

MAP-21: Policy into Practice

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Planning and Implementation

- Transition to Performance Measurement
 - National Goal Areas defined
 - Measures to be defined through rules
 - Targets to be established by states, MPOs
 - Reports to USDOT, Congress

Planning and Implementation

- Transition to Performance Measurement
 - Big changes to planning and implementation processes
 - Long-term changes, since timeline extends beyond MAP-21's initial authorization period
 - Not all measures will have associated sanctions or special rules
 - Will become part of decisionmaking approach

MAP-21 Planning

- No changes in designation of MPOs
- Statewide planning is now Statewide *and Non-metro*
- New entities defined for non-metro:
Regional Transportation Planning
Organizations

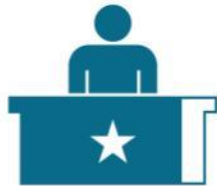
MAP-21 Planning

- RTPOs' existence is optional, but where they exist, they:
 - Must have a policy committee of majority local officials
 - Must have a “parent” organization that will serve as administrative and fiscal agent and provide planning staff

Typical RTPO Tasks



Public involvement
87%



Technical assistance
to local governments
85%



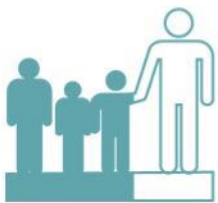
Facilitate rural local
official participation
in statewide planning
78%



Transportation Enhance-
ment applications
77%



Regional TIP or
priorities for STIP
71%



Safe Routes to School
61%



Rural long-range plan
57%



Bicycle/pedestrian safety
55%



Human services trans-
portation planning
55%



Public transpor-
tation planning
52%



GPS data points/GIS
mapping support
46%



Data collection
48%



Land use
planning
46%

MAP-21's Impacts

- Enhanced NHS
- New performance measures may become freight-related criteria for ranking projects for STIP/TIP inclusion
- Designation of Critical Rural Freight Corridors will formalize freight criteria in rural TIPs, economic development plans
- State Freight Plans will focus more attention on freight issues

Continuing the Trend

- Before MAP-21, states, MPOs, and RTPOs were already becoming more active in freight
 - Major Freight Users Inventory
 - Multi-state and sub-state corridor and regional studies, coalitions
 - Increasing freight participation in many TACs
 - Emergence of separate Freight Advisory Committees

Freight in Northwest Wisconsin

- NMN/NWWI Regional Freight Study
- MPO Performance Measures: Pre Map-21
 - Safety (crash data)
 - Pavement Quality Ratings – consistency??
- Harbor Technical Advisory Committee
 - 31 members: Ports, Rail, Terminals (grain, coal, ore), Gov (city, county, state, federal), Environment and others

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- Also see:
 - www.RuralTransportation.org
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