

FTA

FEDERAL TRANSIT ADMINISTRATION

Advancing Performance Based Planning and Programming

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Key Take-Aways

- Metropolitan and Statewide Planning Rule
- Transit Related Performance Measures
- Highway Related Performance Measures
- Implementation Schedule
- Implementation Challenges

Metropolitan and Statewide Planning Rule

- Published May 27, 2016
- Requires representation by operators of public transportation on larger MPO Boards
- Mandates State DOTs and MPOs to take performance-based approach to planning and programming

Performance Based Approach

- Metropolitan Planning Agreements
- State DOT and Transit Agency Performance Plans
- Performance Measures and Targets
- Long Range Plans/System Performance Reports
- TIPs and STIPs

Metropolitan Planning Agreements

- Written Agreements
- MPO(s), State DOTs and Public Transit Agencies
- Includes respective roles and responsibilities on
 - Coordinating target setting
 - Collecting data
 - (including for NHS asset management plan)
 - Analyzing data
 - Reporting on progress toward target achievement

Performance Plans

- MPOs to incorporate performance plans¹ into the planning process:
 - Transit Safety Plans
 - Transit Asset Management Plans
 - State DOTs Safety Plan
 - State DOT Asset Management Plan
 - Congestion and Emission Reduction Plan

1. Goals, objectives, performance measures and targets

Performance Measures and Targets

- Transit Related Performance Measures
 - Safety (*not yet published*)
 - Transit Asset Management/State of Good Repair
- Highway Related Performance Measures
 - Safety
 - Bridge and Pavement
 - System Performance and CMAQ

Proposed FTA Safety Performance Criteria

Category

Criteria

FATALITIES

Total number of reportable fatalities and rate per total unlinked passenger trips by mode

INJURIES

Total number of reportable injuries and rate per total unlinked passenger trips by mode

**SAFETY
EVENTS**

Total number of reportable events and rate per total vehicle miles, by mode

**SYSTEM
RELIABILITY**

Mean distance between failures by mode



TAM/SGR Performance Measures

- **Rolling Stock: Age**
 - Percentage of vehicles that have met or exceeded their ULB
- **Facilities: Condition**
 - Percentage of facilities with a condition rating below 3.0 on the FTA TERM scale (*5=Excellent to 1=Poor*)
- **Infrastructure: Performance**
 - Percentage of guideway directional route miles with performance restrictions by class
- **Equipment: Age**
 - Percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)

Final Rule Published July 2016, Effective 10/1/16

TAM Timelines

Items in blue Submitted to NTD

Activity	Initial Due Date	Ongoing Submittal Frequency
Final Rule Effective Date	October 1, 2016	n/a
SGR Targets	<i>Set by 1/1/17 Report to NTD by 1/31/17</i>	<i>Annually within 4 months of end of provider's FY as part of NTD Report</i>
TAM Plan	October 1, 2018	Every 4 years
Asset Inventory and Condition Reporting*	<i>Within 4 months of end of provider's FY 2018</i>	<i>As part of NTD Report</i>
Narrative Report	<i>Within 4 months of end of provider's FY 2019</i>	<i>Annually within 4 months of end of provider's FY</i>

** Only 1/3 of facilities condition assessments are due in NTD report year 2018*

Highway System Performance Measures

- Two system performance measures:
 - % of reliable person-miles traveled on the Interstate
 - % of reliable person-miles traveled on the non-interstate NHS

CMAQ Performance Measures

Two measures:

- Traffic congestion
 - Peak Hour Excessive Delay (PHED) measure: annual hours of PHED per capita
 - Non-Single Occupancy Vehicle Travel (SOV) measure: % of non-SOV travel
- On-road mobile source emissions
 - Total emission reductions

Target Setting

- MPOs and State DOTs must establish performance targets
- States and MPOs must coordinate when setting highway related targets
- MPOs selection of transit performance targets must be coordinated to maximum extent practicable with providers of public transportation

MPO and State Long Range Plans

- MTPs and LRSTP must include:
 1. Performance measures and targets
 2. System performance report evaluating transportation system's condition and performance with respect to performance targets
 3. Description of progress made toward target achievement since last plan update

TIPs and STIPs

Linking investment priorities to performance targets

TIP and STIP shall, to the maximum extent practicable, describe how investments make progress toward achievement of plan's targets

