FHWA & MAP-21

North Carolina Division Office

FHWA Planning and MAP-21: An Overview

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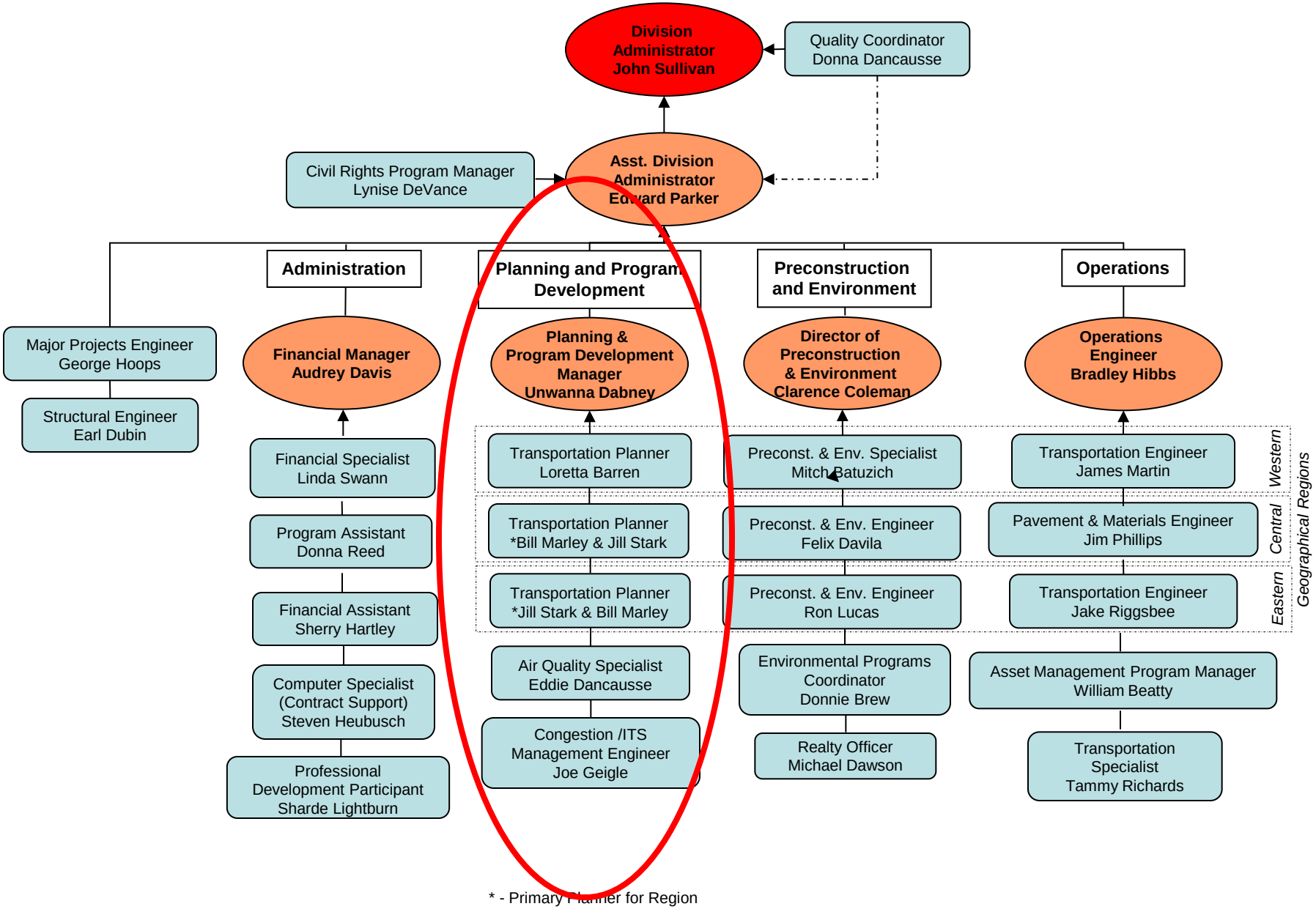
Planning & Program Development Manager

This presentation will cover…

- FHWA NC Division Planning and Program Development Team Overview
- Planning & Programming Basics
- MAP-21 Provisions for RPOs & Performance Based Planning
- MAP-21 Implementation

FHWA NC Division Planning and Program Development

FHWA North Carolina Division Organization Chart



* - Primary Planner for Region

P&PD Team Services

- Transportation Planning
  - Long Range Planning (Statewide, Metropolitan, CTP)
  - MPO Planning Process
- Programming
  - Prioritization
  - STIP/TIP
- Project Development/ Planning and Environmental Linkages

P&PD Team Services

- Air Quality
- Congestion Management
  - CMPs
  - ITS
- Interstate/Corridor Planning
  - Freight Planning
  - Interstate Access
  - Interstate Designation
- Other Collateral Duties & Responsibilities

FHWA Program Contacts

North Carolina Division Office

- Statewide Planning and Programming – Unwanna Dabney, Loretta Barren
- Air Quality – Eddie Dancausse
- Congestion Management and ITS – Joe Geigle
- Freight Planning – Loretta Barren
- HPMS – Bill Marley
- Tribal Planning – Jill Stark

FHWA Regional Contacts

North Carolina Division Office

Barren (West)	Marley (Traid & East)	Stark (Triangle & East)
• Charlotte • Gaston • Cabarrus-Rowan • Hickory • Asheville	• Winston-Salem • Burlington-Graham • High Point • Greensboro • Greenville • Myrtle Beach • Jacksonville	• Durham-Chapel Hill-Carrboro • Capital Area • Fayetteville • Wilmington • Rocky Mount • New Bern • Goldsboro

Planning & Programming Basics

Planning is a Continuous Cycle

Partners and Stakeholders

- RPO Partners
- MPO Partners
- State Partners
  - NCDOT TPB, Division Planners, BOT Member
- Federal Partners
  - FHWA, FTA, EPA

