



## Highlights From the Third Performance Management Regulation (PM3) Peer Exchange Series for State Departments of Transportation (DOTs)

The Federal Highway Administration (FHWA), in collaboration with the American Association of State Highway and Transportation Officials Joint Subcommittee on System Mobility and Emerging Technologies, hosted a series of virtual peer exchange sessions facilitating discussions among State DOT representatives on PM3 measures, metrics, target setting, and more.

The objectives of the peer exchange were as follows:

1. To provide an opportunity for State DOTs to share and discuss their experiences and practices related to PM3 reliability (travel time and freight) and congestion (i.e., peak hour excessive delay and non-single occupancy vehicle travel) measures and target setting
2. To identify areas where Federal or other research or technical assistance may support implementation

The peer exchanges were divided into the following four sessions, with each having its own associated and interconnected objectives as follows:

### Peer Exchanges 1 and 2

#### ***Approaches to Calculating and Setting Targets for PM3 Travel Time-Based Measures and Data Issues for the PM3 Travel Time-Based Measures Part I*** (March 12, 2021) and ***Part II*** (March 26, 2021)

These peer exchanges focused on State DOTs' approaches to analysis and related research on conflation, mapping, and data issues encountered in calculating the reliability and congestion measures and target-setting methodology that State DOTs use. (54/48 attendees)

### Peer Exchange 3

#### ***The Three C's: Collaboration, Coordination, and Communication*** (April 9, 2021)

This peer exchange focused on the metropolitan planning organization (MPO) and State coordination and collaboration methods used in calculating and setting targets for reliability and congestion and associated collaborative decisionmaking processes. (47 attendees)

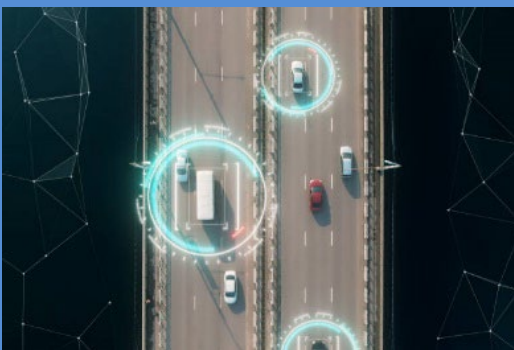
### Peer Exchange 4

#### ***The Big Picture: Planning, Project Prioritization, and Linkages to Operations*** (April 23, 2021)

The final peer exchange focused on State DOT integration of reliability and congestion measures into planning and project prioritization and linkages to operations. (47 attendees)



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## Highlighted Research and Technical Assistance Proposals

- Develop guidance for checking Highway Performance Monitoring System (HPMS) and National Performance Management Research Data Set (NPMRDS) data each year after conflation and provide specific assistance on how States can conflate current-year HPMS and NPMRDS data
- Undertake research on removing the current 2-year HPMS data lag and update the Easy Button Tool to include posted speed limit data (for peak hour excessive delay measure)
- Learn whether the peak period durations as defined in PM3 metric and measure calculations are too broad or not broad enough
- Share target-setting methods and performance report findings to help DOTs and MPOs deal with unpredictable exogenous factors such as significant weather events and damage to infrastructure
- Better identify the relationship between PM3 measures and the project prioritization and selection process
- Undertake research on the relationship between PM3 target setting and policy initiatives such as Complete Streets, Equity, and Climate Change

## PM3 Peer Exchanges for State DOTs: Highlights

The four-part peer exchange series yielded a broad spectrum of lessons learned. **Peer Exchanges 1 and 2** showed that State DOTs are using innovative analysis methods to set targets and monitor performance for reliability and congestion measures. However, those sessions also revealed a learning curve associated with many of these analysis methods, and participants proposed FHWA could potentially serve an important role in supporting State DOTs with these methods. These two peer exchanges discussed areas of research and technical assistance where States could benefit from technical assistance on several data elements such as roadway segments, speed data, and peak duration data. Additionally, there was substantial interest in research pertaining to the short and long-term impacts of COVID-19 data related to these performance measures.

**Peer Exchange 3** highlighted successful collaboration, coordination, and communication within and between MPOs and State DOTs and the benefits to reliability and congestion target setting and performance measurement. The collaborations and benefits can be attained through a variety of methods, including the use of State DOT-assigned liaisons to MPOs, formal tasks related to setting performance targets, advanced communications software, and frequent check-in meetings. The conversation on potential areas of research and technical assistance noted the need for open lines of communication not only between State DOTs and MPOs but also between transportation agencies and legislative bodies in the State. Participants discussed challenges associated with legislative actions in the State as they attempted to achieve their reliability and congestion performance targets.

**Peer Exchange 4** showed how clear planning, project prioritization, and linkages to operations can support target setting and improved performance with regard to reliability and congestion measures. Participants discussed the ways they are linking target setting and performance measurement efforts to their States' long-range planning and project prioritization processes. One State's representatives highlighted how using reliability performance measures in conjunction with planning enabled them to receive increased transportation funding. The discussion regarding potential areas of research and technical assistance at this peer exchange uncovered the challenges some State DOTs face in linking reliability and congestion measures with project prioritization and planning efforts.

