



Planning and Performance Measure Provisions - MAP-21 Update

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We all have a stake in **A**  **B**



Overview

- Major planning and performance management provisions in MAP-21
- FAST Act Clarifications
- Federal rulemaking timeline
- MnDOT Implementation



Planning and Performance Management Provisions in MAP-21

- Requires a performance-driven, outcome-based approach to state and metropolitan area planning
- Establishes seven national goals to guide the federal aid program
- Authorizes USDOT to establish national performance measures and standards for 13 highway performance areas and 2 transit performance areas
- States, MPOs and public transportation agencies set targets for each performance measure



Planning and Performance Management Provisions in MAP-21 (cont.)

- States, MPOs and 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)



National Goals and Performance Areas

National Goals	Performance Areas
Safety	<ul style="list-style-type: none"> • Fatalities and serious injuries – number and rate per vehicle mile traveled – on all public roads • Pavement condition on the Interstate System and on the remainder of the NHS • Bridge condition on the Interstate System on the remainder of the NHS • Traffic congestion • System performance on the Interstate System and the remainder of the NHS • Freight movement on the Interstate System • On-road mobile source emissions
Infrastructure Condition	
Congestion Reduction	
System Reliability	
Freight Movement & Economic Vitality	
Environmental Sustainability	
Reduced Project Delays	



Target Setting & Reporting

- States must set targets (in coordination with MPOs) no later than 1 year after final rulemaking
- MPOs must set targets (in coordination with states) 180 days after states set targets
- Beginning in 2016 (in law but will not be met), states are required to report on
 - Condition and performance of NHS, including progress toward targets
 - Asset management plan investment strategies
 - Freight bottlenecks



FAST ACT Clarifications

- Outside of freight provisions, no significant changes to planning and performance management requirements under MAP-21
- Requires a report describing corrective action in the event a state fails to meet any MAP-21 target
- Imposes the penalty for failing to meet minimum condition thresholds for Interstate System pavement and NHS bridge following the first reporting cycle



Status of Federal Rulemaking

Rule	Notice of Proposed Rules	Expected Final Rules
Safety Performance Measures	June 2014	February 2016
Highway Safety Improvement Program	June 2014	February 2016
Metropolitan and Statewide Planning	September 2014	July 2016
CMAQ Weighting Factor	October 2014	July 2016
Pavement & Bridge Performance Measures	May 2015	August 2016
Asset Management Plan	May 2015	August 2016
System Performance Measures	March 2016	???



MnDOT Implementation

- Work done so far
 - Statewide Performance Program
 - Performance measures / targets for Interstate and non-Interstate NHS
 - Transportation Asset Management Plan
 - Shift to the NHS as MnDOT's priority network



Open Questions

- Should MnDOT be developing different urban & rural targets for condition and/or performance measures?
- How will MnDOT incorporate freight measures into its investment planning approach?



THANKS!

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