

Table 6.2 Unfinished Business: A Comprehensive Initiative for Reauthorization

Action	Provision
1. Transparency	
1.1 Measure	Create and track agency metrics relating to program delivery; incorporate comparable metrics into individual employee performance evaluations
1.2 Track	Expand that metric beyond EISs and EAs to CEs and routine progress on projects programmed in STIPs and TIPs.
1.3 Dashboard	Consistent with the requirements that the agencies are pursuing on performance reporting of individual grantees and nationally, a comparable "Dashboard" component should reflect Federal agency project delivery accomplishments and gaps.
1.4 Showcase	Showcase to Congress success stories to demonstrate benefit of constructive collaboration, with or without U.S. DOT lead. Establish a showcase program with financial incentives to sponsors for on-time, on-budget, or better.
1.5 Fairness in Implementation	Require that determinations of statutory noncompliance be based on processes established through regulation and consistently applied across the country.
2. Accountability	
2.1 Oversight Reporting	Policy direction backed up by Congressional review.
2.2 Agency Strategic Plan	Explicitly commit in the USDOT and modal Strategic Plans to making the linkage between the gains and losses in efficiency that result from unnecessary delays during project development and execution.
2.3 Project Documents	Each ROD/EIS document directed to contain its history, showing the timeline from the period of declaration of intent until approval of FONSI or ROD.
2.4 Program Practice	Provisions added to each discretionary programs to comply with the best practices highlighted in the GAO management report: Actions Needed to Improve Documentation of Key Decisions in the TIGER Discretionary Grant Program
3. Collaboration	
3.1 Partnering Plans	Project sponsors encouraged to develop, with the assistance of U.S. DOT staff, priority Project Delivery Partnering Plans, as well as comprehensive Program Delivery Partnering Plans. This is consistent with the MAP-21 Policy Declaration.
3.2 Sponsor-Led	Partnering Plans are not to be pursued as another mandate, but an opportunity to foster collaboration and set the ground rules of engagement in the context of a specific locale or project.
3.3 Amend	The expectations built in these Partnering Plans could be used to tailor and "trump" the generic or "worst case" deadlines in legislation and be the basis for reward and incentives.
3.4 Repeal	MAP-21 concurrence language would be repealed in favor of schedules mutually developed by project sponsors and participating Federal agencies; avoid establishing unilateral concurrence authority by Federal agencies.
3.5 Operations	Carry over the learning based on capital investment relationships into operational policies where collaboration is critical to achieving improved performance.
3.6 Training	Establish a "Transportation Program Delivery Academy" as a means to educate and sensitize staff, make it a "plum" opportunity rather than a punitive measure, and having the benefit of bringing in multidisciplinary perspectives.
3.7 Personnel	Require certification from the Academy to enter the Senior Executive Service (SES) to sensitize senior staff, regardless of function of the importance of program processes.