



Update on the Development of MAP-21 Performance Measures

TPB Technical Committee
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Eric Randall
Department of Transportation Planning

Item 9

Overview

- MAP-21 Rulemaking
 - National Goals
 - Rulemaking Overview
 - Common Features
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- Next Steps
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MAP-21 National Goals

It is in the interest of the United States to focus the Federal-aid highway program on the following national goals (23 CFR 150 (b)):

- **(1) Safety.**— To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **(2) Infrastructure condition.**— To maintain the highway infrastructure asset system in a state of good repair.
- **(3) Congestion reduction.**— To achieve a significant reduction in congestion on the National Highway System.
- **(4) System reliability.**— To improve the efficiency of the surface transportation system.
- **(5) Freight movement and economic vitality.**— To improve the national freight network... and support regional economic development.
- **(6) Environmental sustainability.**— To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **(7) Reduced project delivery delays.**— To reduce project costs... by accelerating project completion through eliminating delays in the project development and delivery process....

MAP-21 Performance Provisions – Rulemaking Overview

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are jointly issuing a total of 10 rules on MAP-21 performance provisions in five major categories.

- Only proposed rules have been published to date. **No final rules have been issued.**

FHWA/FTA have indicated their intention for all of the final performance rulemakings to have a common date of effectiveness.

- The apparent goal is for October 1, 2015, with initial reports on performance measures and targets required as early as October 1, 2016.
- Some rules (e.g., transit state of good repair and asset management) appear likely to be delayed beyond mid-2015 and their implementation would be correspondingly delayed.

A

MAP-21 Rulemaking – Planning

Statewide and Metropolitan Planning Rule

- *Notice of Proposed Rulemaking (NPRM) issued June 2, 2014, with comments accepted through October 2.*
- *Final rulemaking anticipated in September 2015.*
- Would amend Joint Planning Final Rule issued February 14, 2007 (SAFETEA-LU).
- Establish transparent, accountable decision-making framework to identify multimodal capital investments and project priorities
 - Applicable to States, MPOs and Providers of Public Transportation
- Metropolitan Transportation Plan (MTP) will:
 - Describe transportation system performance measures and respective performance targets.
 - Include system performance report and subsequent updates evaluating the condition and performance of the transportation system.
 - Discuss progress achieved by MPO in meeting performance targets in comparison with system performance recorded in previous reports.

B

MAP-21 Rulemaking – Highway Safety

- Safety Performance Measure Rule
 - *NPRM published March 2014. Final Rule anticipated in August 2015.*
 - Propose and define fatalities and serious injuries measures along with target establishment, progress assessment and reporting requirements.
 - Discuss the implementation of MAP-21 performance requirements.
- Highway Safety Improvement Program (HSIP)
 - *NPRM published March 2014.*
 - Integration of performance measures, targets, and reporting requirements into the HSIP.
 - Strategic Highway Safety Plan updates.
- Highway Safety Program Grants Rule
 - *Interim Final Rule issued by NHTSA in January 2013.*
 - State target establishment and reporting requirements.
 - Highway safety plan content, reporting requirements, and approval

C MAP-21 Rulemaking Schedule – Highway Conditions

- Pavement and Bridges Performance Measurement Rule
 - *NPRM published January 5, 2015. Comments are due by April 6*
 - Proposed measures for pavement and bridge condition, along with minimum conditions standards, target establishment, progress assessment and reporting requirements
- Asset Management Plan Rule
 - *Most recent announced date for NPRM to be published was January 28*
 - Contents and development process for asset management plan.
 - Minimum standards for pavement and bridge management systems

D MAP-21 Rulemaking – Congestion and System Performance

System Performance Measures Rule (includes Congestion Mitigation and Air Quality (CMAQ) Performance)

- *Anticipated date for NPRM to be published is April 20, 2015.*
- Define performance of the interstate system, non-interstate national highway system, and freight movement on the interstate system.
- Finalize interpretation of scope of CMAQ performance requirements, including congestion and on-road mobile source emissions.
- Summarize MAP-21 highway performance measure rules.



MAP-21 Rulemaking – Transit

Transit Safety and State of Good Repair

- *Advanced NPRM published October 2013. NPRM anticipated in June 2015 for all three rules.*
 - Safety Program requirements apply to 5307 recipients.
 - State of Good Repair has requirements for all FTA grant recipients and sub-recipients.
- Transit Asset Management (*NPRM anticipated in June 2015*)
 - Each FTA recipient and subrecipient must develop an asset management plan for all assets: equipment, rolling stock, infrastructure, and facilities.
 - Each FTA recipient will report asset inventories, condition assessments, and performance measures/targets.
- National Transit Safety Program Rule ()
 - Safety performance criteria, definition of State of Good Repair (SGR), certification training program, and vehicle performance standards.
- Transit Agency Safety Plan Rule (???)
 - Safety performance targets, revised annually.
 - Illustrates agency practice of the Safety Management System (SMS).

Common Elements

Performance Measures and Data

- Make use of existing data collection standards and databases.
 - Requirement for 100% data collection, not representative sampling
- Agencies prepare Data Quality Management Programs for Federal approval.

Performance Reports

- Biennial reports with four-year performance periods, comparing 2-year and 4-year condition/performance with targets

MPO Requirements for Performance Targets

- MPOs would establish targets, specific to the metropolitan planning area, by either:
 1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT targets, or
 2. Committing to quantifiable targets for the metropolitan planning area.
- MPOs establish targets that represent performance outcomes of the entire transportation network within their respective metropolitan planning area (regardless of ownership, i.e., including NPS and local government roads)
- MPOs shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan and to State DOTs.
- MPOs would not be required to provide separate reporting to FHWA/FTA; however, State DOTs, TAs, and MPOs would need to agree to a target establishment reporting process in the Metropolitan Planning Agreement.

Next Steps

- Coordination discussions with State DOTs and Public Transportation Providers:
 - Each agency to identify representatives for each category/measure.
 - Share information on known and proposed performance provisions and regulatory requirements for each category/measure.
 - Initial discussion on basis for further coordination.
- Subsequent combined workshop to discuss MAP-21 performance provisions, with FHWA/FTA and consultants.

Questions?