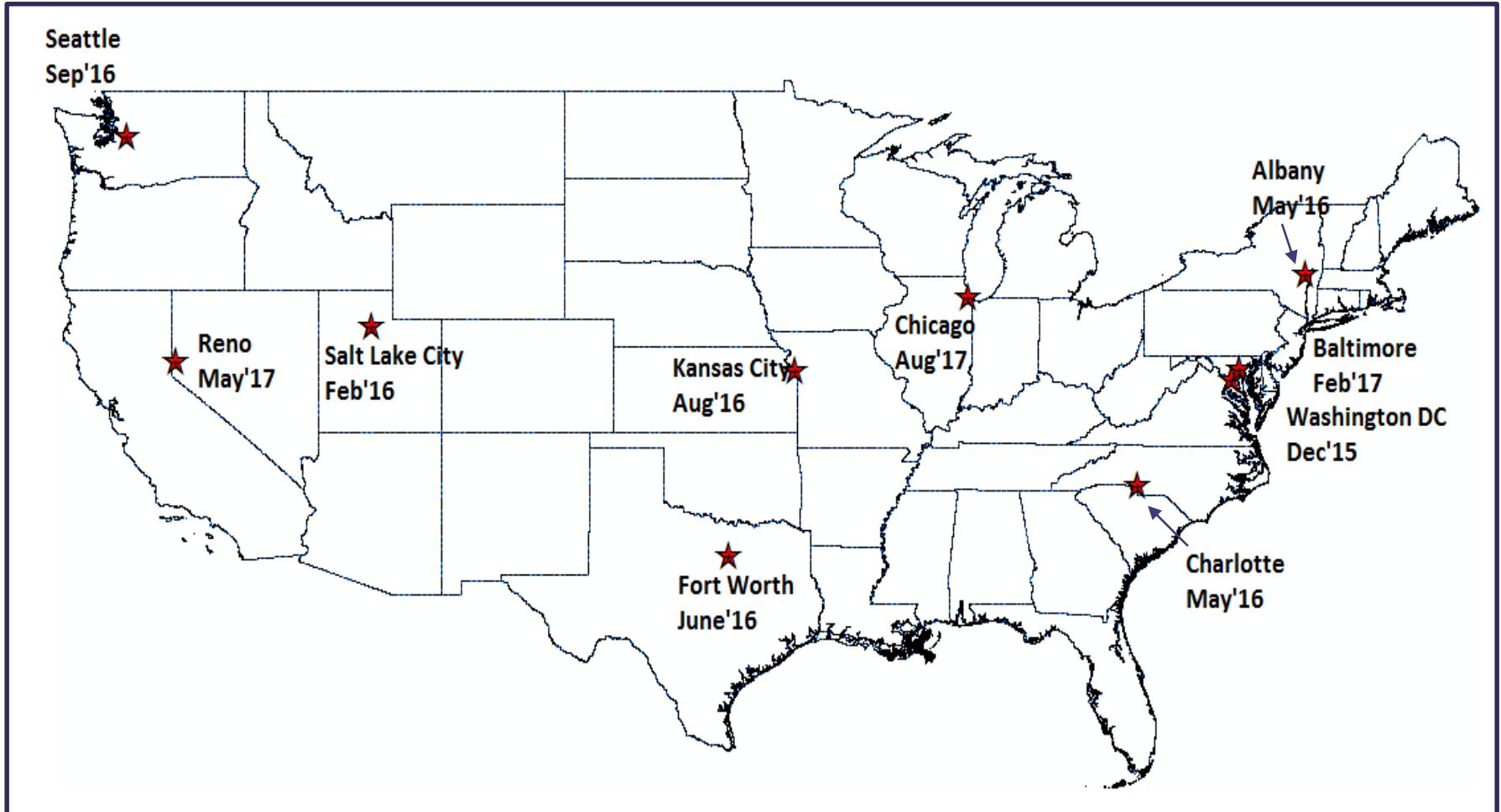
When do MPOs and State DOTs include the Performance Targets and Plans in Long Range Plans and TIP/STIPs ?

- Long Range Plans adopted or amended after **October 1, 2018** must reflect a performance-based planning process.
- TIPs and STIPs adopted or amended after **October 1, 2018** must reflect a performance-based planning process.