Role of federal partners

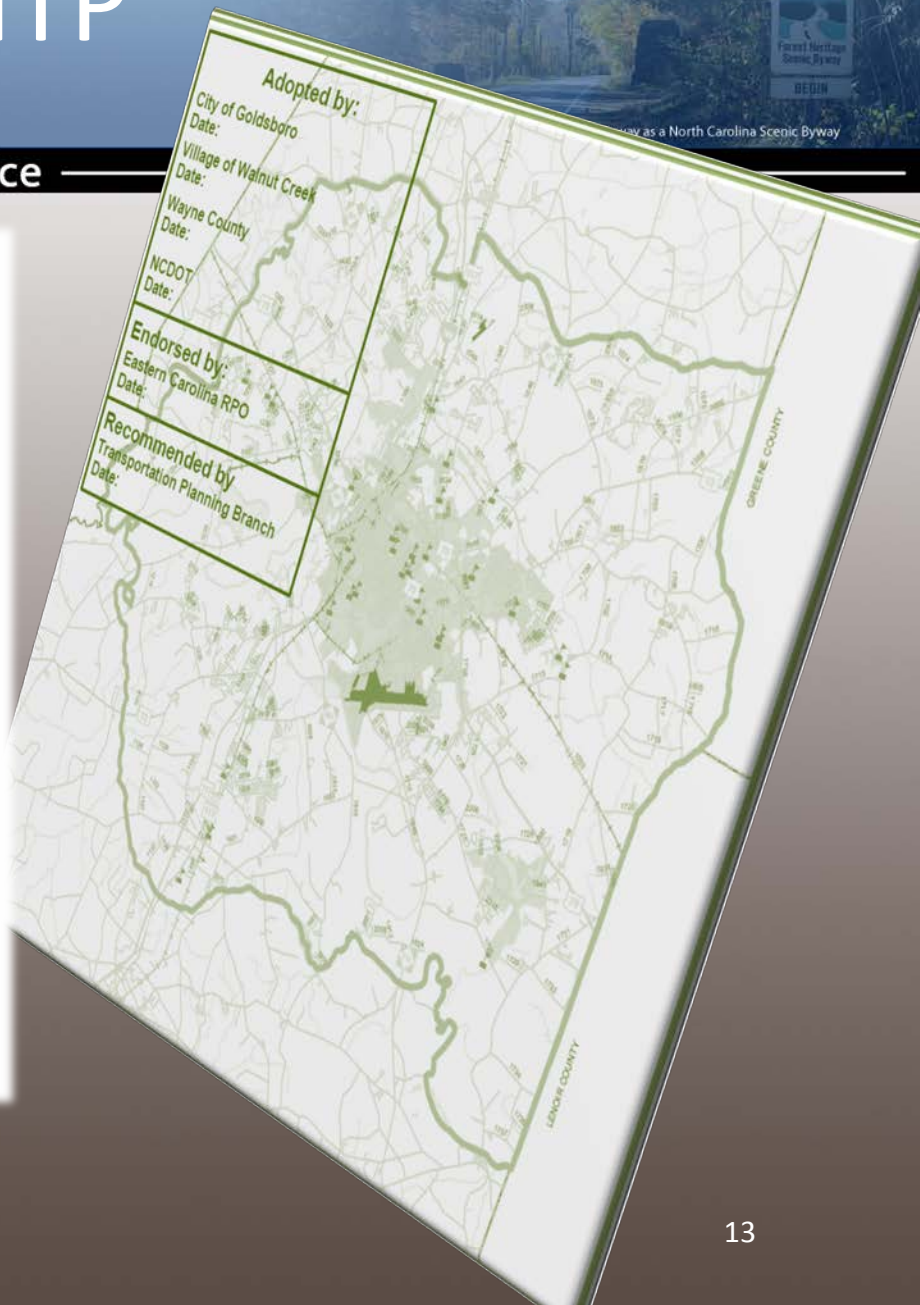
- **Ensuring that Federal regulations have been met through Oversight**
- Provide guidance and interpret policy
- Provide National examples to help find the Best Practice for the area
- Represent the MPOs', State's, and Federal Tribes' views to the National level

