

FTA

FEDERAL TRANSIT ADMINISTRATION

MAP-21's Performance Management Framework

**Asset Management, State of Good Repair,
Safety & Performance-Based Planning**

Dwayne Weeks
State Programs Meeting
Atlanta GA , April 25 2016



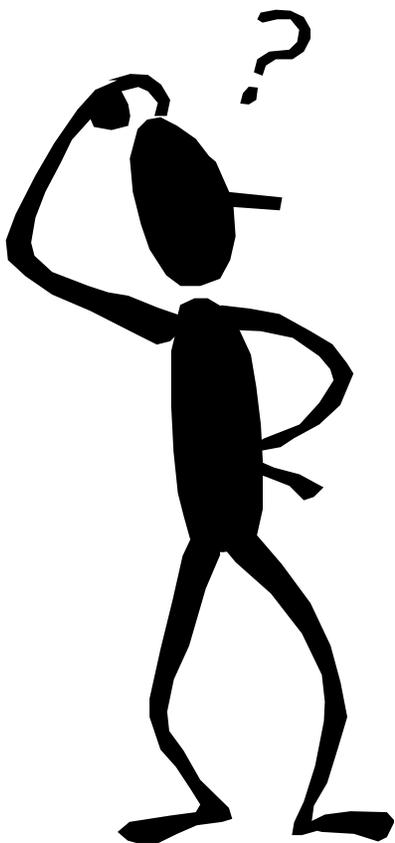
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Performance Based Planning Requirements

- What is MAP-21's Performance Management Framework?
- How are transit SGR and safety linked with performance-based planning at the MPO?
- What is the transit agency's role in PBPP?

