



U.S. Department of Transportation
Federal Highway Administration

Federal Transit Administration

**Moving Ahead for Progress
in the 21st Century Act
(MAP-21) – Statewide and
Metropolitan Planning**

September 7, 2012



After 10 extensions, a 27-month bill

- SAFETEA-LU expired on 9/30/09
- 10 extensions of SAFETEA-LU
- MAP-21 Passed on July 6, 2012
- MAP-21 Effective Date October 1, 2012
- Moving Ahead for Progress in the 21st Century



Stable Funding

- Program authorized through FY14
 - Current law through end of FY12
 - Most new provisions go into effect on October 1st
- Avg. annual funding at FY12 levels (plus minor inflation)
- Extends Highway Trust Fund taxes and ensures 2 years of solvency for Highway Trust Fund (HTF)
- Substantial programmatic consolidation
 - No earmarks
 - Most discretionary programs eliminated



MAP-21 Themes

- Strengthens America's highway and public transportation systems
- Creates jobs and supports economic growth
- Supports an aggressive safety agenda
- Simplifies and focuses the Federal program
- Accelerates project delivery and promotes innovation
- Establishes a performance-based Federal program



MAP-21 Themes

- Expands emphasis on multimodal investments
 - Retains provisions for flexing highway funds to transit
 - FTA and FHWA continue to jointly administer state and metropolitan planning programs
 - Encourages corridor planning with planning-environmental linkages provisions
 - Explicitly requires representatives of public transportation providers to become voting members of MPO Boards in Transportation Management Areas (TMA's)

Performance Management



Performance Management

- Identifies seven national goals (23 USC 150(b))
- Authorizes Secretary, with input, to establish performance measures and standards for 13 highway performance areas (23 USC 150(c)) and 2 transit performance areas
- States, MPOs and public transportation agencies set targets for each established performance measure



Performance Management

- Identifies Seven National Goals
 - Safety
 - Infrastructure Conditions
 - Congestion Reduction
 - System Reliability
 - Freight Movement and Economic Vitality
 - Environmental Sustainability
 - Reduced Project Delivery Delays

(23 USC 150(b))



Performance-based Approach

- Requires DOT to establish standards and measures
 - Condition of pavement on the Interstate and National Highway Systems (23 USC 150(c))
 - Condition of bridges on the National Highway System (150(c))
 - Performance of the Interstate and National Highway Sys. (150(c))
 - Minimum level of pavement condition on the Interstate System
 - Serious injuries and fatalities per vehicle mile travelled (150 (c))
 - Number of serious injuries and fatalities (150(c))
 - Traffic congestion, (150(c))
 - On-road mobile source emissions (150(c))
 - Freight movement (150(c))
 - Transit state of good repair standards (49 USC 4326)
 - Transit safety (49 USC 5329)



Performance Management

- States, metropolitan planning organizations and providers of public transportation agencies develop plans and programs and select projects to achieve targets
- States to report to USDOT on progress toward targets (within 4 years of enactment; biennially thereafter)

Transportation Planning



Metropolitan Transportation Planning

MAP-21 Performance Management Provisions

- Establish transparent, accountable decision-making framework for States, Metropolitan Planning Organizations and Providers of Public Transportation to identify multimodal capital investments and project priorities
- Emphasize sound multimodal planning processes

Metropolitan Transportation Planning

Unchanged Provisions

- Population thresholds for MPOs and TMAs unchanged
- TIP to be updated at least once every 4 yrs.
- MTP updated at least once every 4-years in nonattainment and maintenance areas, and every 5-years in attainment areas.
- Eight planning factors unchanged



Metropolitan Transportation Planning

MPO Structure: New Provision

- Within two years of enactment of MAP-21, MPOs serving TMA areas shall consist of:
 - Local elected officials
 - **Officials of public agencies that operate major modes of transportation including representation by providers of public transportation**
 - Appropriate State officials.
 - MPO does not need to re-designate to meet this provision.
 - See 23 U.S.C. 134(d)



Metropolitan Transportation Planning

- Metropolitan Transportation Plan (MTP) ((23 U.S.C. 134(i)(2)(A)(i))
 - “Shall include identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities, **nonmotorized transportation facilities**, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions.”



Metropolitan Transportation Planning

Planning process: performance-driven, outcome based. (23 U.S.C. 134(c)(1) & (h)(2))

- Support the seven National Goals and the general transit purposes identified in MAP-21
- MPOs to establish performance targets to address USDOT established surface transportation system performance measures
- Selection of performance targets by the MPO shall be coordinated with relevant State and providers of public transportation to ensure consistency to the maximum extent practicable.
- Targets will be used to track progress towards attainment of critical performance outcomes for the MPO region.
- May adopt locally defined performance measures and targets



Metropolitan Transportation Planning

- Each MPO shall establish performance targets consistent with transportation system performance measures not later than 180 days after the date the State or public transportation provider establishes performance targets.
- The MPO shall integrate other performance based plans, either directly or by reference (goals, objectives, performance measures, and targets).
- Is not reviewable in court



Metropolitan Transportation Planning

- Metropolitan Transportation Plan (MTP) shall include
 - a description of the transportation system performance measures and respective performance targets. (23 U.S.C. 134(i)(2)(B))
 - a system performance report and subsequent updates evaluating the condition and performance of the transportation system including (23 USC 134(i)(2)(C)):
 - Progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports.
 - For MPOs that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved transportation system condition and performance.