Enhance the Planning Process by Adding Value

CTP and MTP

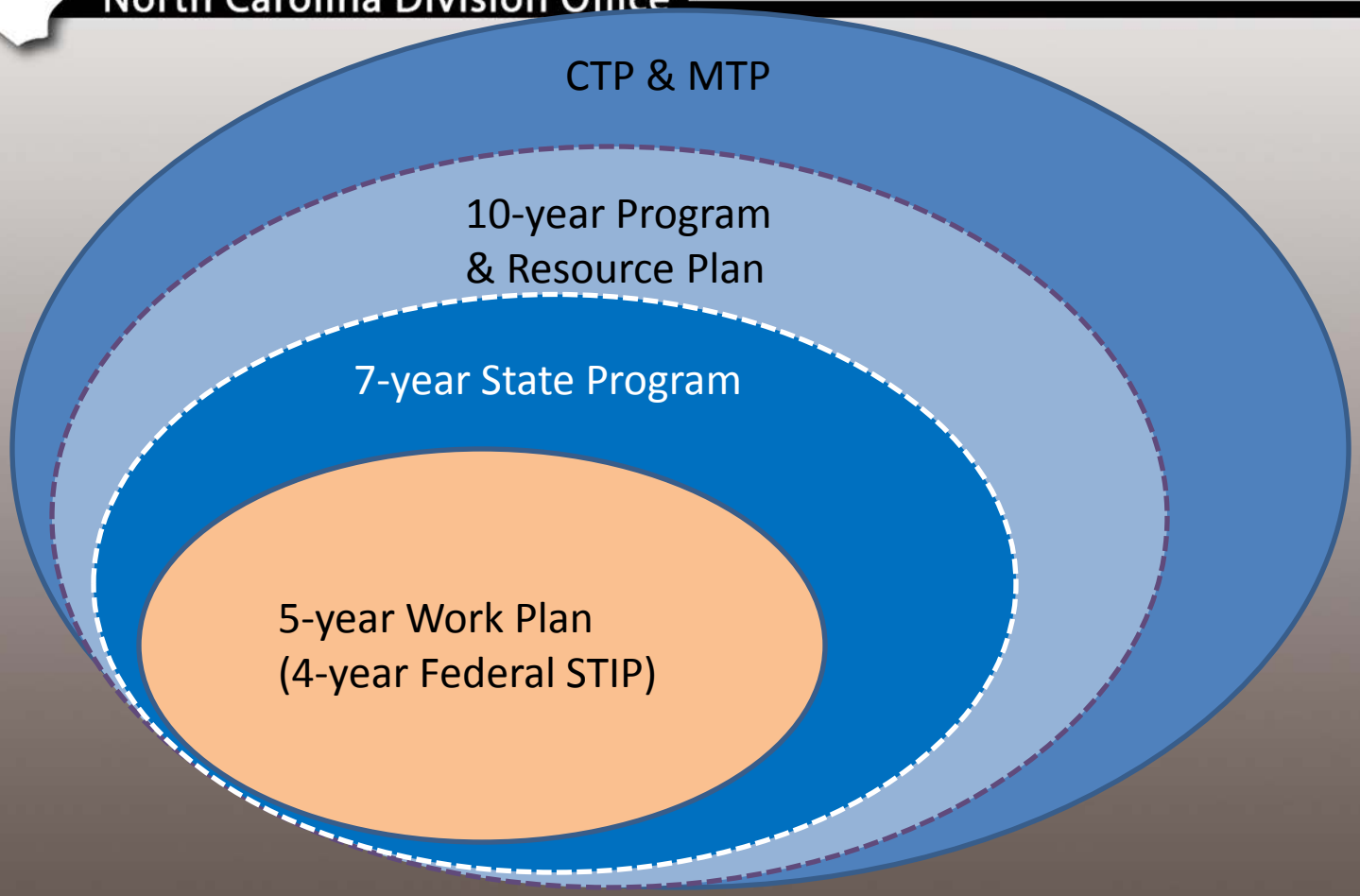
North Carolina Division Office

- **Long Range Vision**
- Comprehensive Transportation Plan
  - State required
  - 25 year outlook
  - Unlimited funding availability
- Metropolitan Transportation Plan
  - Federally required
  - 25* year outlook
  - Fiscally constrained



*Federal requirement 20 year outlook

Financial Planning documents - NCDOT



MAP-21

MAP-21

- Moving Ahead for Progress in the 21st Century Act
- Passed on July 6, 2012
- Effective Date: October 1, 2012
- Program Authorized through FY 14 (September 2014)
- Substantial programmatic consolidation
- Transportation Performance Management

Program Consolidation

MAP-21	SAFETEA-LU
National Highway Performance Programs	NHS, IM, BR (on NHS)
Surface Transportation Program	STP, BR (non-NHS)
Congestion Mitigation & Air Quality	CMAQ
Highway Safety Improvement Program	HSIP, HRRR
Rail-Highway Grade Crossing	RAIL
Transportation Alternatives	TE, SRTS, RT

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

Nonmetropolitan Transportation Planning

RTPO's

- 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)

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.

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.

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 and 2 transit performance areas
- State, MPOs and public transportation agencies set targets for each established performance measure
- States to report to USDOT on progress toward targets (within 4 years of enactment; biennially thereafter)

Performance-Based Approach

- **National Goals**
  - Safety
  - Infrastructure Condition
  - Congestion Reduction
  - System Reliability
  - Freight Movement
  - Environmental Sustainability
  - Reduced Project Delivery

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-Based 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

Performance-Based Planning

North Carolina Division Office

MAP 21- Transportation Performance Management Overview

U.S. Department of Transportation
Federal Highway Administration

Performance-Based Planning

North Carolina Division Office

What is Transportation Performance Management?

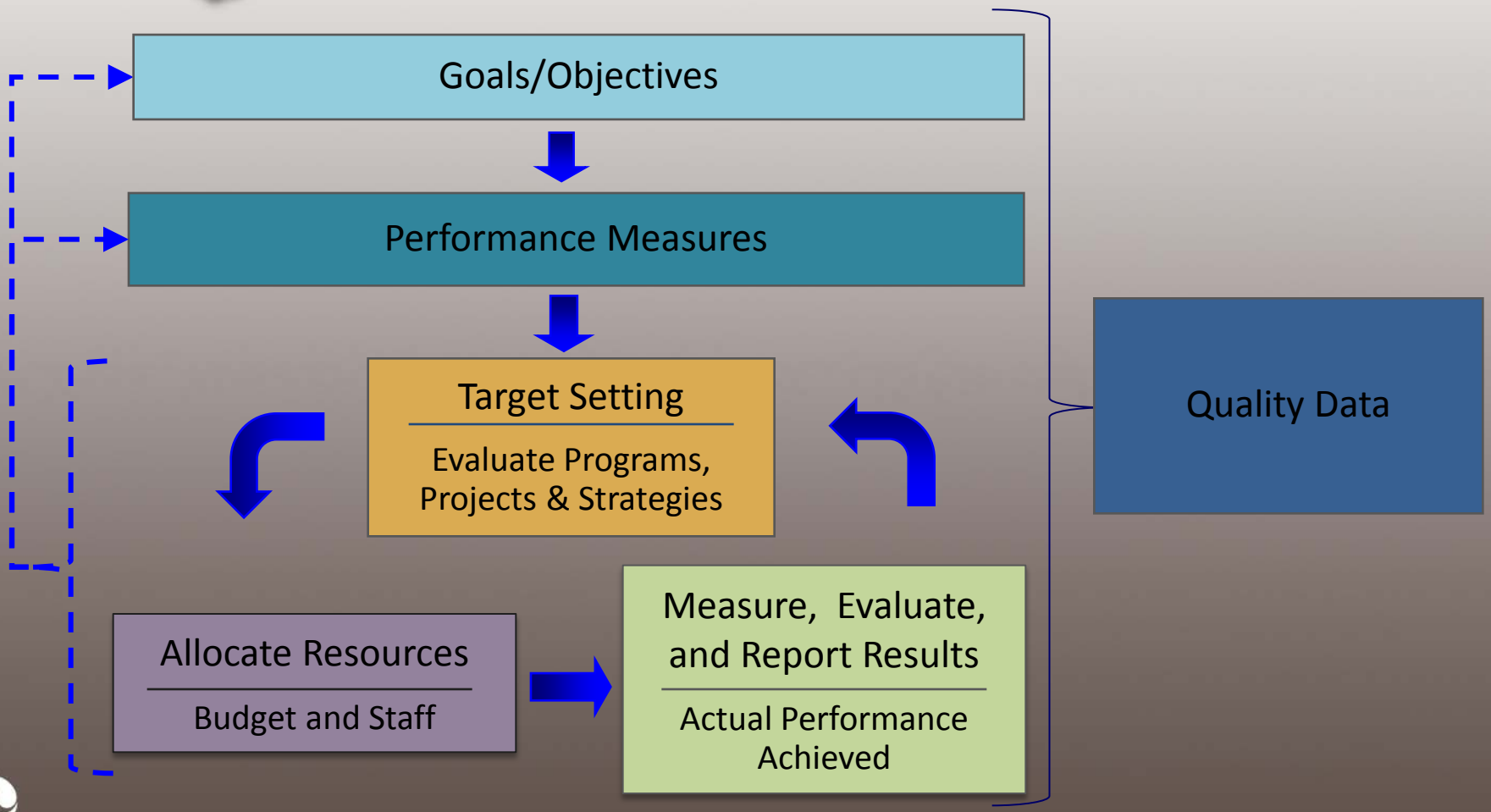
a strategic approach that uses system information to make investment and policy decisions to achieve a desired set of national goals...

