

STATEWIDE AND NONMETROPOLITAN TRANSPORTATION PLANNING

Program Purpose

The statewide planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the State and oversight of the process is a joint responsibility of the Federal Highway Administration and the Federal Transit Administration.

Statutory citation(s): MAP-21 §§ 1202, 52005; 23 USC 135, 505

Funding features

Statewide and nonmetropolitan planning are funded by a 2 percent set-aside from each State's apportionments of four core programs (i.e., National Highway Performance Program, Surface Transportation Program (STP), Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program) (see: State Planning and Research fact sheet), a portion of which may be used for planning activities.

Additionally, statewide planning is an eligible activity for additional funding under the STP.

Federal Share

The Federal share for statewide planning carried out with State Planning and Research funds is 80 percent except that the Secretary may increase this share (up to 100%) if s/he determines that this would best serve the interests of the Federal-aid highway program. [23 USC 505(d)]

Key Modifications

Modifications to the statewide planning process include the following:

Performance-Based Planning

- The statewide planning process will establish and use a performance-based approach to transportation decision making to support the national goals (MAP-21 §1203, 23 USC 150) (see: National Goals & Performance Management Measures fact sheet).
- Each State will establish performance targets that address the performance measures, where applicable, to use in tracking progress toward attainment of critical outcomes for the State.
- The State will select performance targets in coordination with the relevant Metropolitan Planning Organizations (MPOs) to ensure consistency, to the maximum extent practicable.
- In urbanized areas not represented by an MPO, the State will select performance targets in coordination with the providers of public transportation, to the maximum extent practicable, to ensure consistency with sections 5326(c) and 5329(d) of title 49.
- States will integrate into the statewide transportation planning process other performance-based plans and processes.

Statewide Planning in General

- In areas with a population less than 50,000, the State will make the selection of projects (except those on the NHS or funded with remaining funds from the Highway Bridge or Interstate Maintenance programs) working together with a regional transportation planning organization, if applicable, or affected nonmetropolitan officials with responsibility for transportation.
- In areas with a population less than 50,000, the State will make the selection of projects on the NHS or funded with any remaining funds from the Highway Bridge or Interstate Maintenance programs in consultation with the affected nonmetropolitan officials.

- States may establish and designate regional transportation planning organizations to enhance the planning, coordination and implementation of long-range plans and Statewide Transportation Improvement Programs (see below), with an emphasis on addressing the needs of nonmetropolitan areas.
- States that do not establish or designate regional planning organizations will consult with affected nonmetropolitan officials to identify projects that may be of regional significance.

Statewide Long-Range Plan

- The long-range plan should include a description of the performance measures and targets used in assessing system performance.
- The long-range plan should include a system performance report and subsequent updates evaluating the condition and performance of the transportation system in relation to the performance targets.

Statewide Transportation Improvement Program (STIP)

- Will include, to the maximum extent practicable, a discussion of the projected effect of the STIP toward achieving the performance targets established in the long-range plan, linking investment priorities to those performance targets.

Continuing Provisions

- The long-range plan is developed with a minimum 20-year forecast period.
- The STIP will cover a period of 4 years and be updated every 4 years (more frequently if the governor elects to do so).
- The STIP will be reviewed and approved every 4 years by the Secretary if based on a current planning finding.
- Public involvement remains a hallmark of the transportation planning process.

Evaluation of performance-based planning

- Requires the Secretary to establish criteria for the evaluation of the new performance-based planning processes.
- Not later than 5 years after the enactment of MAP-21, the Secretary will provide a report to Congress that evaluates the overall effectiveness of performance-based planning and the effectiveness of the process in each State.