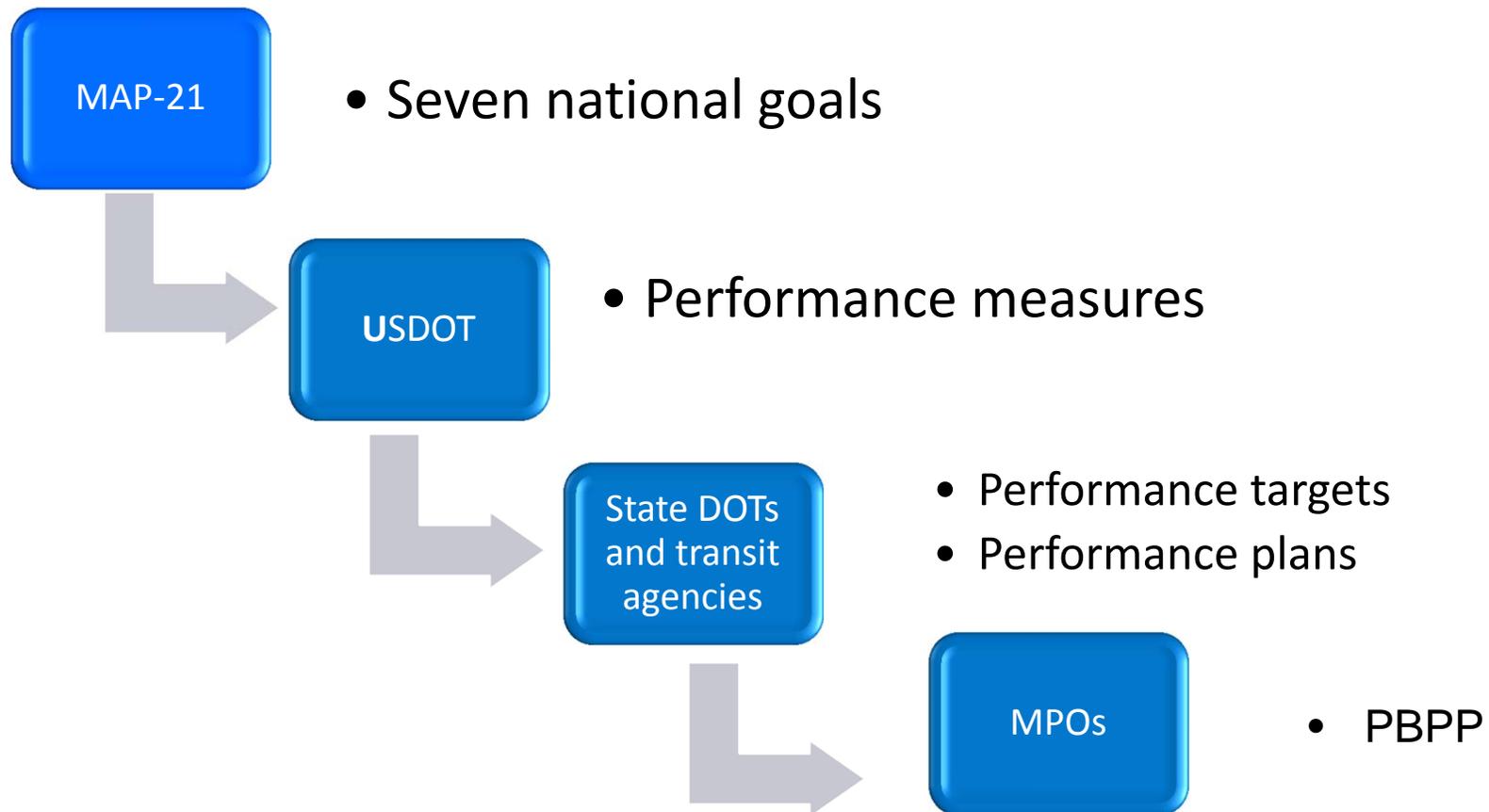
MAP-21 Performance Management



**What is MAP-21's
Performance Management
Framework?**

MAP-21 Performance Management Framework

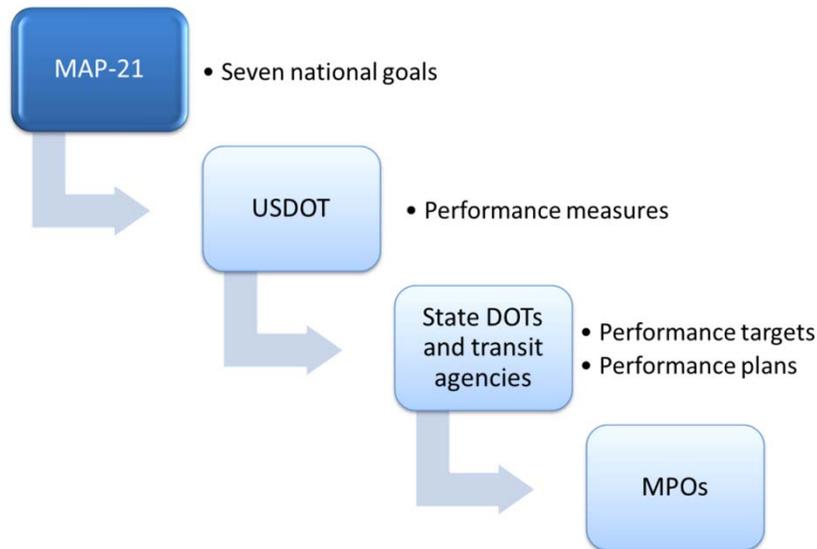
To increase accountability and transparency



