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GIS Impacts of the New Federal Programs

Presenter

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GIS-T Concurrent Session: Along with Mark Sarmiento I am planning a three presentation session: MAP-21 & Performance Based Planning: Implications for GIS-T

Overview of MAP-21, the new Performance Based Planning & Programming proposed regulations, State use of FHWA's probe data, FHWA's Every Day Counts II Geospatial Initiative Implementation efforts, Implementation of SHRP C40 Environmental Geospatial tools (?), and the new Functional Classification manual / HPMS - All Roads Specification.

The "Moving Ahead for Progress in the 21st Century" (MAP-21) Act only provided funding for the transportation programs for 2 years. However, one of the more long term shifts coming from the legislation will be the movement toward performance based programs. It will require all of the State DOTs and all of the MPOs to focus on a performance based approach to managing the development and implementation of transportation improvements. All States and MPOs will be required to develop SMART objectives, objective related performance measures, focus their funding efforts toward making the objectives occur, and evaluate their program's results. Over the last decade, geospatial programs have become a key to many DOT enterprise wide applications. Performance based programs will drive further data collection, project evaluation and performance monitoring efforts which are likely to require changes in GIS. US DOT is currently seeking comments on new proposed regulations for planning and performance based programs. This presentation is going to include an overview of MAP-21, Performance Based Planning (PBPP), the proposed PBPP regulations, the proposed planning regulations and its potential impact upon GIS programs.