



Florida Department of Transportation



Metropolitan Planning Organization Advisory Council

MAP-21 Performance Measures: Planning Regulations

August 7, 2014

The Webinar will begin at 2:00 pm EDT

MAP-21 Performance Measures: Planning Regulations

Regina Colson
Moderator

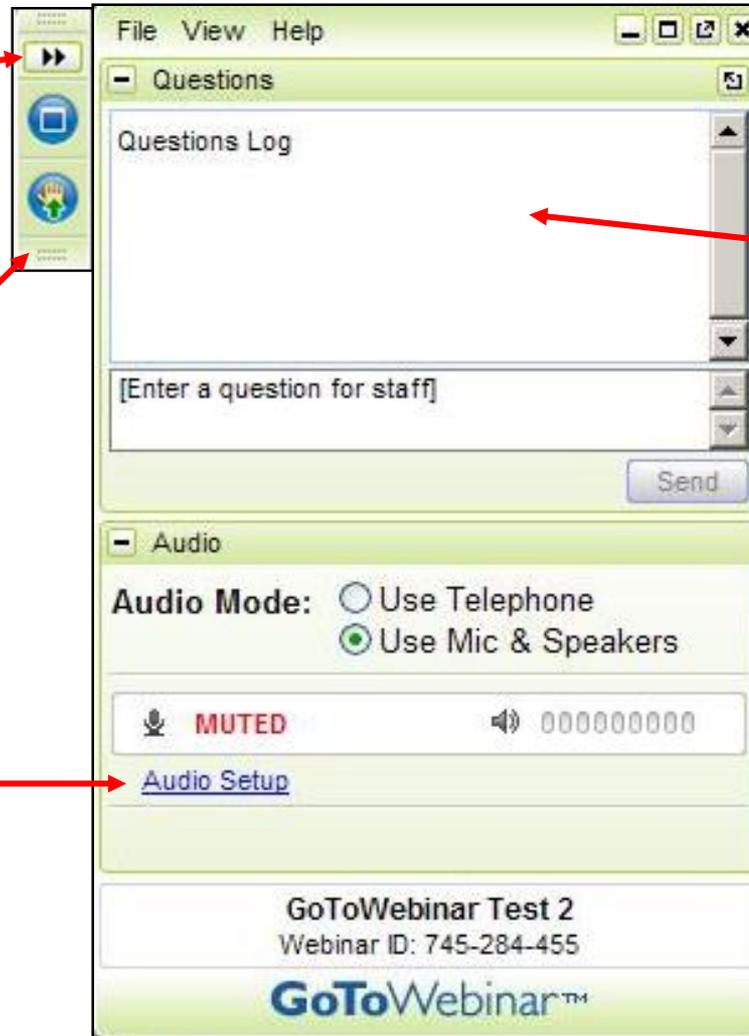


Webinar Control Panel

Click arrows to open or minimize control panel

View presentations full screen

You will be muted during this session



Please use this box for questions and comments

Don't forget to click "Send"

