



# MAP-21 Performance-Based Planning

Moving Ahead for Progress in the 21st Century

Presentation to the TPB Technical Committee

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February 1, 2013

# Overview

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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...

# Presentations given on MAP-21

- Earlier MAP-21 Presentations
  - July 18<sup>th</sup>, 2012: TPB
  - September 5<sup>th</sup>, 2012: CAOs
  - September 12, 2012: COG Board
- More recent MAP-21 presentations on new programs (November, December, February)
  - Transportation Alternatives Program
  - 5310 Grants Program
- In developing the FY 2014 UPWP we need to address new Performance-Based Planning and Programming requirements

# Performance-Base Planning and Programming

## New National Goals Under MAP-21

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

<b>National Goals new from MAP-21</b>	
<b>Performance Management National Goals</b>	
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)

# Timeline on PBPP Requirements

MAP 21 PBPP Implementation Timeline	
Date	Action
7/6/12	MAP-21 signed by Obama
10/1/12	MAP-21 date of Enactment
10/1/13	Final rule for public transport performance measures state of good repair 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
4/1/14	Secretary promulgates rulemaking that establishes performance measures and standards for national goals, following 90-day comment period
4/1/15	States set performance targets for measures established by Secretary
10/1/15	MPO 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 shall submit 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, 2013: FHWA MAP-21 Performance Management Listening Session on Target Setting with state DOTs, transit agencies, and MPOs via national video conference

Division Office	State DOT	MPO	Transit Agency	FHWA Contact
District of Columbia	Martin Parker, DDOT	Ron Kirby, NCRTPB	Trish Hendren, WMATA	Sandra Jackson

# PBPP Coordination Efforts Underway Cont.

- January 8<sup>th</sup>: FHWA MAP-21 Performance Management Listening Session on Target Setting: Facilitated “Conversations”
  - A. Setting Targets
    - ❖ How would you recommend the requirement for ‘coordination’ be considered in performance-based planning so that it complements current effective practices?
  - B. Telling a National Story
    - ❖ How do you think stakeholders (i.e. taxpayers) would define ‘meaningful’ or ‘appropriate’ targets to support a national, state and/or local transportation system?
  - C. Assessing Progress
    - ❖ What principles might you suggest USDOT consider in assessing whether a state or MPO has made ‘significant’ or ‘substantial’ progress toward the achievement of targets?



# PBPP Coordination Efforts Underway Cont.

- January 8<sup>th</sup>: 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
  - An efficiently and effectively delivered program may not lead to the achievement of targets
  - Agencies may set very different targets in the same performance area

# 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**  
“national-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, 2013

- A few themes:
  - **Financial Constraint**  
“MPO’s are required to integrate goals, objectives, performance measures, and targets described in other state and public transportation plans. 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 on the Horizon

- PBPP means new requirements for states, transit agencies, and MPOs
- Additional responsibilities under same budget levels for MPOs
- FY 2014 UPWP beings to address new PBPP responsibilities

# Questions for the Washington Region

- Does it make sense for the TPB to set targets 180 days after the states/public transportation providers, or should there be one integrated target-setting process?
- Where should TPB focus its resources?
  - Rely on states/public transportation providers for infrastructure condition?
  - Focus on areas that need multi-agency attention such as safety, congestion reduction, system reliability?
  - How do we address freight movement and economic vitality?