



# MAP-21

## Moving Ahead for Progress in the 21st Century

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

## Performance Management Overview

# Performance Elements

- National Goals
- Performance Measures
- Performance Targets
- Performance Plans
- Target Achievement
- Special Performance Rules
- Performance Reporting

# National Goals

Focus the Federal-aid program on the following national goals:

- 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*

# Considering National Goals

- National Highway Performance Program
  - 23USC119(e)(2) – Performance Driven Plan
- Metropolitan Transportation Planning
  - 23USC134(h)(2) – Performance Based Approach
- Statewide Transportation Planning
  - 23USC135(d)(2) – Performance Based Approach
  - 23 USC5304 (d)(2) - Performance Based Approach

# Performance Measures

- Not later than 18 months after date of enactment USDOT, in consultation with State DOTs, MPOs, and other stakeholders will promulgate a rulemaking that establishes measures.
- Provide not less than 90 days to comment on regulation.
- Take into consideration any comments.
- Limit performance measures to those described under 23USC150(c).

# Performance Measures

- For purposes of carrying out National Highway Performance Program USDOT will establish:
  - Measures for States to use to assess:
    - Condition of Pavements
      - Interstate System
      - National Highway System (excluding the Interstate)
    - Condition of Bridges
      - National Highway System
    - Performance of:
      - Interstate System
      - National Highway System (excluding the Interstate)

# Performance Measures

- For the purpose of carrying out the Highway Safety Improvement Program USDOT shall establish measures for States to use to assess:
  - Serious injuries per vehicle mile travelled
  - Fatalities per vehicle mile travelled
  - Number of serious injuries
  - Number of fatalities
- Measures used to assess safety on all public roads

# Performance Measures

- For the purpose of carrying out the Congestion Mitigation and Air Quality Improvement Program USDOT shall establish measures for States to use to assess:
  - Traffic congestion
  - On-road mobile source emissions
- USDOT will establish measures for States to use to assess freight movement on the Interstate system.



# Measure Consistency

- Data elements necessary to collect and maintain standardized data
- Will be incorporated into requirements of each measure, as needed

# Stakeholder Input

- National online dialogue to discuss options for measures and data elements. Dialogue open on September 13<sup>th</sup> for a period of two weeks.
- USDOT will consider input provided by stakeholders in the development of the proposed rule for performance measures.

# Performance Targets

- States will set targets for each measure established by USDOT under 23USC150(c) no later than 1 year after the final rule is promulgated for the measures
- A State may, as appropriate, provide for different targets for urbanized and rural areas.
- MPOs will set targets, where applicable for the same measures no later than 180 days after the State sets their target.

# Performance Targets

- States must coordinate, to the maximum extent practical with relevant MPOs in selecting a target to ensure for consistency
- MPOs must coordinate, to the maximum extent practical, with the relevant State/s in selecting a target to ensure consistency
- Coordination required with public transportation providers.
- States and MPOs must integrate other performance plans into the performance-based process

# Performance Plans

- Metropolitan Transportation Plan – 4 yr update
- Statewide Transportation Plan
- Metropolitan and Statewide Transportation Improvement Programs must include, to the maximum extent practical:
  - a discussion of the anticipated effect of the improvement program toward achieving the performance targets established in the transportation plan,
  - links investment priorities to performance targets

# Performance Plans

- Asset Management Plan
  - National Highway Performance Program
  - Developed using process approved by USDOT
  - Recertified every 4 years
- Strategic Highway Safety Plan
  - Highway Safety Improvement Program
  - Updated using process approved by USDOT
  - USDOT to establish update frequency
- CMAQ Performance Plan
  - Congestion Mitigation and Air Quality Improvement
  - Updated every 2 yrs
- State Freight Plan

# Highway Asset Management Plan

- Risk-based asset management plan
- States encouraged to include all infrastructure assets within the right-of-way
- Plan Contents
  - pavement and bridge inventory and conditions on the NHS,
  - objectives and measures,
  - performance gap identification,
  - lifecycle cost and risk management analysis,
  - a financial plan, and
  - investment strategies

# Highway Asset Management Plan

- USDOT, in consultation with State DOTs, will establish the process to develop the plan through a rulemaking no later than 18 months after 10/1/2012
- States must have a plan developed consistent with the process by October 1, 2015 otherwise federal share for NHPP will be reduced to 65%
- Process certification
  - USDOT 90 days review period to determine certification
  - States have 90 days to cure deficiencies if not certified
  - Recertification required every 4 yrs