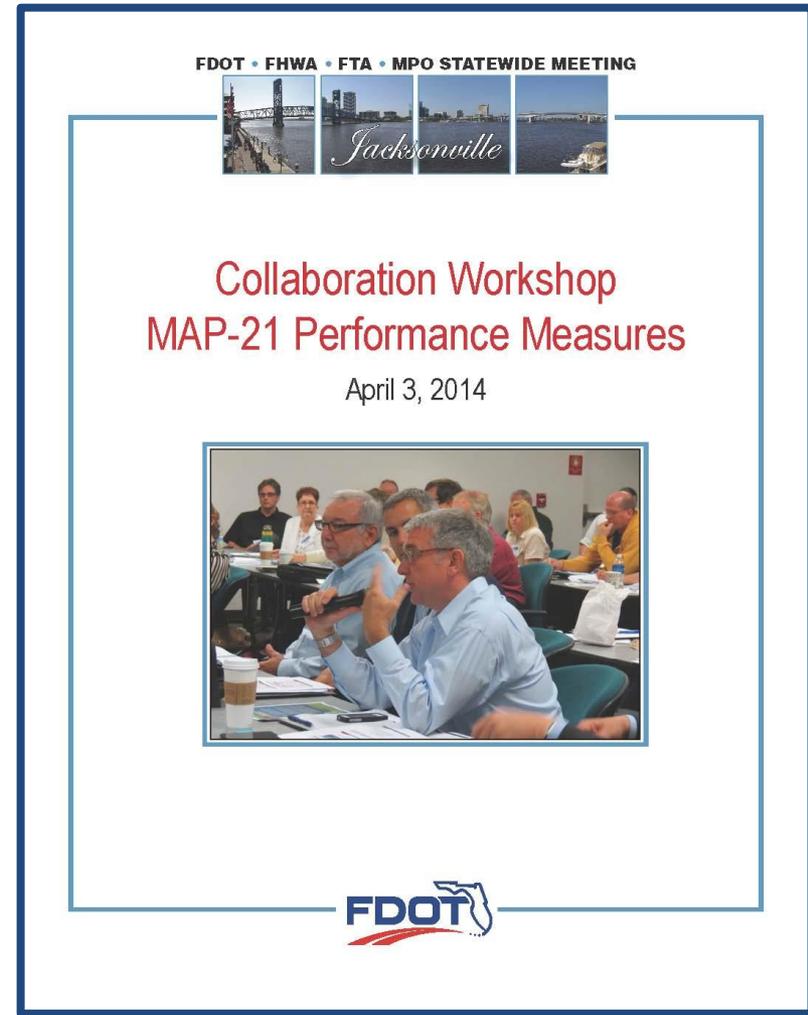
Welcome

Jim Wood
Director,
Office of Policy Planning



Background

Performance Measurement Collaboration Task Force



Agenda

1. Welcome and Background
2. Federal Performance Rulemaking Update
3. FDOT Analysis
4. MPOAC Approach
5. Next Steps

Federal Performance Rulemaking Update

Rulemaking	NPRM Schedule
Transit – Safety/Asset Management ANPRM (4 NPRMs to follow)	Issued 10/3/13 FDOT comments 12/26
Safety Performance Measures	Issued 3/11/14 FDOT comments 6/16
Highway Safety Improvement Program	March 28 – June 30
Statewide and Metropolitan Planning	Issued 6/2/14 Comments due 9/2
Pavement and Bridge Performance Measures	October (90 days)
Highway Asset Management Plan	October (90 days)
System, Congestion, Freight Performance Measures	December (90 days)

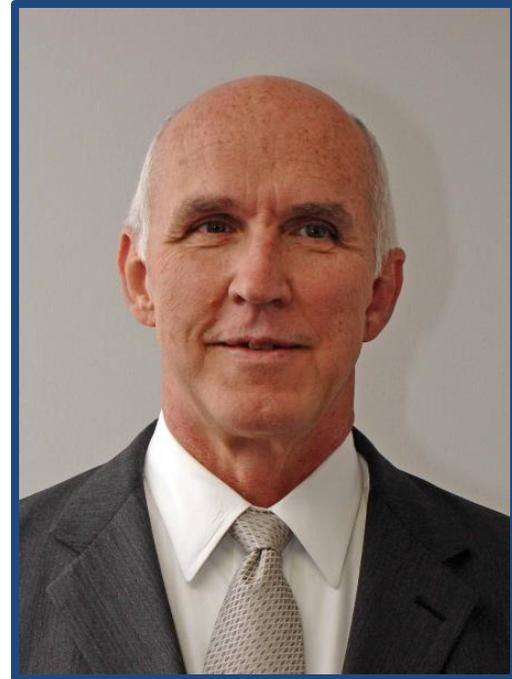
Related Notices

- June 2 Federal Register – Policy Guidance on Metropolitan Planning Organization (MPO) Representation
- Separate Rulemaking – Authority for the NEPA process to adopt analyses and decisions made during the transportation planning process

FDOT Analysis

David Lee

Administrator, Statewide Planning
and Policy Analysis



FDOT Analysis

- Participation in AASHTO Working Group
- Draft AASHTO Comments – 29 pages
 - Principal Comments
 - Section-by-Section Comments
 - Response to FHWA Requests
 - Proposed Changes to Text
- FDOT comments to be submitted

AASHTO Principal Comments (Draft)