U.S. Department of Transportation
Federal Highway Administration

Why Is Performance Management Important?

- Help inform decisions, strengthen accountability, and allow for better understanding
- Provide more transparency and accountability
- Manage resources efficiently whether in abundance or scarce, regardless of funding
- Implies new potential role for FHWA and relationship to states, MPOs, and FLMAs

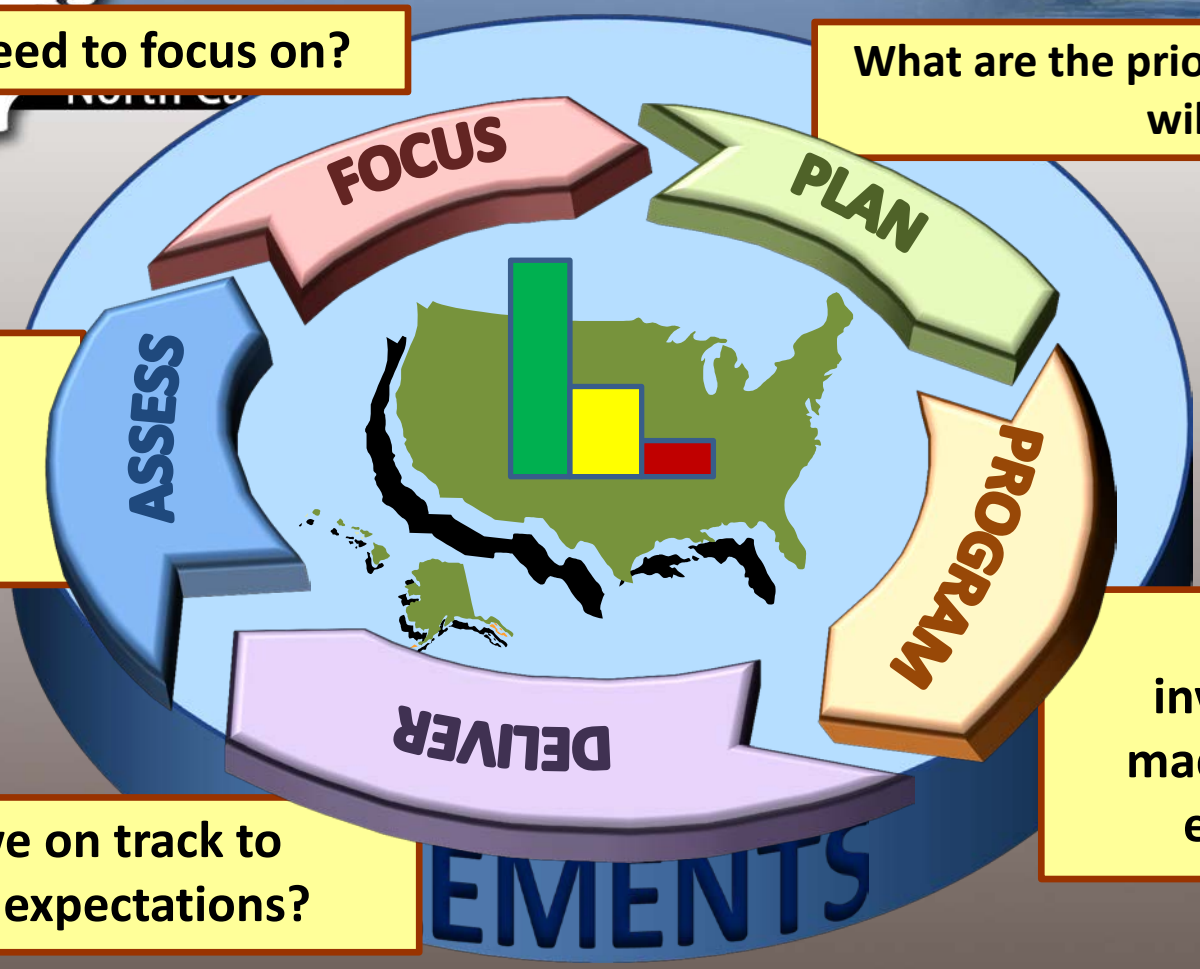
Performance Management Components Connecting Goals and Objectives to Resources and Results



Performance-Based Planning

What do we need to focus on?

What are the priorities and how will they be met?