# Management Systems

- USDOT will establish minimum standards for States to use in developing and operating:
  - Bridge management systems
  - Pavement management systems
- Minimum standards established through a rulemaking
  - Minimum 90 day comment period
  - USDOT will promulgate a rulemaking not later than 18 months after date of enactment

# Target Achievement

- National Highway Performance Program
  - *“A State that does not achieve or make significant progress toward achieving the targets... for 2 consecutive reports”*
  - Document in 23USC150(e) report actions the State will take to improve their ability to achieve the target
- Highway Safety Improvement Program
  - *“State has not met or made significant progress toward meeting the performance targets... the date that is 2 years after the date of the establishment of the performance targets”*
  - State must set aside formula limitation equal to the amount of HSIP funding obligated in the prior year to safety projects only and submit annually to the DOT a plan to achieve the targets

# Target Achievement

- MPO certification
  - Applies to MPOs serving a transportation management area with a population over 200,000
  - USDOT certify that planning process complies with the requirements
  - Failure to certify – USDOT may withhold up to 20% of funds attributable to the metropolitan planning area
  - Recertification required at least every 4 yrs

# Performance Evaluation

- USDOT will establish criteria to evaluate the effectiveness of the performance-based planning process of States
  - Progress towards the achievement of targets
  - Appropriateness of performance targets
  - Cost-effectiveness and efficiency of transportation investments
  - Extent to which process relies on public input
  - Ability of the public to access information to assess the performance of the State

# Special Performance Rules

- National Highway Performance Program
  - Interstate Pavement Condition
    - Minimum condition level established by USDOT through rulemaking
    - Condition falls below threshold set by USDOT for 2 consecutive reports then:
      - NHPP funding set aside to address Interstate pavement conditions
      - STP funds transferred to NHPP to address Interstate pavement conditions
  - This obligation requirement stays in effect until the minimum thresholds can be met (checked annually)

# Special Performance Rules

- National Highway Performance Program
  - National Highway System Bridge Condition
    - Greater than 10% of total deck area of bridges on the NHS are located on bridges classified as structurally deficient for 3 consecutive years then:
      - NHPP funding set aside to address bridge conditions on the NHS
  - This obligation requirement remains in place until minimum condition requirement is met (checked annually)

# Special Performance Rules

- Highway Safety Improvement Program
  - High Risk Rural Road Safety
    - Fatality rate on rural roads increases over most recent 2 year period then:
      - HSIP set aside required to address high risk rural roads
  - Older Drivers
    - Traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 increases during the most recent 2 year period then:
      - Document in SHSP strategies to address increases in these rates

# Performance Reporting

- State Report on Performance Progress
  - Required initially by October 1, 2016 and every 2 years thereafter
  - Report includes:
    - Condition and performance of NHS
    - Effectiveness of investment strategy for the NHS
    - Progress in achieving all State performance targets
    - Ways in which congestion bottlenecks in National Freight Plan are being addressed



# Performance Reports

- Highway Safety Improvement Program Report
  - Reporting frequency and content to be established by USDOT
- CMAQ Performance Plan
  - Reporting required every 2 yrs
  - Report on progress towards the achievement of targets

# Performance Reporting

- Metropolitan System Performance Report
  - Required in transportation plan every 4 or 5 yrs
  - Report includes:
    - Evaluate condition and performance of transportation system
    - Progress achieved in meeting performance targets in comparison with the performance in previous reports
    - Evaluation of how preferred scenario has improved conditions and performance, where applicable
    - Evaluation of how local policies and investments have impacted costs necessary to achieve performance targets , where applicable
- Statewide Transportation Plan
  - No required frequency
  - Optional report on system performance

# USDOT Performance Reporting

- Reports on Performance -based Planning Process
  - Submit to Congress within 5 yrs reports on effectiveness of the Metropolitan and Statewide performance based planning processes.
  - Report evaluating:
    - Overall effectiveness of performance-based planning as a tool to guide transportation investments
    - Effectiveness of the performance-based planning process in each MPO and State

# USDOT Performance Reporting

- National Freight Strategic Plan
- Freight Conditions and Performance Report
- Projects of National and Regional Significance
- Infrastructure Investment Needs Report
- Condition and Performance Report

# Next Steps

- Stakeholder Engagement and Communication
  - Fact Sheets and Q&A
  - Webinars/Listening Sessions
  - MAP21 Website feedback
- Websites: <http://www.dot.gov/map21/>
- Key Contacts
  - Measures – Francine Shaw Whitson – [fswhitson@dot.gov](mailto:fswhitson@dot.gov)
  - Reporting – Connie Yew – [connie.yew@dot.gov](mailto:connie.yew@dot.gov)