



MAP-21 Performance-Based Planning

Moving Ahead for Progress in the 21st Century

Presentation to the Transportation Planning Board

Ronald Kirby

Director, Department of Transportation Planning

February 20, 2013

Performance-Based Approach

- MAP-21, Section 150. National Goals and Performance Management Measures
 - (a) Declaration of Policy—Performance management will...provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals...and improving project decisionmaking through performance-based planning and programming.
- MAP-21, Section 1201. Metropolitan Transportation Planning

The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decisionmaking to support the national goals...
- Funding mostly formula, some USDOT discretion, no earmarks

Performance-Based Planning and Programming

New National Goals Under MAP-21

Metropolitan Planning Process continued from previous law	
Scope of Planning Process	
1	Economic Vitality
2	Safety
3	Security
4	Accessibility
5	Environment
6	Connectivity Across Modes
7	System Management and Operation
8	System Preservation

New National Goals from MAP-21	
National Goals	
1	Safety
2	Infrastructure Condition
3	Congestion Reduction
4	System Reliability
5	Freight Movement and Economic Vitality
6	Environmental Sustainability
7	Reduced Project Delivery Delays

National Goals related to Scope of Metropolitan Planning Process

Sec. 1201. Subsection 134. (h)

Title 23. Sec. 1203. Subsection 150 (b)

Performance Measures Required by MAP-21 Title 23, Section 150(c)-Highways

- Secretary shall...limit performance measures only to those described in this subsection:
1. National Highway Performance Program
 - Minimum standards...in developing and operating bridge and pavement management systems
 - Condition of pavement on the Interstate System and on the National Highway System (NHS) (excluding Interstate)
 - Condition of bridges on the NHS
 - Performance of the Interstate System and the NHS (excluding Interstate)
 - Minimum levels for the condition of pavement on the Interstate System
 2. Highway Safety Improvement Program
 - Serious injuries and fatalities per vehicle mile traveled and the number of serious injuries and fatalities
 3. Congestion Mitigation and Air Quality Program
 - Traffic congestion
 - On-road mobile source emissions
 4. National Freight Movement
 - Assess freight movement on the Interstate System

Performance Measures Required by MAP-21 Title 49, Chapter 53-Public Transportation

- Applies to all recipients. 'Recipient' means a State or local governmental authority, or any other operator of the public transportation system, that receives federal financial assistance
1. **Transit Asset Management Plan**
 - Definition of 'state of good repair' that includes objective standards for measuring the condition of capital assets of recipients, including equipment, rolling stock, infrastructure, and facilities
 - Secretary shall issue a final rule to establish performance measures based on the 'state of good repair' standards
 2. **National Public Transportation Safety Plan**
 - Safety performance criteria for all modes of public transportation
 - Minimum safety performance standards for public transportation vehicles
 - Public transportation safety certification training program
 3. **Public Transportation Agency Safety Plan**
 - States/transit recipients establish a comprehensive agency safety plan (1 year after the effective date of the performance measures on 'state of good repair' final rule)

PBPP Accountability/Penalties

- State Performance Management
 - States that do not achieve or make significant progress toward targets for two reporting periods must address in following report how the state will achieve the targets
- Interstate System and National Highway System (NHS) Bridge Conditions
 - If, for two reporting periods, the condition of the Interstate System...falls below the minimum condition level, the State shall be required to obligate and transfer funds to meet minimum conditions
 - If greater than 10% of the deck area of bridges in the State on the NHS is located on bridges that have been classified as structurally deficient, a specified portion of funds...shall be set aside...only for eligible projects on bridges on the NHS
- High-Risk Rural Road Safety
 - If rural road fatality rates increase over the most recent 2-year period for which data is available, the State shall obligate in the next fiscal year an amount equal to at least 200% of the amount of funds the State received for fiscal year 2009 for high risk rural roads
- MPO Certification
 - If a metropolitan planning process serving a transportation management area is not certified (as required every 4 years), the Secretary may withhold up to 20% of the MPO's funds under metropolitan transportation planning

Timeline on PBPP Requirements

MAP 21 PBPP Implementation Timeline	
Date	Action
10/1/12	MAP-21 date of Enactment
10/1/13	Final rule for public transport state of good repair performance measures and standards
1/1/14	Federal public transport recipients shall establish performance targets in relation to performance measures established by the Secretary, and report each year
Unknown	National Public Transportation Safety Plan
1 year later	Public Transportation Agency Safety Plan (1 year after National Public Transportation Safety Plan)
4/1/14	Secretary promulgates rulemaking that establishes performance measures and standards required under MAP-21, following 90-day comment period
4/1/15	States set performance targets for measures established by Secretary
10/1/15	MPOs establish performance targets 180 days after States/public transportation providers establish performance targets
10/1/16	States submit to Secretary report on progress in achieving targets...
10/1/17	Secretary submits to Congress a report on the effectiveness of the performance-based planning process of metropolitan planning organizations

KEY
Public Transportation
Highway
Metropolitan Planning
Federal Action

PBPP Coordination Efforts Underway

- FHWA consultation meetings with states/MPOs/associations
- January 8th: FHWA MAP-21 Performance Management Listening Session on Target Setting: Facilitated “Conversations”: Considerations in Target Setting
 - Targets are bound by available resources
 - States and MPOs will need to be balancing performance in many areas
 - Many entities may be key in achieving targets
 - Unplanned events may impact the ability to achieve a target

PBPP Coordination Efforts Underway Cont.

Association letters for consideration by US DOT as part of rulemaking process

AASHTO Letter, November 26, 2012

- A few themes:
 - **Reduce and Re-use**
“[N]ational-level performance measures should build upon existing performance measures, management practices, data sets and reporting processes”
 - **Communicate**
“Messaging the impact and meaning...to the public...is vital to the success of this [PBPP] initiative”



AMPO Letter, December 7, 2012

- A few themes:
 - **Financial Constraint**
“MPOs will have to assess and balance the targets in context of the overall goals and financial capabilities of their individual metropolitan areas”
 - **Air Quality Conformity**
“Measurements chosen for on-road mobile source emissions should be consistent with existing federal air quality planning and conformity requirements”



PBPP Focus for the TPB

FY 2014 UPWP begins to address new PBPP responsibilities

- 1) Responsibilities to be coordinated with States/transit agencies
 - State of Good Repair
 - Safety
- 2) Explicit TPB Responsibilities for Congestion Mitigation and Air Quality
 - MPO Performance Plan
 - Mobile emissions likely to be governed largely by current air quality requirements
 - Requirement/opportunity for increased focus on congestion, with active engagement of all TPB member agencies and processes

Recent TTI Report on Congestion

Texas Transportation Institute *2012 Urban Mobility Report*

- National Capital Region continues to be #1 in congestion with regard to annual delay per commuter
- New TTI Planning Time Index may represent an unrealistically high level for “reliability planning”
- Can we develop additional measures and targets to address congestion in our region with more specificity by location, direction, and time-of-day?
- Our region also ranks high in transit, bicycle, pedestrian, and carpool measures, which help mitigate the impact of traffic congestion for many residents
- Further discussion to come



Questions / Discussion

Ronald Kirby

Director, Department of Transportation Planning