Regional Exchange

TPM [Topic]

Hosted by [State DOT]

## Dates: [Day of Week, MM DD, Year HH:MM AM/PM – HH:MM AM/PM]

[Day of Week, MM DD, Year HH:MM AM/PM – HH:MM AM/PM]

## Location: [Virtual Exchange/Address]

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**TPM Regional Exchange**

**TPM [Exchange Title]**

## The [Year] Transportation Performance Management (TPM) [Title] Regional Exchange will focus on [topics]. The purpose of the peer exchange is to provide participants [outcomes] and to discuss related best practices and lessons learned.

### Background and Context [replace as appropriate]

While federal requirements related to performance management are less than 10 years old, agencies have been practicing and implementing transportation performance management for decades as a way to maximize the life and effectiveness of their transportation system, enhance safety and demonstrate wise stewardship of transportation funds.

Federal Transportation Performance Management (TPM), performance-based planning and programming (PBPP) and other related provisions that apply to State Departments of Transportation (State DOTs), Metropolitan Planning Organizations (MPOs) and transit agencies were initiated in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reaffirmed in Fixing America's Surface Transportation Act (FAST Act). These requirements have established a national focus for transportation as “a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.”

The first performance period for TPM began on January 1, 2018, and will end on December 31, 2021 with the exception of the CMAQ emissions measure, which = began on October 1, 2017, and will end on September 30, 2021.

States are also required to meet biennial reporting requirements related to targets and progress. The baseline report for the first performance period was due October 1, 2018, for all measures under this final rule.

Targets are quantitative performance goals expressed as a value for a measure, to be achieved within a timeline. State DOTs were required to set their targets for infrastructure condition (PM2) and system performance (PM3) by May 20, 2018. The target reporting deadline for all measures in the PM2 and PM3 rules for the first performance period was October 1, 2018. Four-year targets may be adjusted at the mid-point of a Performance Period. 2-year targets may not be adjusted. State DOTs are required to coordinate with MPOs to ensure consistency to the maximum extent practicable.

States and MPOs were required to establish performance-based planning requirements two years from the effective date of each rule. State DOTs’ and MPOs’ amended or updated TIPs/STIPs must meet federal PBPP planning requirements, and LRSTP/MTP must also be developed using the performance-based planning requirements including performance measures, targets and a report on system performance.

### Peer Exchange Overview

This peer exchange will provide a forum for agencies to share and discuss TPM [topic], including [subtopics]. The primary goal of this peer exchange is [outcomes], particularly by sharing best practices and lessons learned.

[Additional information about the regional exchange here].

The peer exchange is organized around the

following core activities:

* **Share best practices and lessons learned about TPM [topic]**
* **Discuss TPM [topic]**
* **Engage in discussion concerning TPM [topic]**

**TPM Pooled Fund Peer Exchange Agenda**

### Peer Exchange Attendees

**[State] Department of Transportation**

[Name]

**[Email]**

**[State] Department of Transportation**

[Name]

**[Email]**

**[State] Department of Transportation**

[Name]

**[Email]**

**[State] Department of Transportation**

[Name]

**[Email]**

**[State] Department of Transportation**

[Name]

**[Email]**

**Setting the Context:**

**[Background pertaining to the regional exchange topic. Include narrative and figures as appropriate].**