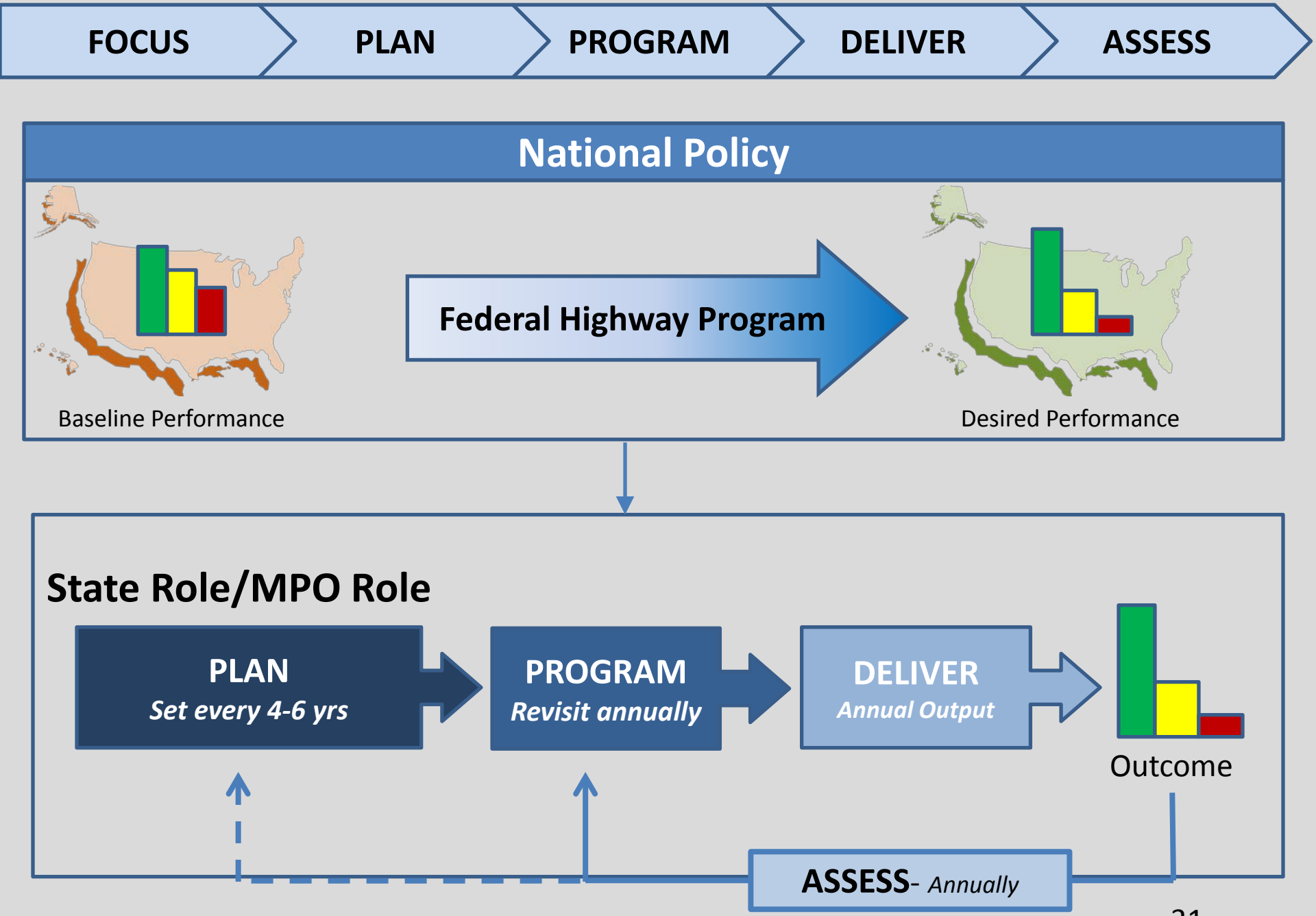


Were expectations met? Why? Why not?

How will investments be made to achieve expectations?

Are we on track to meet expectations?

Measures – Targets – Investment Plans – Progress Tracking - Reports


FOCUS
PLAN
PROGRAM
DELIVER
ASSESS
National Policy
Baseline Performance
Federal Highway Program
Desired Performance
State Role/MPO Role
PLAN
Set every 4-6 yrs
PROGRAM
Revisit annually
DELIVER
Annual Output
Outcome
ASSESS- Annually

Goal Areas	Goal Statement	Extent of System
Safety	To achieve a significant reduction in traffic fatalities and serious injuries	All Public Roads
Infrastructure Condition	To maintain the highway infrastructure asset system in a state of good repair	Expanded NHS
System Reliability	To improve the reliability of the transportation system and to reduce both recurring and non-recurring congestion on our highways.	Expanded NHS
Freight Movement/ Economic Vitality	To improve the national freight transportation system, strengthen the ability of rural communities to access national and international trade markets and support regional economic development.	National Freight Corridors
Environmental	To enhance the performance of our transportation system while protecting and enhancing the natural environment.	Areawide??

- Targets and Trends (performance vision)
  - Desired performance for each national goal area
  - 10 to 20 year horizon
  - Contribution from different owners and modes
- Scenario Planning (to realize the vision)
  - Strategy Identification
    - Strategies
    - Policy and Priorities
    - Investment options
  - Strategy Evaluation
    - Estimated level of performance (funding scenarios)
    - Qualitative or quantitative

FOCUS | **PLAN** | PROGRAM | DELIVER | ASSESS

A Shared Performance Vision

Transportation Agencies + MPO = Shared Vision

- Safety
- Infrastructure
- System Reliability
- Freight Movement
- Environment

FOCUS | **PLAN** | PROGRAM | DELIVER | ASSESS

A Collaborative Strategy to Realize the Vision

Transportation Plans

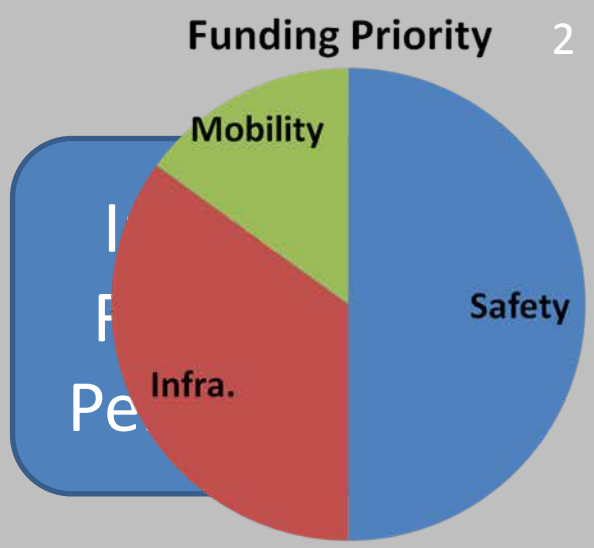
- Coordinated & Collaborated
- Strategies and Policies
- Investment Needs

