



Update on MAP-21 Rulemaking Pavement & Bridge NPRM

TPB Technical Committee
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Item 11

Overview

- Updated schedule for MAP-21 Rulemaking
- Release of new draft rule:
 - Notice of Proposed Rulemaking (NPRM) for Pavement and Bridge Condition for the National Highway Performance Program
- Discuss key requirements for MPOs
- Review critical decisions, questions, and actions

MAP-21 Rulemaking Schedule

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are jointly issuing a total of 11 rules on MAP-21 performance provisions in five major areas.

Two of five areas (4 of 11 rules) previously published in draft form. Proposed rules typically have 90 days for comment.

- Statewide and Metropolitan Planning Rule
- Highway Safety
 - Safety Performance Measure Rule
 - Highway Safety Improvement Program (HSIP)
 - Highway Safety Program Grants Rule

Subsequently, FHWA/FTA review and potentially adopt modifications based on the comments received, and issue the final rules. The rules then have two years to be implemented.

MAP-21 Rulemaking Schedule - Upcoming

- Highway Conditions
 - Pavement and Bridges Performance Measurement Rule (**Published**)
 - Asset Management Plan Rule (1/28/15)
- Congestion and System Performance
 - System Performance Measures Rule (4/20/15)
 - includes Congestion Mitigation and Air Quality (CMAQ) Performance
- Transit Performance
 - Asset Management (Jun 2015)
 - Safety (National Program, Agency Plan, and Management Systems)

FHWA/FTA have indicated their intention for all of the final performance rulemakings to have a common date of effectiveness.

- The apparent goal is for October 1, 2015, with initial reports on performance measures and targets required as early as October 1, 2016.
- Some rules (e.g., transit state of good repair and asset management) appear likely to be delayed beyond mid-2015 and their implementation would be correspondingly delayed.

MAP-21 Proposed Rulemaking for Pavement and Bridge Condition

- Notice of Proposed Rulemaking (NPRM) published January 5, 2015. Comments are due by April 6
- NPRM proposes:
 - Definitions that will be applicable to the new Title 23 Code of Federal Regulations (CFR) 490; *National Performance Management Measures*
 - Process to be used by State DOTs and Metropolitan Planning Organizations (MPOs) to establish pavement and bridge condition-related performance targets.

Performance Measures and Data

Performance Measure	Data
(1) Percentage of pavements on the Interstate System in Good condition	<p>four metrics:</p> <ol style="list-style-type: none"> 1. IRI (International Roughness Index) 2. Cracking_Percent 3. Rutting (<i>asphalt only</i>) 4. Faulting (<i>jointed concrete only</i>) <p>three types of pavements:</p> <ol style="list-style-type: none"> 1. Asphalt pavements 2. Continuously Reinforced Concrete Pavement (CRCP) 3. Jointed Concrete Pavements
(2) Percentage of pavements on the Interstate System in Poor condition	
(3) Percentage of pavements on the NHS (excl. Interstate System) in Good condition	
(4) a Percentage of pavements on the NHS (excl. Interstate System) in Poor condition.	
(5) Percentage of NHS Bridges Classified as in Good Condition	<p>four condition ratings:</p> <ol style="list-style-type: none"> 1. Deck, 2. Superstructure, 3. Substructure, 4. Culverts.
(6) Percentage of NHS Bridges Classified as in Poor Condition	

- Pavement data submitted to Highway Performance Monitoring System (HPMS)
- Bridge ratings submitted to National Bridge Inventory (NBI)

Data Collection

“The FHWA wants data collected for the full extent of both the Interstate System and the NHS. The FHWA recognizes the increased burden imposed on State DOTs for full extent data collection for mainline highways on the non-Interstate NHS.”

- Sampling prohibited (in 2012, 27% of Interstate data sampled).
- Annual report on Interstate System in both directions (not just one)
- Report Non-Interstate NHS (biennially, starting in 2018).
- State DOTs will...
 - Pavement: provide a single value for each of the four metrics and three data elements for each 1/10 mile segment reported to the HPMS by April 15 annually (non-Interstate NHS by June 15).
 - Bridge: submit NBI data by March 15 annually.
 - Required to submit their Data Quality Management Programs to FHWA for approval.

Performance Reports

State DOTs would submit three Biennial Performance Reports

- Based on four-year performance periods (e.g., 2016-2019, 2020-2023 etc.) and two-year data cycles (e.g., 2016-2017, 2018-2019, etc.)

1. Baseline Performance Report

- 1st Report due Oct 1, 2016. Next in 2020.
- 2-year and 4-year targets
- Uses data collection cycle for 2014-2015

2. Mid Performance Period Progress Report

- 1st Report due Oct 1, 2018. Next in 2022.
- Compare 2-year condition/performance (2016-2017 data cycle) with 2-year targets.
- Adjust 4-year targets.

3. Full Performance Period Progress Report

- 1st Report due Oct 1, 2020. Next in 2024
- Compare 4-year condition/performance with 4-year targets.
- Data also used for 2nd Baseline Report

State DOT and MPO Target Setting



- State DOT establishes statewide targets, and can establish optional, additional targets for each or all urbanized areas in the State.
- MPOs would establish pavement and bridge targets for the Metropolitan Planning Area by either supporting the State DOT target or defining a target unique to its metropolitan area.
 - Each time the State DOT establishes a target, within a 180-day period following.
 - *Anticipated first date of this action for TPB is March 2017.*
 - MPO only establishes 4-year targets (not 2-year).
- MPOs would establish targets, specific to the metropolitan planning area, by either:
 1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT targets, or
 2. Committing to quantifiable targets for their metropolitan planning area.

MPO Requirements for Reporting of Targets

“important to emphasize that established MPO targets (4-year target) must be considered as interim conditions/performance levels that lead toward the accomplishment of longer-term performance expectations in the MPO’s Metropolitan Transportation Plan and relevant State DOT NHS asset management plans”

- MPOs establish targets that represent performance outcomes of the entire transportation network within their respective metropolitan planning area (regardless of ownership, i.e., including Federal roads and bridges.)
 - State DOT or MPO may elect to establish targets that represent a decline in pavement or bridge system conditions.
- MPOs would not be required to provide separate reporting to FHWA; however, State DOTs and MPOs would need to agree to a target establishment reporting process in the Metropolitan Planning Agreement.
- MPOs shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

Next Steps

- Identify and coordinate with State DOT stakeholders
 - May need to reach beyond current committee participants
- Develop TPB comments (if any) on the proposed rulemaking
 - Benefit of early sharing/coordination of the States' planned comments to the proposed rule (prior to the April 6 submittal)
- Consider which of the two target setting methods the TPB will use
- Validate data with States for metropolitan planning area compilation
 - *3,054 directional miles of NHS (820 of Interstate)*
 - *~600 bridges in NHS*
- Impact on TPB of State DOTs choice of reporting by urbanized areas/non-urbanized areas
- Modification of the MPO agreement with DC, MD, and VA to address how targets should be reported to the respective State DOTs

Questions?

