



United States Department of
Transportation

Linking Financial Assistance to
Performance Outcomes

Maryland Grants Training Conference
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Key Trends

- Defining and measuring performance outcomes.
- Communicating performance to the public.
- Using performance data to analyze program effectiveness

Defining and Measuring Performance

Drivers:

- MAP-21 Surface Authorization
- Government Performance and Results Act
- Digital Accountability and Transparency Act

MAP-21 Purposes

Give DOT the authority to collect the data it needs to evaluate the effectiveness of transportation programs.

Give DOT the tools it needs to evaluate the data it collects from State and local governments.

Build the foundation for the future of transportation programs that can transition from predominantly formula distribution to a data-driven distribution.

MAP-21 Performance Goal Areas

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability (Efficiency)
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Faster Project Delivery

MAP-21 Implementation

MAP-21 gave DOT the authority to begin the process of establishing a data collection infrastructure.

FHWA and FTA are undertaking a rulemaking process to

- Define performance elements to be measured;
- Establish performance standards; and
- Determine how to collect performance data.

Government Performance and Results Act

The GPRA Modernization Act, signed in 2011, is an effort to make performance data more transparent to the public and more useful to decision-making.

- Where appropriate, report performance data more frequently.
- Establish Government-wide process indicators to drive quality and efficiency.
- Built agency organizations and practices to link performance data to program evaluation and decision-making.

GPRA and Evidence-Based Decision Making

GPRA Modernization was followed up by a White House memo requesting agencies

- Propose new program evaluations, including requests for additional resources or authorities to conduct them;
- Compare the cost effectiveness of different service delivery strategies to determine how to allocate resources; and
- Infuse evidence into *grant-making* and enforcement efforts.

Digital Accountability and Transparency (DATA) Act

- Treasury and OMB will come up with common financial data standards.
- An expanded set of financial data will be available on a public website (USASpending.gov) including obligations and outlays (expenditures) by account, object class and program.
- Agencies already report grant and procurement information to USASpending.gov. This reporting may also be expanded to include additional information.

Linking Resources to Performance

The goal is, eventually, to be able to cleanly link resource decision making to performance outcomes and program evaluation. Here are some challenges to that.

1. Federal transportation funding is a collaborative, multi-government effort.
 - Federal funding is just one element to the performance picture.
 - Federal need for data must be balanced against burden to States and localities.
 - Data collection and quality varies amongst the States and localities.
 - Federal goals sometimes conflict with State and local goals.
2. Legislative authorities for the Highway Trust Fund slowly evolve over many years.
 - Without an assurance of long-term solvency, the HTF will not be sufficient to support basic needs of the nation's highway system, let alone new data collection efforts.
 - New authorities often get passed with no additional resources to implement them.