MAP-21 Performance Management Framework

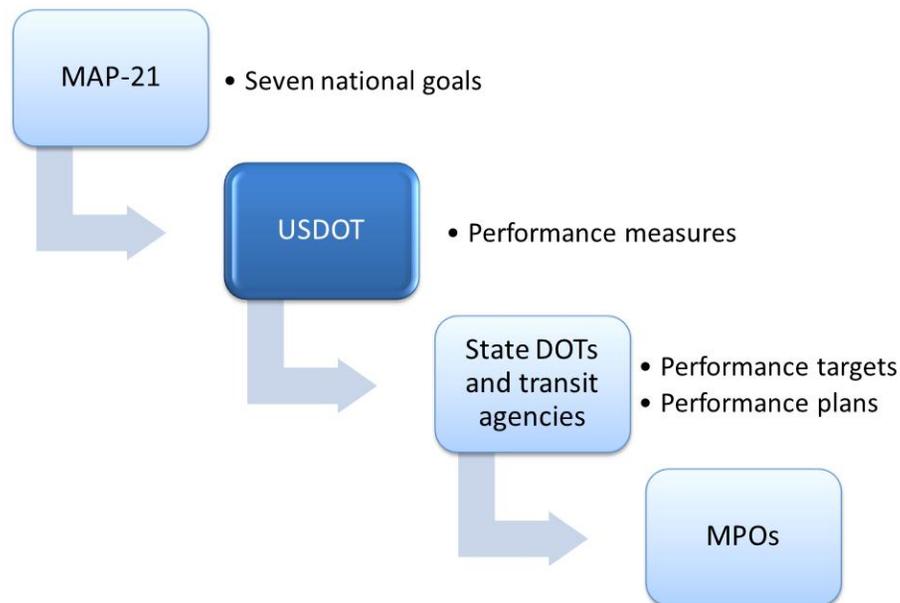
SEVEN NATIONAL GOALS

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Mobility and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays



MAP-21 Performance Management Framework

USDOT PERFORMANCE MEASURES



- RULEMAKINGS

- FTA

- Safety (5329)
- State of Good Repair (5326)

- FHWA 150(c)

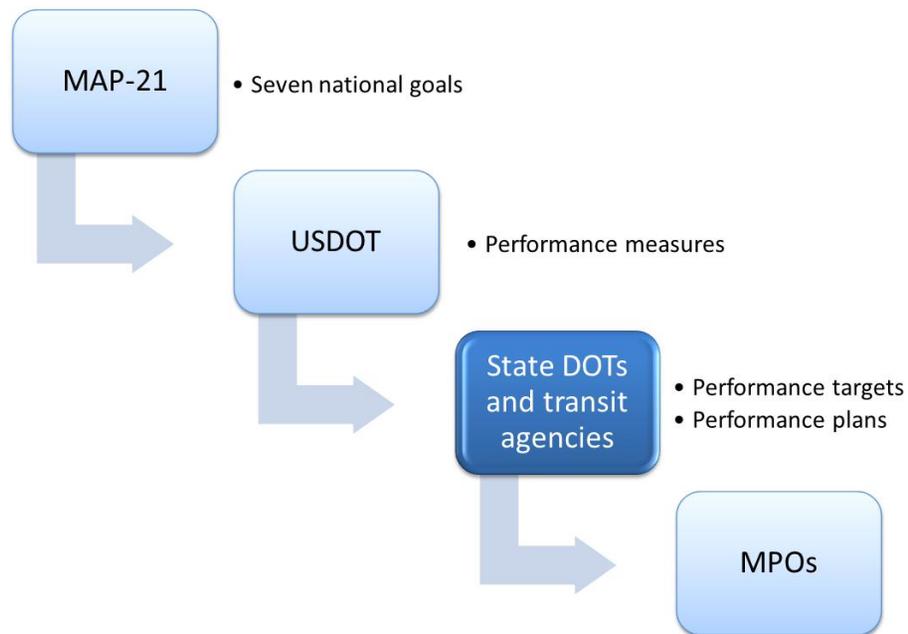
- Safety
- Asset Condition
- Congestion, Air Quality, Reliability

- FHWA/FTA

- Metropolitan and Statewide and Nonmetropolitan Transportation Planning

MAP-21 Performance Management Framework

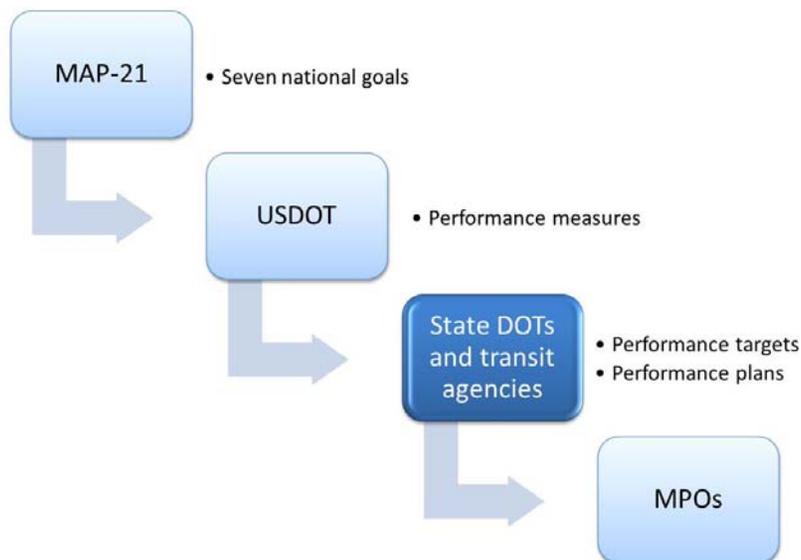
State DOT and Transit Agency Performance Targets



