting requirements (including how will significant progress be made in future)
- In some cases, restrictions on how Federal funding is used (highway safety funds and national highway funds for interstates and bridges)

Commission must document system performance and progress toward achieving targets in VISION 2050

- No consequences for not making progress towards targets
- Commission only needs to demonstrate that our planning and programming processes are meeting Federal requirements
# First Round of MPO TPM Target Deadlines

<table>
<thead>
<tr>
<th>Measures</th>
<th>State/Transit Operator Target Deadline</th>
<th>Commission Target Deadline</th>
<th>Inclusion in VISION 2050/TIP By</th>
</tr>
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<tbody>
<tr>
<td><strong>FTA</strong></td>
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<td>Safety</td>
<td>Forthcoming</td>
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<td>TBD</td>
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<td>State of Good Repair</td>
<td>January 1, 2017</td>
<td>June 30, 2017</td>
<td>October 1, 2018</td>
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<td><strong>FHWA</strong></td>
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<td>Safety</td>
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<td>Pavement/Bridge Condition</td>
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<td>November 16, 2018</td>
<td>May 20, 2019</td>
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<tr>
<td>NHS Performance/Freight/CMAQ</td>
<td>May 20, 2018</td>
<td>November 16, 2018</td>
<td>May 20, 2019</td>
</tr>
</tbody>
</table>

- Any FHWA/FTA action (such as conformity determination or recognition of TIP amendments) following the inclusion dates requires inclusion in VISION 2050/TIP
VISION 2050
One Region, Focusing on Our Future

QUESTIONS?
JANUARY 18, 2018