Metropolitan Transportation Planning

- By July 6, 2017, the Secretary shall submit to Congress a report on the effectiveness of the performance-based planning processes of MPOs that shall include, in part: (23 U.S.C. 134(I))
- Overall effectiveness as a tool for guiding transportation investments
- Extent to which MPOs have achieved the performance targets or are making progress and whether the MPOs are developing meaningful targets.
- The technical capacity of MPOs less than 200,000 to conduct these requirements.



Metropolitan Transportation Planning

Optional Scenario Development

- MPO that choose to develop scenarios are encouraged to consider:
 - Potential regional investment strategies for the planning horizon
 - Assumed distribution of population and employment
 - A scenario that maintains baseline conditions for the transportation system performance measures
 - A scenario that improves the baseline conditions for as many of the transportation system performance measures as possible



Metropolitan Transportation Planning

Optional Scenario Development (continued)

- Revenue constrained scenarios based on the total revenue reasonably expected to be available
- Estimated costs and potential revenues available to support each scenario
- In addition to the USDOT transportation system performance measures, MPOs may evaluate scenarios using locally developed measures.



Metropolitan Transportation planning

Optional Scenario Development (con't)

- Secretary shall conduct a study on metropolitan planning scenario development (MAP 21 Section 1201(b))
- The Secretary shall evaluate the costs and benefits associated with MPOs developing multiple scenarios for consideration as part of the development of the MTP.
- The evaluation shall include an analysis of the technical and financial capacity of the MPO needed to develop scenarios.



Metropolitan Transportation Planning

Transportation Improvement Program

- Contains projects consistent with MTP
- Reflects investment priorities from the MTP
- Once implemented, TIP is designed to make progress toward achieving transportation system performance targets in (23 U.S.C.134(h)(2)).
- TIP shall include a description of the anticipated effect of the TIP toward achieving the performance targets established in the MTP, linking investment priorities to those performance targets.



Metropolitan Transportation Planning

TIP Project Selection

- MPO serving a TMA selects all Federally funded projects from the approved TIP (except those on the NHS) in consultation with the State and any affected public transportation operator(s). Projects on the NHS are selected from the approved TIP by State in cooperation with the MPO(s) designated for the area. (23 U.S.C. 134(k)(4))
- State selects all Title 23 projects from the approved TIP in a non-TMA MPO planning area and the designated recipient of public transportation funding selects title 49 chapter 53 projects from the approved TIP in cooperation with the MPO. (23 U.S.C. 134(j)(5))



Metropolitan Transportation Planning

- Metropolitan Planning (PL) Funds Formula
 - A multiplier is applied to the State lump sum apportionment to determine PL fund amounts. The multiplier is the Ratio of the State's FY 2009 PL funds to its FY 2009 Total Apportionment.
 - This replaces the previous 1 ¼ percent set-aside from core programs that was apportioned to the States based on urbanized area population.



Statewide & Nonmetropolitan Transportation Planning

- Formerly “Statewide Transportation Planning” (SAFETEA-LU)
- STIP must be updated at least once every 4 yrs. (unchanged)
- Eight planning factors, unchanged from SAFETEA-LU and same as Metropolitan Planning factors



Statewide & Nonmetropolitan Transportation Planning

- Performance based approach to support MAP-21's seven national goals (23 U.S.C. 135(d)(2))
- Each State shall establish performance targets for the transportation system performance measures established by the USDOT under 23 U.S.C. 150(c), where applicable. (23 U.S.C. 135(d)(2))
 - Targets will be used to track critical outcomes in the State
- State selected performance targets shall be coordinated with the MPOs to ensure consistency and, in rural (non MPO) areas, State selected performance targets for transit state of good repair and safety shall be coordinated with providers of public transportation to the maximum extent practicable.



