



MAP-21 Performance-Based Planning: A Focus on Congestion Mitigation and Air Quality

Moving Ahead for Progress in the 21st Century

Presentation to the Air & Climate Public Advisory Committee

Ronald F. Kirby

Director, Department of Transportation Planning

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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

Title 23, 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)

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 |
| Fall 2013, FTA est. | National Public Transportation Safety Plan |
| Fall 2014 | 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 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
 - Requirement/opportunity for increased focus on congestion, with active engagement of all TPB member agencies and processes
 - Mobile emissions likely to be governed largely by current air quality requirements

Congestion Mitigation and Air Quality (CMAQ) Program, Section 1113

- (i) Evaluation and Assessment of Projects
- (k) Priority for Use of Funds in PM 2.5 Areas
- (l) Performance Plan

Congestion Mitigation and Air Quality (CMAQ) Program, Section 1113 Cont.

(i) Evaluation and Assessment of Projects

1. Database

“Secretary shall maintain and disseminate a cumulative database describing the impacts of the projects, including specific information about each project...based on reductions in congestion and emissions”

2. Cost Effectiveness

“Secretary, in consultation with the Administrator of the EPA, shall evaluate projects on a periodic basis and develop a table...that illustrates the cost-effectiveness of a range of project types...as to how the projects mitigate congestion and improve air quality. The table shall show measures of cost-effectiveness, such as dollars per ton of emissions reduced.”

Congestion Mitigation and Air Quality (CMAQ) Program, Section 1113 Cont.

(k) Priority for Use of Funds in PM 2.5 Areas

1. Requirement

“For any State that has a nonattainment or maintenance area for fine particulate matter, an amount equal to 25 percent of the funds apportioned under section 104(b)(4) ...shall be obligated to projects that reduce such fine particulate matter emissions in such area, including diesel retrofits”

2. Applicability to CMAQ funds for FY 2013 and FY 2014

| 25 Percent of CMAQ Funding Allocations (Millions \$ per Year for FY 2013 and FY 2014) | |
|--|-------|
| DC | 2.42 |
| MD | 12.38 |
| VA | 6.38 |

Congestion Mitigation and Air Quality (CMAQ) Program, Section 1113 Cont.

- (I) Performance Plan-Each MPO...representing a nonattainment or maintenance area shall develop a performance plan that:
 - (A) Includes an area baseline level for traffic congestion and on-road mobile source emissions for which the area is in nonattainment or maintenance;
 - (B) Describes progress made in achieving the performance targets; and
 - (C) Includes a description of projects identified for funding under this section and how such projects will contribute to achieving emission and traffic congestion reduction targets.

Congestion Mitigation and Air Quality (CMAQ) Program, Section 1113 Cont.

- Some TPB Programs have been designed to support congestion reduction and improve air quality
 - Commuter Connections Program
 - Metropolitan Area Transportation Operations Center (MATOC)
- TPB already develops “baseline level for traffic congestion and on-road mobile source emissions”
- Target-Setting will be a new undertaking
 - Await establishment of performance measures by US DOT due by 4/1/2014, then targets must be set by 10/1/2015
- TPB coordination with states and public transit agencies to describe how CMAQ-funded projects contribute to achieving emissions and traffic congestion reduction targets

Questions?

Ronald F. Kirby

Director, Department of Transportation Planning