- Transit Agencies (FTA Grantees)
 - Establish SGR performance targets not later than **3 months** after TAM Rule
 - Establish Safety performance targets **1 year** after the Agency Safety Plan Final Rule
- State DOTs
 - Establish performance targets not later than **1 year** after 150(c) measures established

MAP-21 Performance Management Framework

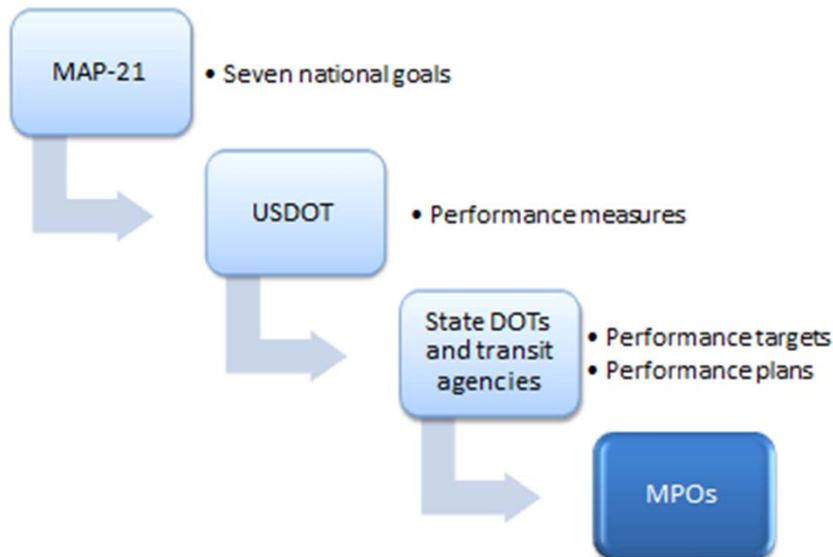
PERFORMANCE PLANS



- FTA Grantees
 - Transit Asset Management (TAM) Plan
 - Public Transportation Agency Safety Plan
- FHWA Grantees (Title 23)
 - State Highway Safety Improvement Plan
 - State NHS Asset Management Plan
 - Congestion Management Plan (TMA > 1 million)
 - State Freight Plan (optional)

MAP-21 Performance Management Framework

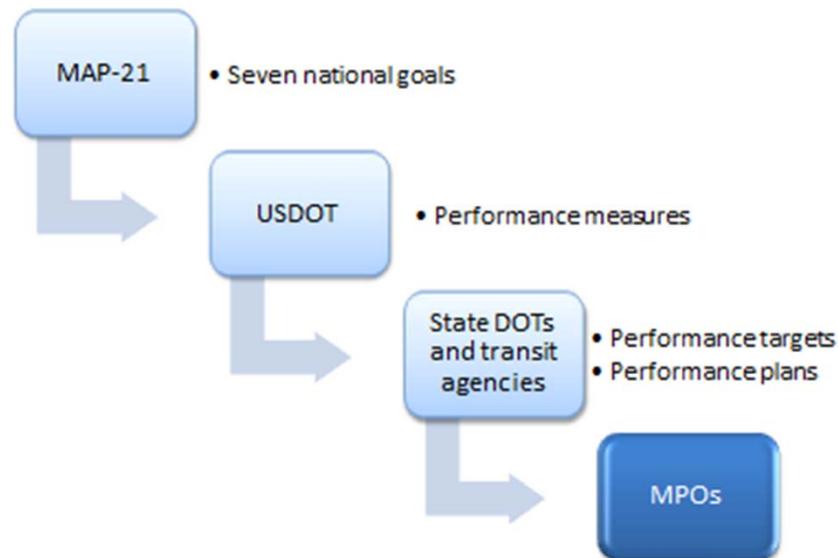
MPOs Integrate State and Transit Agency Plans



- Either directly or by reference
- Goals, objectives, performance measures, and targets
- Includes
 - transit agency safety plan
 - transit asset management plan