Statewide & Nonmetropolitan Transportation Planning

Performance based approach (cont.) (23 USC 135(d)(2))

- A State shall integrate into the statewide transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets from other State transportation plans and processes as well as any plans from providers of public transportation in urbanized areas not represented by MPOs.
- A State shall consider these measures and targets when developing policies, programs, and investment priorities in the long range statewide transportation plan and the STIP



Statewide & Nonmetropolitan Transportation Planning

Long Range Statewide Transportation Plan

- Shall be developed in cooperation with
 - In nonmetropolitan areas - affected nonmetropolitan officials with responsibility for transportation or, if applicable, through Regional Transportation Planning Organization (RTPO) (23 USC 135(f)(2)(B))
 - In metropolitan areas – with MPOs. (135(f)(2)(A))
- Should include a description of the performance measures and targets used in assessing the performance of the transportation system (135(f)(7))



Statewide & Nonmetropolitan Transportation Planning

Long Range Statewide Transportation Plan

- Should include a system performance report and subsequent updates evaluating the condition and performance of the transportation system including progress achieved by the State and the MPOs in meeting the performance targets described in 135(d)(2) in comparison with system performance recorded in previous reports, including progress achieved by the MPOs in meeting performance targets in comparison with performance in previous reports.
- Failure to consider planning factors or performance based approach is not subject to review by any court in any matter.



Statewide & Nonmetropolitan Transportation Planning

State Transportation Improvement Program

- Shall be developed
 - In nonmetropolitan areas - in consultation with affected nonmetropolitan local officials with responsibility for transportation or if applicable, through RTPO's. (135(g)(2)(B))
 - In metropolitan areas, in cooperation with MPOs. (135(g)(2)(A))
- Shall include, to the maximum extent practicable, a description of the anticipated effect of the STIP toward achieving the performance targets established in the long range statewide transportation plan, linking investment priorities to those performance targets.



Statewide & Nonmetropolitan Transportation Planning

- Project Selection
 - Projects carried out in areas less than 50,000 persons shall be selected from the approved STIP (excluding NHS projects, Bridge program, IM program, or under sections 5310 and 5311 of title 49) by the State in cooperation with the affected nonmetropolitan local officials with responsibility for transportation, or, if applicable, through RTPO's. (23 U.S.C. 135(g)(6)(A))



Statewide & Nonmetropolitan Transportation Planning

- Project Selection (cont.)
 - Projects carried out in areas with populations of less than 50,000 persons on the NHS or under the bridge program or IM program or under sections 5310, 5311, 5316, and 5317 of title 49 shall be selected from the approved STIP by the State in consultation with the affected nonmetropolitan local officials with responsibility for transportation, or, if applicable, through RTPO's. (23 U.S.C. 135(g)(6)(B))



Statewide & Nonmetropolitan Transportation Planning

- Optional – State Designation of Regional Transportation Planning Organizations (RTPOs)
- States may establish and designate RTPOs to enhance statewide planning.
- An RTPO shall be established as a multi jurisdictional organization of nonmetropolitan local officials and reps of local transportation systems. 135(m)(2)
- RTPO's shall establish a policy committee, the majority of which are non-metro local officials, and as appropriate, reps from the State, private business, transportation service providers, economic development practitioners and the public in the region. 135(m)(3)



Statewide & Nonmetropolitan Transportation Planning

RTPO's (continued)

- RTPO shall establish an fiscal and administrative agent, such as an existing regional planning and development organization to provide professional planning, management, and administrative support 135(m)(3)
- RTPO Duties-
 - Regional long-range multimodal transportation plans
 - Regional TIPs
 - Coordination of local planning, land use and econ. dev.



Statewide & Nonmetropolitan Transportation Planning

RTPO Duties (cont.)

- Technical assistance to local officials
- Participating in National, multi-state, State policy and planning development processes
- Provide a forum for public participation in regional and statewide planning
- Sharing plans and programs with neighboring RTPOs and MPOs and tribal organizations
- States without RTPOs shall consult with the affected nonmetropolitan local officials.



Statewide & Nonmetropolitan Transportation Planning

- SP&R Funds
 - New formula – Takedown of 2% of the core programs (NHPP, STP, CMAQ and HSIP) (Previously 2% of NHS, STP, Bridge, CMAQ, HSIP, EB and IM under SAFETEA-LU)
 - States decide a percentage takedown of SPR for SHRP II Implementation – 75% of States must agree



Transportation Planning

- Statewide and non-metropolitan planning and metropolitan planning are eligible for Surface Transportation Program (STP) funds.
- Statewide and non-metropolitan planning and metropolitan planning are not eligible for National Highway Performance Program (NHPP) funds.



Planning and Environmental Linkages

- Sec. 1310 - Integration of Planning and Environmental Review (Use of planning “products” in the NEPA process)
- Sec. 1311 – Development of Programmatic Mitigation Plans (as part of the statewide or metropolitan planning process)
- Sec. 1320 – Early Coordination

Next steps?



Next steps

- Communication
 - Webpage
 - Summary
 - Fact sheets and Q&As
 - Webinar on Performance Measures September 11
 - On-Line Dialogue on Performance Measures
- Implementation
 - October 1 “phase in”
 - Transitional procedures
 - Follow-on guidance and regulation
- Website: <http://www.fhwa.dot.gov/map21>
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