

MAP-21/FAST Act Coordination and Implementation Update

Rules and dates

- 7/1/2017 – three of State’s five safety targets due in Highway Safety Plan
- 8/31/2017 – all five State safety targets due in HSIP Annual Report
- 2/27/2018 – MPO safety targets due to State
- 4/16/2018 – end of safety performance management rule phase-in
- 5/27/2018 – end of planning rule phase-in

- Final pavements and bridges PM rule possible anytime (sent to OMB 9/7/16)
- Final system performance, freight, and CMAQ PM rule possible anytime (sent to OMB 11/14/16)

New/changed requirements

- Document outlining new/changed requirements from final planning rule for states and MPOs
- Iowa DOT questions/comments related to some provisions

New/changed requirements from MAP-21/FAST Act final planning rule

State	MPO	Requirement	Questions/comments
X		Set performance targets within one year of the DOT final rule on performance measures	
	X	Set performance targets within 180 days of state or public transportation provider	-MPOs always have 180 days from the state's deadline. In other words, the clock doesn't start early if the state submits targets early. This equates to an annual due date of February 27 for MPO safety targets. -If a bi-state MPO agrees to support a State target, the bi-state MPO would agree to plan and program projects that support each State achieving its target.
X	X	Shall coordinate with each other when selecting targets	
	X	Shall coordinate with public transportation providers when setting performance targets	-Need clearer understanding of public transportation targets and requirements as they relate to each entity – public transportation provider, MPO, and State.
X	X	Shall integrate into the statewide and the metropolitan transportation planning processes, directly or by reference, the goals, objectives, and performance measures and targets described in other State transportation plans and processes as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation.	
X		LRTP shall include a description of the performance measures & targets and a systems performance report assessing the performance of the transportation system	-Assume guidance on system performance reports is forthcoming?
	X	LRTP shall include: –a description of the performance measures and performance targets used in assessing the performance of the transportation system. –a system performance report evaluating the condition and performance of the transportation system with respect to the performance targets including progress achieved by the MPO the performance targets. –MPOs that voluntarily elect to conduct scenario planning shall describe how the preferred scenario has improved performance of the transportation system.	For an MPO supporting state targets: -Does the system performance report cover only the MPO area, the state as a whole, or both? -Topic relates to what MPOs report in their TIPs, see below.

State	MPO	Requirement	Questions/comments
X	X	<p>STIP/TIPs shall:</p> <ul style="list-style-type: none"> -include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the State/MPO performance targets -link investment priorities in the TIP/STIP to achievement of performance targets in the plans 	<p>-Need guidance on what the “description of the anticipated effect...” has to entail.</p> <p>-What is expected of MPOs with regard to these requirements, if they do not have programming authority for HSIP or NHPP funding? Especially if they are supporting the State’s targets? Is their discussion largely what’s framed out by the State? How much integration are they expected to have between the performance targets and their own programming process for STBG, particularly for targets that relate to the NHS, which is over 98% state-owned (and three MPOs do not have any non-primary NHS in their area).</p>
X	X	<ul style="list-style-type: none"> -For changes unrelated to performance management: updates or amendments to TIPS, STIPs, and plans adopted on or after 2 years after the date of the final planning rule must reflect the new emphasis. -For changes related to performance management: updates or amendments to TIPS, STIPs, and plans adopted or amended two years after the effective date of the performance management rules must comply. 	<p>-Concerns about amendments during the time period from the end of the safety rule phase-in (April 16, 2018) until the FFY 2019-2022 STIP is effective on October 1, 2018. TIPS/STIP effective during this time will have been developed prior to safety targets being set.</p>
X		<p>States should apply asset management principles consistent with the State Asset Management Plan for the NHS and the Transit Asset Management Plan and the Public Transportation Safety Plan in the statewide transportation planning process.</p>	
X	X	<p>The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to:</p> <ul style="list-style-type: none"> -transportation performance data, -the selection of performance targets, -the reporting of performance targets, -the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see § 450.306(d)), & the collection of data for the State asset management plan for the NHS. 	<p>-Role of public transportation providers in these agreements?</p>

State	MPO	Requirement	Questions/comments
X	X	Two new planning factors: –Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. –Enhance travel and tourism.	
X	X	Adds public ports and intercity bus operators to the list of interested parties that States and MPOs shall provide early and continuous public involvement opportunities as part of the transportation planning process.	
X	X	Adds “takes into consideration resiliency needs” to the purposes of statewide and metropolitan planning.	
	X	MPOs should consult with agencies and officials responsible for tourism and natural disaster risk reduction in developing plans and TIPs.	
	X	LRTP shall include and assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters.	
	X	LRTP shall include consideration of intercity buses	
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State	MPO	Requirement	Questions/comments
X		-A Governor may establish and designate RTPOs to enhance statewide (nonmetropolitan) planning. -States without RTPOs shall cooperate with the affected nonmetropolitan officials when conducting statewide planning; States with RTPOs shall cooperate with the RTPO when conducting statewide planning.	Iowa RPA process already exceeds optional RTPO requirements, not likely to pursue RTPO designation.
	X	MPOs serving TMA areas shall consist of: -Local elected officials -Officials of public agencies that operate major modes of transportation including representation by providers of public transportation -Appropriate State officials	MPO members can represent both a jurisdiction and a public transportation provider.
	X	-An MPO may voluntarily elect to develop multiple scenarios for consideration as part of the development of the LRTP. -MPOs that voluntarily elect to conduct scenario planning shall describe how the preferred scenario has improved performance of the transportation system.	
X	X	-A State or MPO, in consultation with agencies with jurisdiction over protected environmental resources, may develop programmatic mitigation plan(s) as part of its planning process. -The programmatic mitigation plan(s) may inventory existing or planned environmental resource mitigation and identify potential environmental impacts and potential avoidance or mitigation opportunities.	
X	X	Changes to optional statutory planning and environmental linkage (PEL) process: -Adds purpose and need and preliminary screening of alternatives and elimination of unreasonable alternatives to the list of planning decisions that can be used in the environmental review process. -Replaces the requirement for concurrence of other participating agencies with relevant expertise with a smaller universe of cooperating agencies with responsibility for permitting, review, or approval. -Eliminates the requirement for duplicative approval (by the State, all local and tribal governments, and MPO(s) where the project is located) by replacing it with the planning product was developed through a planning process conducted pursuant to Federal law.	
	X	An MPO serving a TMA may develop a congestion management plan; provides examples of employer-based travel demand reduction strategies. Adds job access projects as a CMP strategy.	

Requirements based on FHWA/FTA 6/14/16 presentation on final planning rule (<https://www.fhwa.dot.gov/tpm/resources/presentations.cfm>).

Upcoming steps

- TPWP and TIP guidance documents for next planning cycle will start to reflect MAP-21/FAST Act requirements; LRTP guidance document will also be updated
- Will be discussing method and content of data-related agreements between MPOs, State, and public transportation providers
- 2/7/2017 safety target setting coordination workshop
- Updated safety performance management resources: <http://safety.fhwa.dot.gov/hsip/spm/>