MAP-21 Performance Management Framework

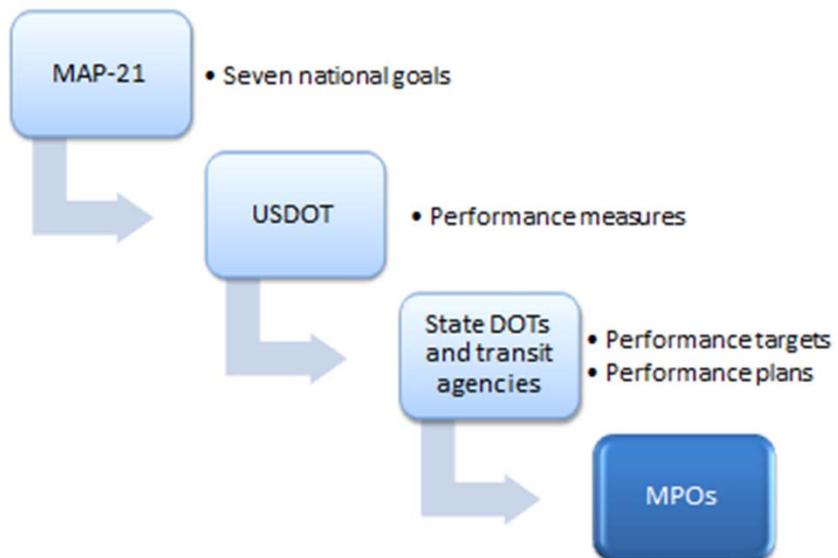
MPO PERFORMANCE TARGETS



- › Establish performance targets within **180 days** after State and public transportation providers establish performance targets
- › Coordinate with providers of public transportation to select SGR and safety targets
- › Coordinate with State to select 150(c) targets

MAP-21 Performance Management Framework

Metropolitan Transportation Plan

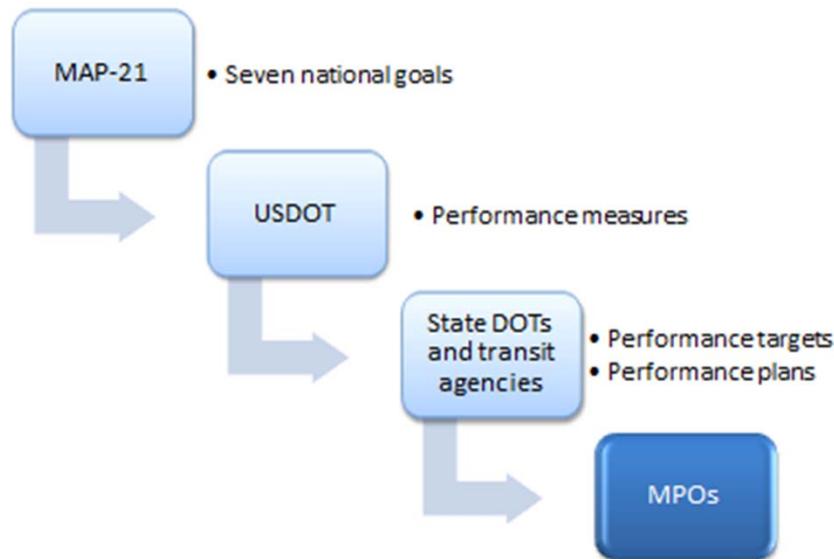


- **Performance measures and respective targets**
- **System performance report**
 - progress achieved in meeting performance targets

MAP-21 Performance Management Framework

Transportation Improvement Program

- Projects consistent with MTP
- Reflects MTP investment priorities
- Make progress toward achieving performance targets
- Links investment priorities to performance targets



Questions?