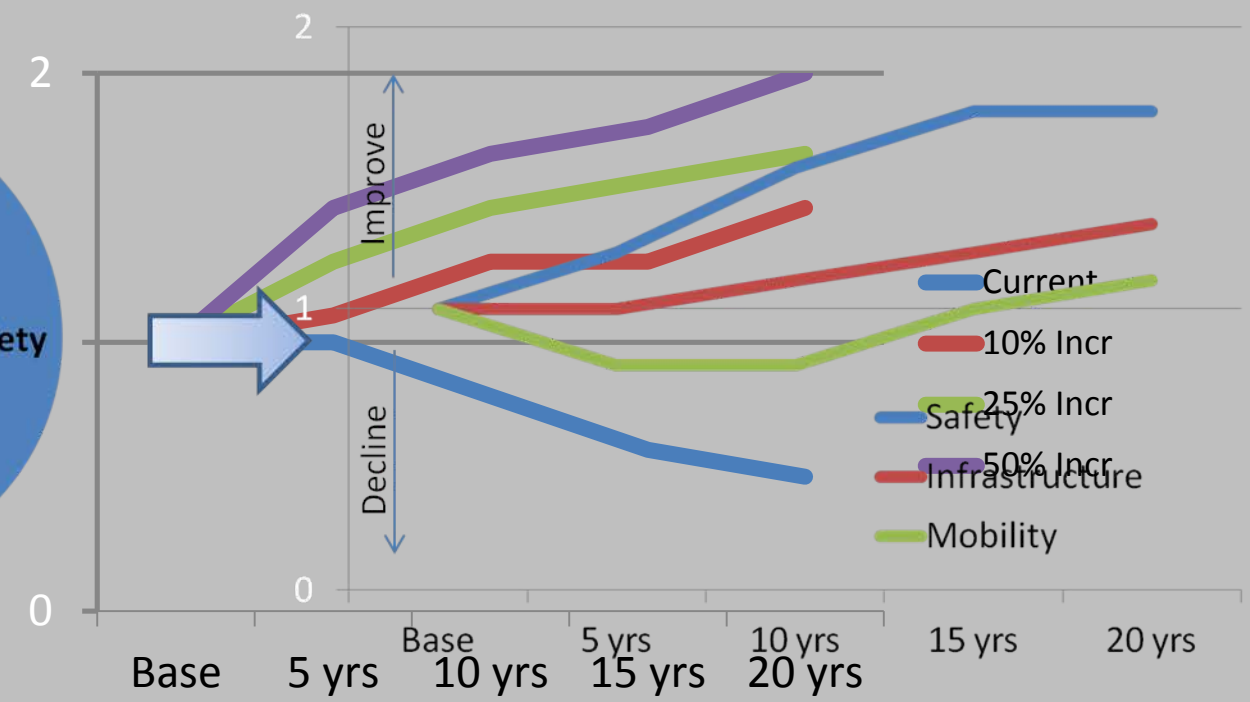
Statewide Transportation Plan

Metropolitan Transportation Plan

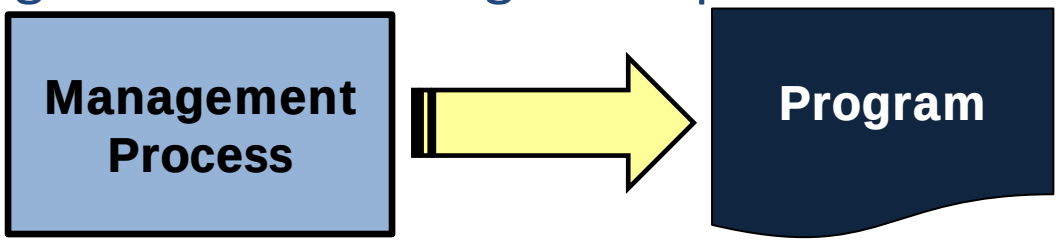
Strategic Highway Safety Plan

Asset Management Plan



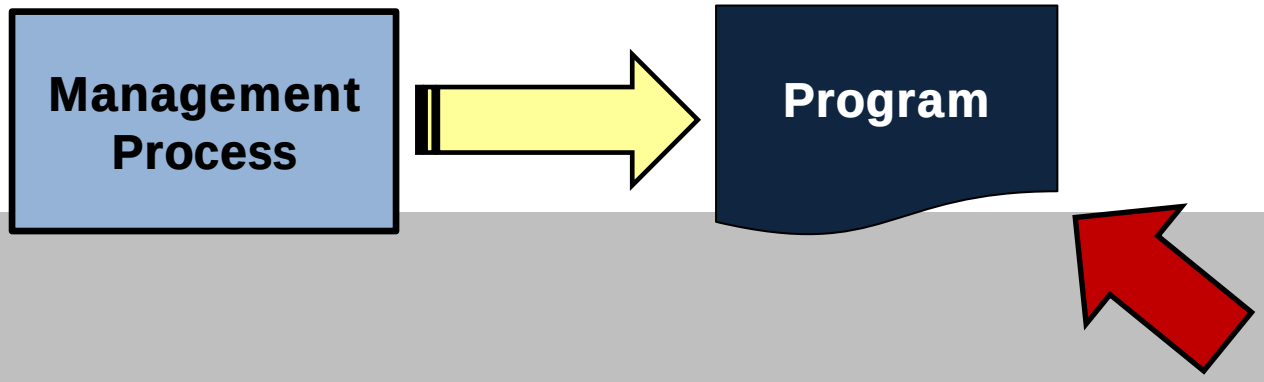


- It is expected that a State/MPO will:
  - have an effective ***process*** in place, and
  - produce a ***program***, on a recurring basis,
  - to identify how they will invest funds and carry out strategies to achieve targets for performance.



- Management Process
  - Process in place for each goal area
  - FHWA should work collaboratively with the State to identify opportunities to enhance process
  - Ideal Process (will be defined in regs/guidance):
    - Utilize cost/benefit/prediction tools
    - Include collaboration with key partners
    - Consider trade-off analysis
    - Is risk based

- It is expected that a State will:
  - have an effective ***process*** in place, and
  - produce a ***program***, on a recurring basis,
  - to identify how they will invest funds and carry out strategies to achieve targets for performance.



FOCUS → PLAN → **PROGRAM** → DELIVER → ASSESS

Program → **S/TIP – Investment Commitment**

- Short Term Program (4 yr cycle)
- Support Transportation Plan Strategy
- Encompass Investments to Support
  - Safety Improvement Program
  - Infrastructure Investment Plan
  - CMAQ Performance Plan
  - …
- Clearly Define Investments

FOCUS | PLAN | **PROGRAM** | DELIVER | ASSESS

Investment Commitment

- How the State/MPO intends to invest funds to achieve performance target
- I

What will be done to achieve performance targets?

- Detailed enough to link a planned investment to a performance target
- Possibly identify planned accomplishments (outputs)

FOCUS → PLAN → **PROGRAM** → DELIVER → ASSESS

OPPORTUNITY!