- Working Together to Strengthen a Positive Start in Implementing MAP-21
- Confirm State Discretion in Target Setting and Reporting
- Clarify Changes to the Planning Process
- Clarify and Emphasize Key Terms
- Clarify the Relationship of Performance Management to the STIP
- Ensure Flexibility in Metropolitan Planning Agreements and Metropolitan Planning Organizations
- Keep Proposed Approach to Voluntary Programmatic Mitigation Plans, with Modifications
- Partner with States and MPOs to Implement “Linking NEPA and Planning”

Working Together to Strengthen a Positive Start in Implementing MAP-21

- AASHTO supports increased transparency and a performance-based approach to planning and programming
- AASHTO is pleased that many of the provisions in the NPRM use language identical or nearly identical to the language in MAP-21
- This basic approach will enable each State to consider its own priorities and circumstances in its transportation planning.

Confirm State Discretion in Target Setting and Reporting

- Avoid changes that weaken the authority of States to set performance targets
- Eliminate potential confusion regarding the basis for the authority to set performance targets and eliminate prospect of over-regulation
- Eliminate redundant references to integration of goals, objectives, etc. into the statewide planning process
- Modify 450.206(c)(5) by deleting “targets established under this paragraph” and substitute “the State’s targets”
- Ensure State discretion in determining appropriate means of performance reporting and linkages to other statewide documents
- Affirm that States can consider public comments in setting targets

Clarify Changes to the Planning Process

- Eliminate references to “other transportation plans” or clarify that integration of “examples” is non-binding
- Eliminate references to the content of the “statewide transportation plan” that go beyond 23 USC 135
- Eliminate requirement to coordinate targets with Federal land management agencies
- Ensure a single effective date for meeting “the performance-based planning requirements”

Clarify and Emphasize Key Terms

- Define or clearly explain the difference between “shall” and “should”
- Clarify and strongly emphasize that “Appendix A – Linking the Transportation Planning and NEPA Processes” is non-binding
- Use terms consistently, or define differences among similar terms; e.g., “transit operator” and “transit provider”

Clarify Relationship of Performance Management to the STIP

- Modify references to USDOT STIP approvals so they are more specific and do not overreach
- Continue to emphasize that the function of the STIP is to provide an annual listing of projects for a period of 4 years
- Clarify that States have discretion regarding “a discussion of the anticipated effect of the Statewide Transportation Improvement **Program [not “projects”]** toward achieving the performance targets”
- Eliminate requirement for the STIP to be “informed” by the financial plan and investment strategies from the state asset management plan for the National Highway System

Ensure Flexibility in Metropolitan Planning Agreements and MPOs

- Remove language that requires additional elements be addressed in metropolitan planning agreements
- Delete subsection 450.314(b) to eliminate any possibility that it could be interpreted to require regular updates to existing planning agreements

Keep, but Modify, Approach to Voluntary Programmatic Mitigation Plans

- Preserve the flexibility provided in law for States and MPOs to develop programmatic mitigation plans
- Clarify that content of programmatic mitigation plans are not limited to the many listed items
- Expand the inventory of environmental resource banks for impacted resource categories to include stormwater banks
- Clarify and expand “resources” under the “Programmatic Mitigation Plan” section

Partner with States and MPOs to Implement “Linking NEPA and Planning”

- Understood that implementation of new 23 USC 168 will be subject of separate rulemaking
- 23 USC 168 process much more complex and cumbersome than procedures in current “Appendix A – Linking the Transportation Planning and NEPA Processes”
- Support for keeping “Appendix A – Linking the Transportation Planning and NEPA Processes” in this Planning NPRM
- Encourage USDOT to allow comments on both the new NPRM and this Planning NPRM after the comment period on this Planning NPRM

Example of Proposed Changes to Text

450.208(e) In carrying out the statewide transportation planning process, States may apply asset management principles and techniques ~~consistent with the NHS Asset Management Plan and the Transit Asset Management Plan, and Public Transportation Agency Safety Plan~~ in establishing planning goals, defining STIP priorities, and assessing transportation investment decisions, including transportation system safety, operations, preservation, and maintenance.