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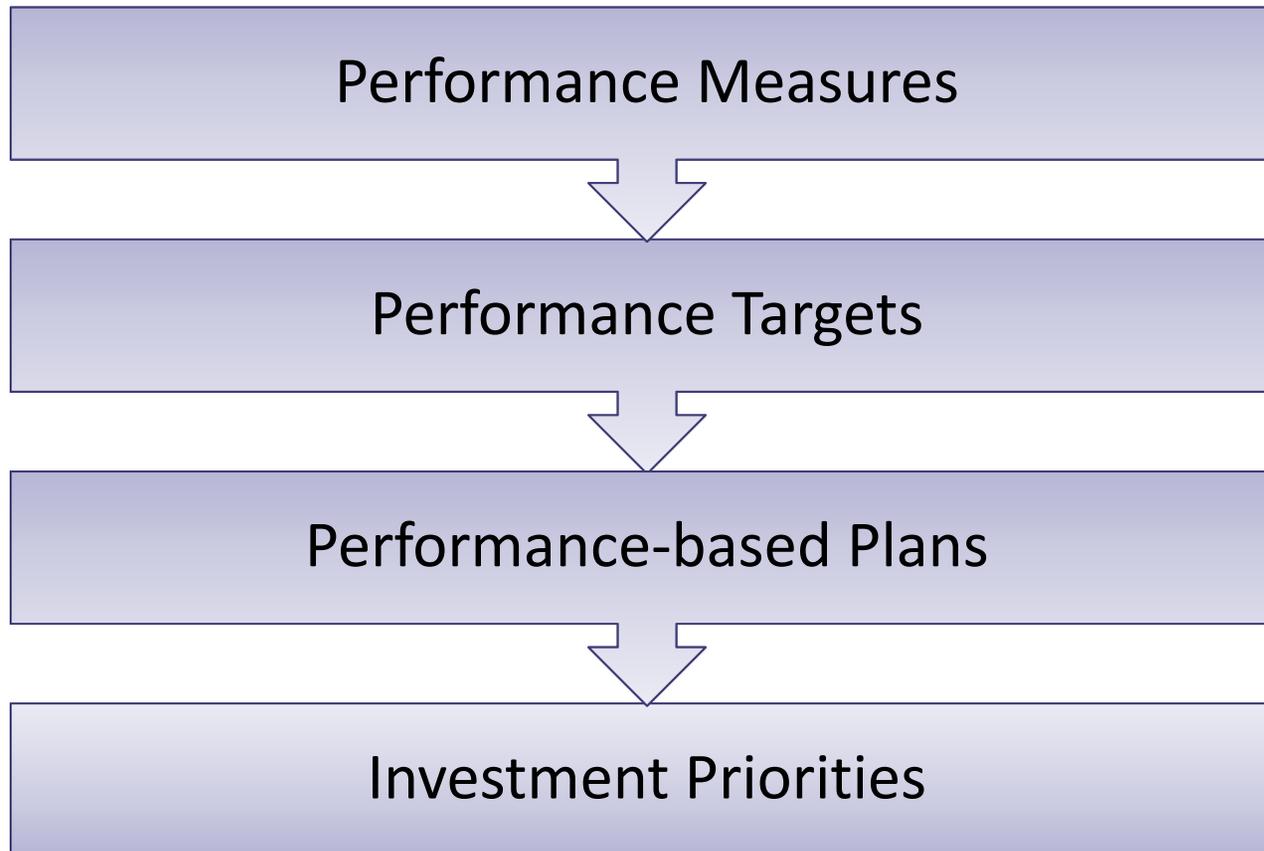
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MAP-21 Performance Management Framework

How are transit agency SGR needs and safety linked with performance-based planning at the MPO?



Linking Transit SGR and Safety to MPO and Statewide Planning



Proposed SGR Performance Measures

Category

Class

Rolling Stock

Age: Percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)

Facilities

Condition: Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale

Infrastructure

Performance: Percentage of guideway directional route miles with performance restrictions by class

Equipment

Age: Percentage of vehicles that have met or exceeded their ULB

SGR Targets

FTA must establish performance measures based on the SGR definition

Recipients set their own targets, report on progress annually

- No reward for making a target
- No penalty for missing a target

Investment
Prioritization

SMS
Approach to
Safety

Performance-
Based
Planning
Process

Proposed TAM Plan Elements

- | | |
|----------------------------------|---------------------------------------|
| 1. Inventory of Capital Assets | All Providers
(Tier I & II) |
| 2. Condition Assessment | |
| 3. Decision Support Tools | |
| 4. Investment Prioritization | |
| 5. TAM and SGR Policy | Tier I only |
| 6. Implementation Strategy | |
| 7. List of Key Annual Activities | |
| 8. Identification of Resources | |
| 9. Evaluation Plan | |



TAM Plan Proposed Applicability

All providers who are recipients or subrecipients of Federal financial assistance under 49 U.S.C. Chapter 53.

