



MAP-21 Rulemaking Update

TPB Regional Bus Subcommittee
February 25, 2014

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**USDOT Implementation of MAP-21 Performance Provisions:
Ten Interrelated Rules**

2013

2014

2015

Planning

Metropolitan and Statewide Planning Rule

- Establish a performance-based planning process at metropolitan and state level.
- Define coordination in the selection of targets, linking planning and programming to performance targets.

Highway Safety

Safety Performance Measure Rule

- 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) Rule

- 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.

Highway Conditions

Pavement and Bridge Performance Measure Rule

- Propose and define pavement and bridge condition measures, along with minimum condition standards, target establishment, progress assessment and reporting requirements.

Asset Management Plan Rule

- Contents and development process for asset management plan.
- Minimum standards for pavement and bridge management systems.

Congestion/System Performance

System Performance Measure Rule

- 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

Transit Performance

Transit Asset Management Rule

- Define state of good repair and establish state of good repair performance measures
- Require transit providers to set targets and report on progress
- Transit asset management plans

National Transit Safety Program Rule

- Define transit safety criteria and standards
- Include definition of state of good repair

Transit Agency Safety Plan Rule


The Federal Transit Administration has issued an Advance Notice of Proposed Rulemaking (ANPRM), which closes January 2, 2014.

- Transit safety plan content and reporting requirements
- Target setting requirements for transit agencies and States

Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4



Anticipated Coordinated
Performance Measure
Effective Date

 Indicates the comment period

Rulemaking Schedule

- Statewide and Metropolitan Planning Rule
 - Anticipate date of release for draft rulemaking is February 28
- Safety – February 28
- Bridges and Pavement, including risk-based asset management plan – May 27
- Congestion Mitigation and Air Quality (CMAQ) and Freight – July 1

Appears Effective Date is slipping to mid-2015.

Other Anticipated MAP-21 Rulemaking

- Transit Agency Representation on MPO Boards – ???
 - Comments submitted in October on joint FHWA/FTA notice: *“Proposed Policy Guidance on Metropolitan Planning Organization Representation”*
 - No announced date for publication of final guidance.
 - MAP-21 required effective date of October 1, 2014.
- FTA Core Capacity Program – July 21
 - Process and the evaluation criteria for a new category of eligible capital investment projects.
 - Core capacity projects are improvements to existing transit lines that are currently at capacity or will be in five years. The proposed projects must increase capacity in the corridor by at least 10 percent.

Highlights from VDOT – MPO/PDC Winter Meeting (Feb 5)



- Slight decrease in projected 5-year transportation revenues for Virginia (to \$32.3 Billion for FY14-19)
 - Down by 3% from initial estimate, but still up by 26% from before new transportation act.
 - Decrease in fuel price has reduced wholesale tax collection, but there is a “floor” rate of collection.
 - Reduced sales tax revenues.
 - Slight decrease in Federal program funds: CMAQ and RSTP.
 - Increased motor vehicle sales taxes due to higher sales (but more fuel-efficient cars).
 - VDOT also reducing bond programs.

Highlights from VDOT – MPO/PDC Winter Meeting (Feb 5), *Continued...*

- VDOT will delay project schedules into FY 2020, rather than eliminating projects: “stretch the schedules”.
 - Commonwealth Transportation Board (CTB) priorities unchanged, with maintenance still #1
 - VDOT will increase funding for Preliminary Engineering (PE) to ensure “pipeline” of projects ready for construction. Will shift funds from projects not moving forward.
- House Bill 2 is likely to be adopted in some format –
Prioritization of Projects
 - Will provide regional variation and weighting for quantitative prioritization of projects against five criteria: Congestion Reduction, Economic Development, Accessibility, Safety, and the Environment.
 - Likely built around VTrans PBPP process

Highlights from VDOT – MPO/PDC Winter Meeting (Feb 5), *Continued...*

Department of Rail and Public Transportation (DRPT)

- Financial Items

- New operating fund allocation process, using performance measures:
 - Net cost per rider (50%), Customer per revenue hour (25%), customers per revenue mile (25%)
- Capital funding tiers for state % contribution adopted:
 - Rolling stock at 68%, infrastructure facilities 34% and support/shop/spares at 17%.
 - However, ten-year acceleration of capital funding ends in 2019, which would lead to these ratios being cut in half.

- Planning Items

- Route 1 Multimodal Alternatives Analysis
 - Selection of Locally Preferred Alternative expected in July.
- Multimodal Systems Design Guidelines – published October 2013
 - <http://www.drpt.virginia.gov/activities/MultimodalSystemDesignGuidelines.aspx>

Questions?

