

MAP-21

Subtitle B – Performance Management Sec. 1201 Metropolitan Planning

PL funding

- No longer a percent set-aside of core programs- now based on share of 2009 apportionments
- Incremental growth under MAP 21

Suballocation of program funds & project selection

- 50% of Transportation Mobility Program (down from the 62.5% under STP after Enhancement set-aside) in UZA over 200,000, non-urban over 5,000, and other areas of the state
 - Tier I & II MPOs select projects in consultation with state and on **concurrence of the facility owner**
 - Obligation authority dropped but managers amendment included new (h) that may be meant to address requirement to provide OA (staff discussion pending)
- 50% of CMAQ suballocated (after setting aside an amount for Enhancements, Safe Routes to School, and Rec Trails) for projects in nonattainment or maintenance areas
 - Distributed by formula that considers population and severity of pollution
 - 50% of these funds obligated to address fine PM
 - 30% (of the above 50%) obligated to on- or off-road construction diesel engine retrofits
 - Projects selected by the states consistent with 134, which says Tier I selects in consultation with state and **on concurrence of the facility owner**

MPO designation and Tier structure

- MPO designated at 200,000 up from 50,000 in population
- Tier I MPO – 1M and over; Tier II MPO – 200,000 and over
- Designation met once minimum planning requirements are met
- Tier II can request designation as Tier 1 (must meet Tier I requirements)
- Secretary has 1 year to issue regulations for minimum planning requirements for Tier I & II
- MPOs under 200,000 terminate 3 years after rules are “promulgated”
 - 1 year probationary continuation may be granted to permit the MPO to attempt to meet the minimum Tier II regulations

- MPOs under 200,000 may request, within 2 years after planning rules are published, designation as Tier II
 - Unfavorable determination - 180 days for MPO to submit plan to dissolve in six months and transfer responsibilities

Plans and TIPs

- Tier I & II developed in cooperation with state
- **Tier I plan** – performance based
 - MPO establishes targets (90 days after the state sets its own targets) in coordination with state that address the performance measures under National Highway Performance Program, Safety, CMAQ, and National Freight Program
 - MPO integrates into the plan state targets, goals, measures, and objectives directly or by reference
 - Performance measures and targets shall be used, at a minimum, as the basis for policies, programs, and investments reflected in the plan and TIP
 - To the maximum extent practicable advisory groups should be formed for interested parties
 - Plan shall include:
 - Description of performance measures
 - Current and projected usage of the transportation system
 - System performance report – progress achieved, performance report (progress in meeting targets, money spent and projects completed, when appropriate analysis of how preferred scenario improved conditions and performance), strategies and investments for improving performance, optional illustrative list of projects, discussion of environmental and storm water mitigation activities, strategies investments to support intercity transportation.
 - May develop multiple scenarios for consideration
 - Develop a financial plan to support the plan and shall contain projected resource requirements, difference between cost and revenue, strategies for securing additional revenue, projects only if full funding can reasonably be anticipated to be available
- **Tier II plan**
 - Develop plan and TIP – not required to be performance based unless Secretary permits

Certification

- Tier I & II every 4 years with approved TIP
- Secretary may delegate fact finding authority to state regarding Tier II certification
- Certification may be made in consultation with the state