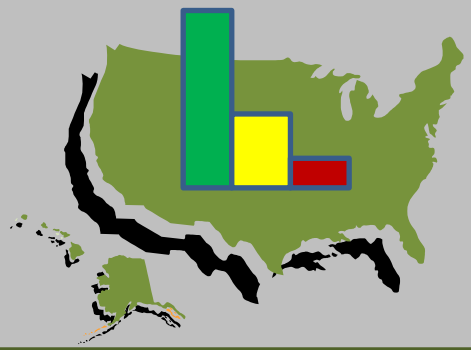
Investment Commitment

WHAT?
- Work Categories
- Countermeasures

+

WHERE?
- Conditions
- Situations

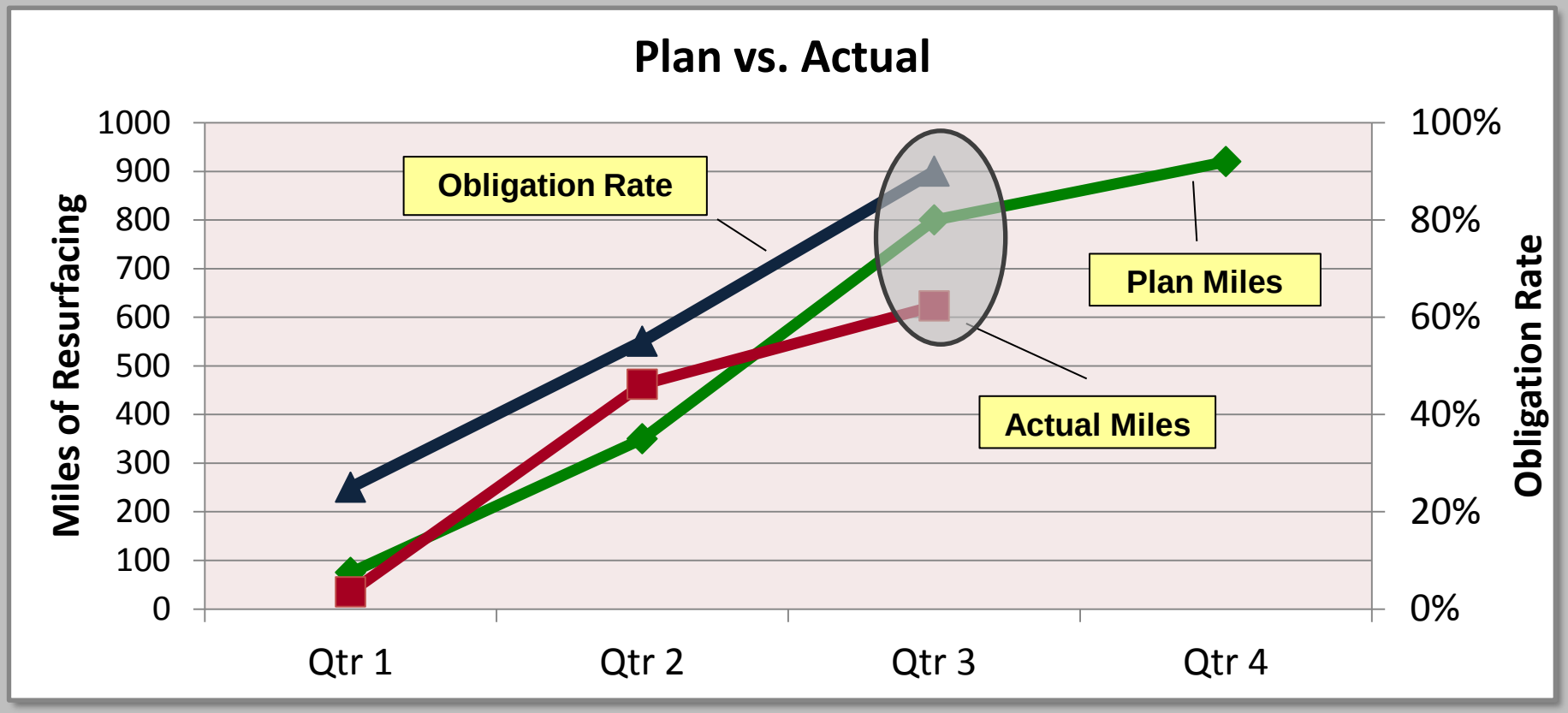
Outcome



Will Allow Us To:

- Summarize Programs Nationally
- Develop and Update Unit Costs
- Assess Impact of Investments
- Use Indicators to Track Progress