Example of Proposed Changes to Text

450.208(r)

(r) A STIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP toward achieving the State's Federally-required performance targets ~~identified by the State in the statewide transportation plan or other state performance based plan(s),~~ linking investment priorities to those performance targets. This discussion does not require a state to include additional information on individual projects or to link individual projects with specific performance measures. should be consistent with the strategies to achieve targets presented in the statewide transportation plan and other performance management plans such as the highway and transit asset management plans, the SHSP, the public transportation agency safety plan, the Congestion Mitigation and Air Quality Improvement Program (CMAQ) performance plan, and if one exists, the State freight plan.

FDOT Comments (Draft)

- Support for AASHTO Comments with emphasis on:
 - Confirm State Discretion in Target Setting and Reporting
 - Clarify and Emphasize Key Terms
 - Clarify the Relationship of Performance Management to the STIP
 - Ensure Flexibility in Metropolitan Planning Agreements and Metropolitan Planning Organizations
- Appropriate Federal and State Roles
- Performance Measures Must Not to be Used to Apportion Funds
- FDOT Performance Reporting and schedule for Next Statewide Plan
- Collaboration with Florida MPOs

MPOAC Approach

Howard Glassman
Executive Director
Florida MPOAC



MPOAC Activity & Schedule

- AMPO and NARC Involvement
- CUTR Review and Analysis for MPOAC
- MPOAC Policy and Technical Subcommittee meeting
Wednesday, August 20, 2014
10:00 am – 3:00 pm at the St. Lucie TPO
- Submit Comments to the Docket by September 2, 2014

MPOAC General Issues

Address the three components of the NPRM:

- Supplementary Information and Questions
- Specific changes to Title 23 part 450
- “Policy Guidance on MPO Representation” regarding representation by providers of public transportation on MPOs within TMAs

MPOAC General Issues

Questions posed in the NPRM include:

- Role of FHWA and FTA in assisting States, MPOs and transit providers in complying with new target – setting requirements
- Integrating goals, objectives, performance measures and targets into planning process
- Improving regional planning coordination where multiple MPOs serve one or several adjacent urbanized areas

MPOAC General Issues

- Definitions for “administrative modification and amendments” , “cooperation and coordination” and “local official”
- Reporting on achievement of performance targets in the STIP within metropolitan areas
- Amending MPO interlocal agreements to include a description on how the various parties will cooperatively implement the performance-based planning provisions

MPOAC General Issues

- Policy Guidance on transit representation on MPOs
 - Part of the proposed rule or should it remain Policy Guidance
 - Allowing local elected officials to represent public transportation providers on MPOs
 - Clarifying the exemption for states having laws in place prior to 1991 that apply to MPO structure or organization
- Economic impact of implementing the NPRM particularly in those states that experienced a PL reduction in MAP-21

Next Steps

Jim Wood
Director,
Office of Policy Planning



Next Steps

- FDOT comments to be filed soon and posted to FDOT website
- MPOAC comments to be filed by September 2
- Florida MPO comments are encouraged
- Performance Measurement Collaboration Task Force to continue information sharing

MAP-21 Performance Measures: Planning Regulations

MAP-21-FL.COM



The screenshot shows the FDOT website header with the logo and navigation menu. The main content area is titled 'Office of Policy Planning' and features a sub-header 'Moving Ahead for Progress in the 21st Century Act'. Below this, there are sections for 'About', 'The Legislation', and 'Summaries and Analyses', each with a list of links.

FDOT Florida Department of TRANSPORTATION

E-Updates | FL511 | Mobile | Site Map

Search FDOT...

Home About FDOT Contact Us Maps & Data Offices Performance Projects

Office of Policy Planning

Policy Planning / MAP-21

Moving Ahead for Progress in the 21st Century Act

About

The "Moving Ahead for Progress in the 21st Century Act" (MAP-21) was signed into law (Public Law No:112-141) on July 6, 2012. The Act extends federal highway and transit funding through federal fiscal year 2014. This page provides information and updates on MAP-21 and FDOT's implementation.

The Legislation

- Public Law 112-141 (MAP-21)
- Conference Report, H. Rept. 112-557

Summaries and Analyses

- FDOT Summary of estimated funding and other key issues affecting Florida
- FDOT Summary of transit provisions
- U.S Department of Transportation
- Federal Highway Administration
- Federal Transit Administration

MAP-21 Performance Measures: Planning Regulations

Regina Colson
Moderator



MAP-21 Performance Measures: Planning Regulations

Thank you!!