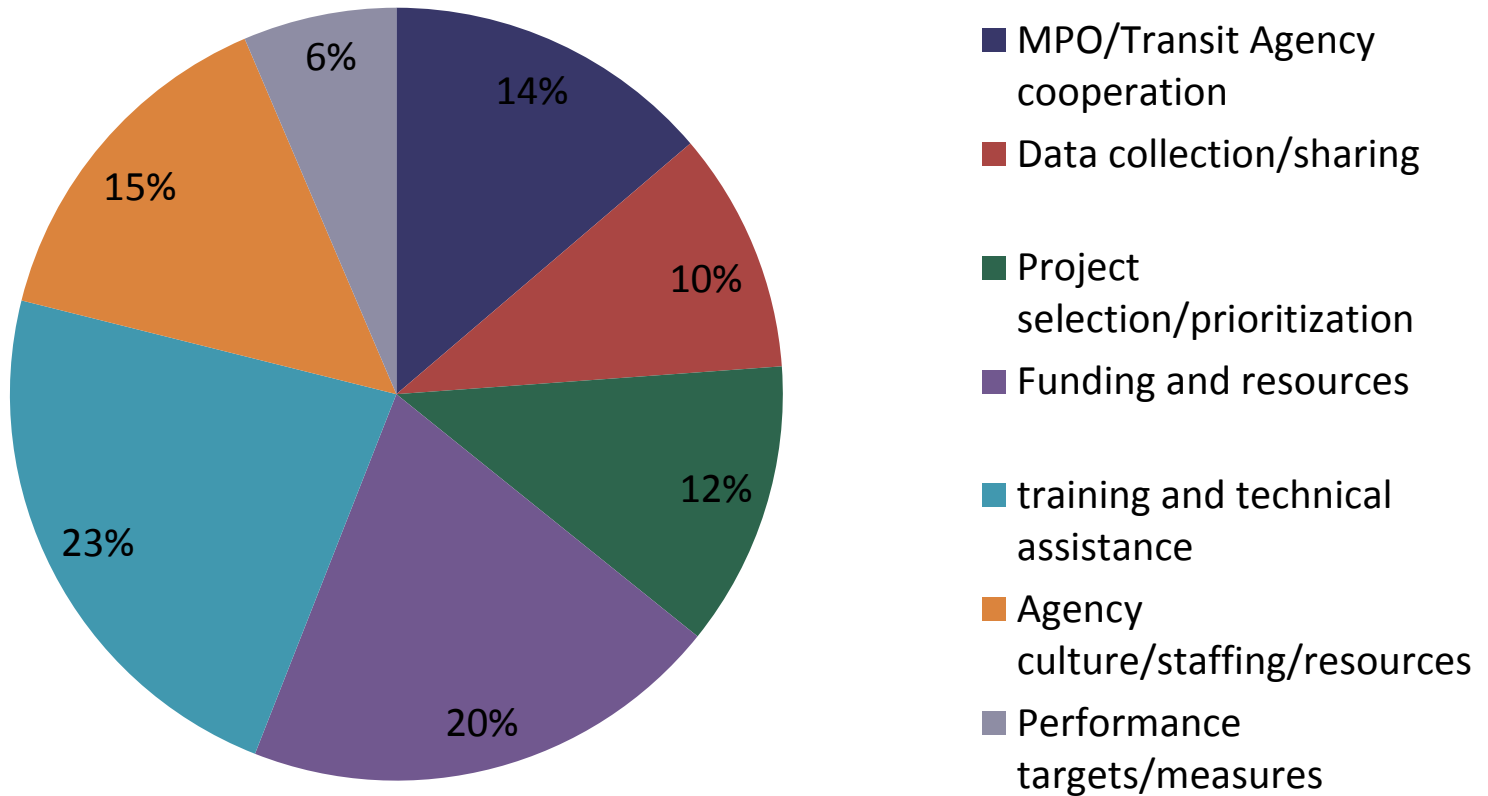
Highway PBPP Schedule

Final Rule	Effective Date	States Set Targets By	MPOs Set Targets By	LRSTP, MTP, STIP and TIP Inclusion
Safety Performance Measures (PM1)	April 14, 2016	Aug. 31, 2017	Up to 180 days after the State sets targets, but not later than Feb. 27, 2018	Updates or amendments on or after May 27, 2018
Pavement/ Bridge Performance Measures (PM2)	May 20, 2017	May 20, 2018	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019
System Performance Measures (PM3)	May 20, 2017	May 20, 2018	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019

FTA and APTA Hosted Ten Performance Based Planning Peer Exchange Roundtables



PBPP Challenges Raised



Overview of Resources

- <https://www.transit.dot.gov/performance-based-planning>
 - Frequently Asked Questions
 - Fact Sheet
 - Timeframes – Roles and Responsibilities
- <https://www.transit.dot.gov/TAM>
 - Guidance on TAM Plans
 - TAM Plan Template for Tier II Providers



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