FOCUS → PLAN → PROGRAM → **DELIVER** → ASSESS

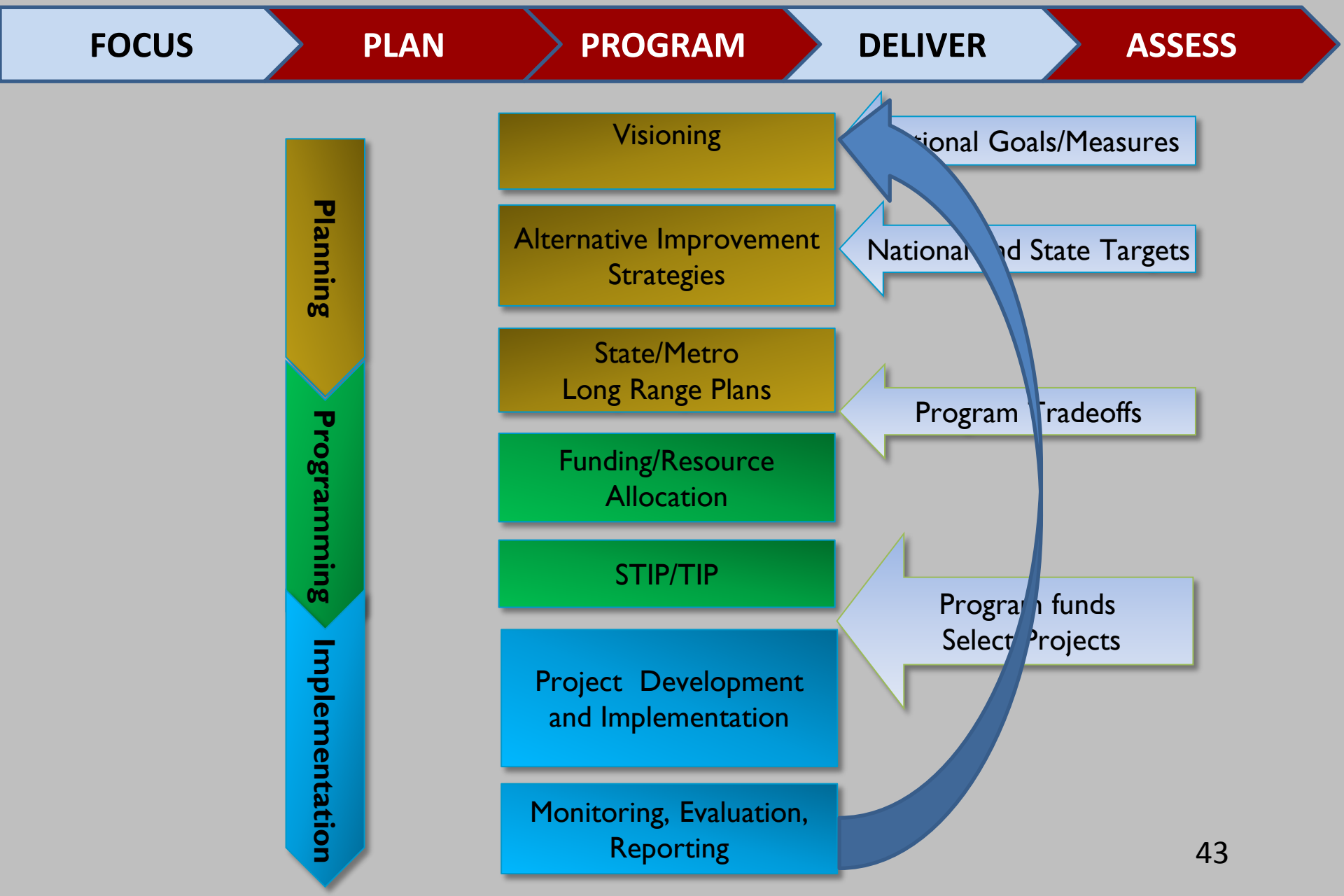


WHY?

- Priority changes?
- Unforeseen Conditions?
- Adverse Environment?

POSSIBLE ACTIONS?

- Program Adjustments
- Performance Impacts
- Target Adjustments


FOCUS
PLAN
PROGRAM
DELIVER
ASSESS
Planning
Programming
Implementation
Visioning
Alternative Improvement Strategies
State/Metro Long Range Plans
Funding/Resource Allocation
STIP/TIP
Project Development and Implementation
Monitoring, Evaluation, Reporting
tional Goals/Measures
National nd State Targets
Program Tradeoffs
Program funds Select Projects

MAP-21 Implementation

Performance Elements of MAP-21

Special Performance Rules apply

Targets set by States and MPOs

Seven National Transportation Goals are established in MAP-21.

(1)Safety

(2)Infrastructure Condition

(3)Congestion Reduction

(4)System Reliability

(5)Freight Movement and Economic Vitality

(6)Environmental Sustainability

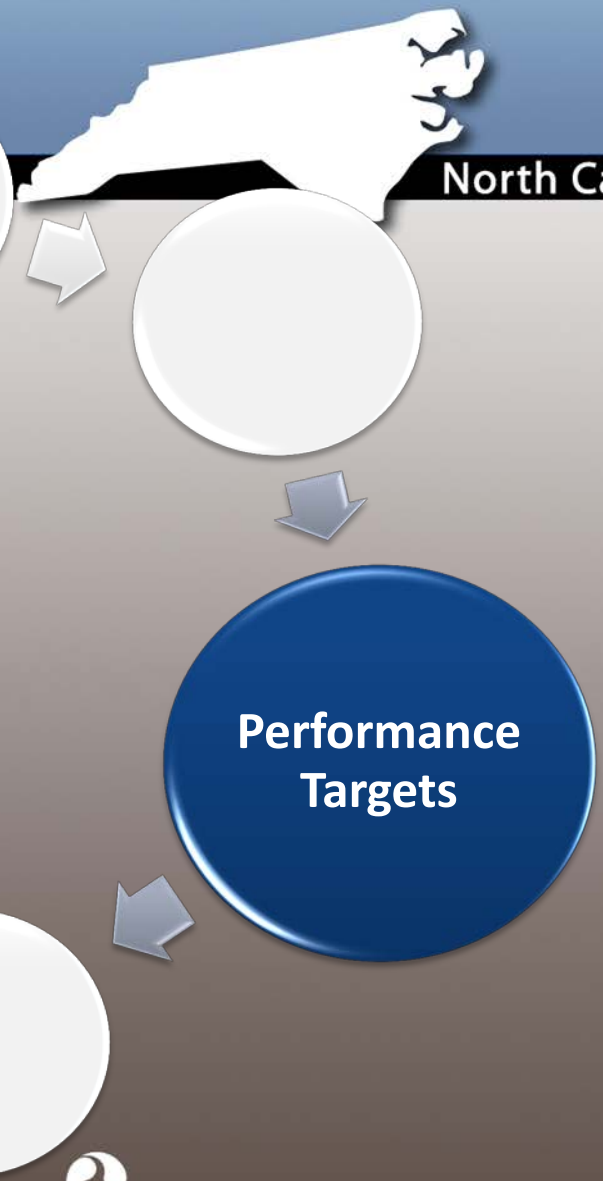
(7)Reduced Project Delivery Delays

Transportation Performance Management

Performance Measures

- National Highway Performance Program
- Highway Safety Improvement Program
- Congestion Management and Air Quality Improvement Program
- Freight Movement

States set targets for all national performance measures



- Coordinate with relevant MPOs to ensure consistency
- Coordinate with public transportation providers
- Targets established within 1 year of final rule - States
- Targets established with 180 days of State target - MPOs

Transportation Performance Management

- **STIP and TIPs must include a discussion on the anticipated effect of the improvement program toward achieving the performance targets**

- **NHPP- Asset Management Plan**
- **HSIP - Strategic Highway Safety Plan**
- **CMAQ – Performance Plan**
- **MPO – System Performance Plan**
- **Optional State Freight Plan**

Transportation Performance Management

- **National Highway Performance Program**
  - Achievement targets within two reporting periods
  - Min pavement and bridge standards
- **Highway Safety Improvement Program**
  - Achievement within two years of establishment of targets
  - Special rules related to safety on rural roads and older drivers
- **MPO Certification**
  - Applies to MPOs serving an area with a population over 200,000

Special Performance Rules apply

Target Achievements

Transportation Performance Management

State Reports on Performance Progress

- Address all targets
- Report every two years

Highway Safety Improvement Program Report

- Report frequency to be set by USDOT

CMAQ Performance Plan

- Report Required every two years

MPO System Performance Report

- In MTP every four years

Putting Performance Into Action

North Carolina Division Office

See Handout

Resources:

- **www.dot.gov/map21**
- **www.fhwa.dot.gov/tpm/**

Contact Us:

Performancemeasuresrulemaking@dot.gov

Forest Heritage National Scenic Byway as a North Carolina Scenic Byway

THE END

Questions?

Forest Heritage National Scenic Byway as a North Carolina Scenic Byway

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