Tier I

- **Operates rail**
or
- **Over 100** vehicles in peak revenue service

Tier II

- **Does not operate rail**
and
- **100 or fewer** vehicles in peak revenue service
or
- Exclusively receives Federal funds from 5310 or 5311 programs



Transit Asset Management

Inventory Assets and Assess Condition

Establish SGR Targets

**Prepare Transit Asset Management
Plan**

**Prioritize Investments/ Program of
Projects**

Program Formula Funds

Submit Annual Report

Proposed 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**

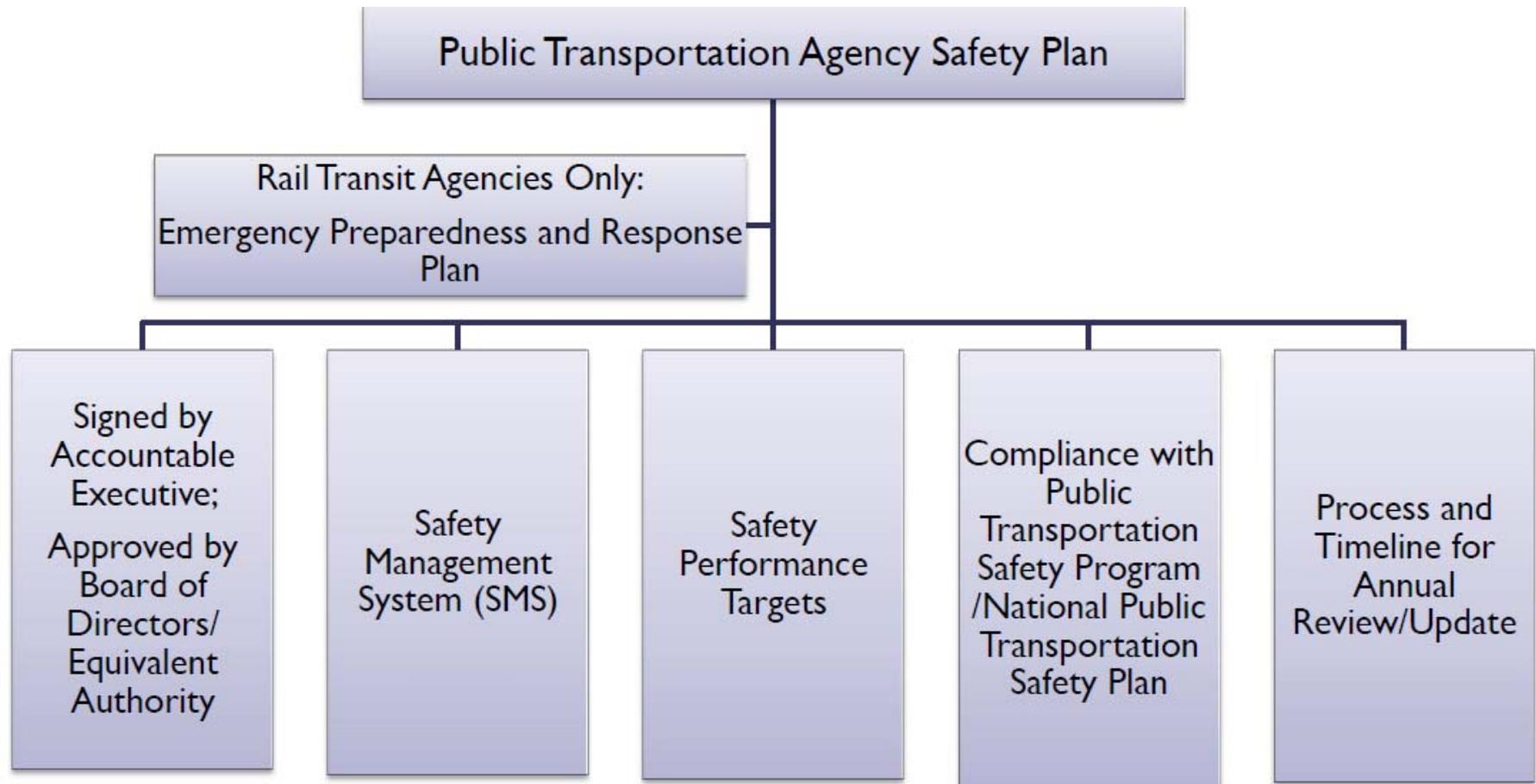
Mean distance between failures by mode

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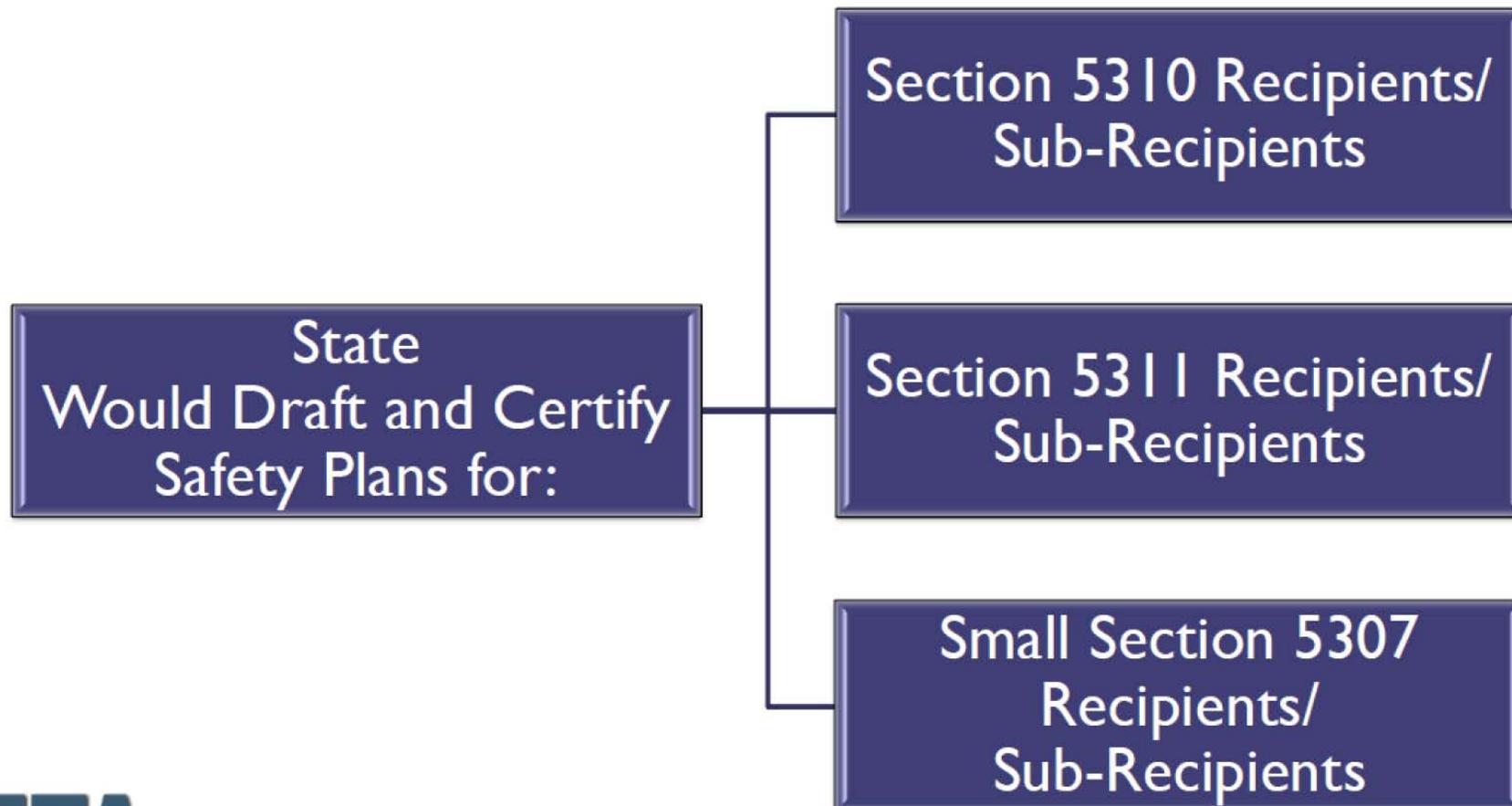
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Proposed National Public Transportation Safety Plan

Proposed Public Transportation Agency Safety Plan Elements



PTASP: State Drafting and Certification of Safety Plans

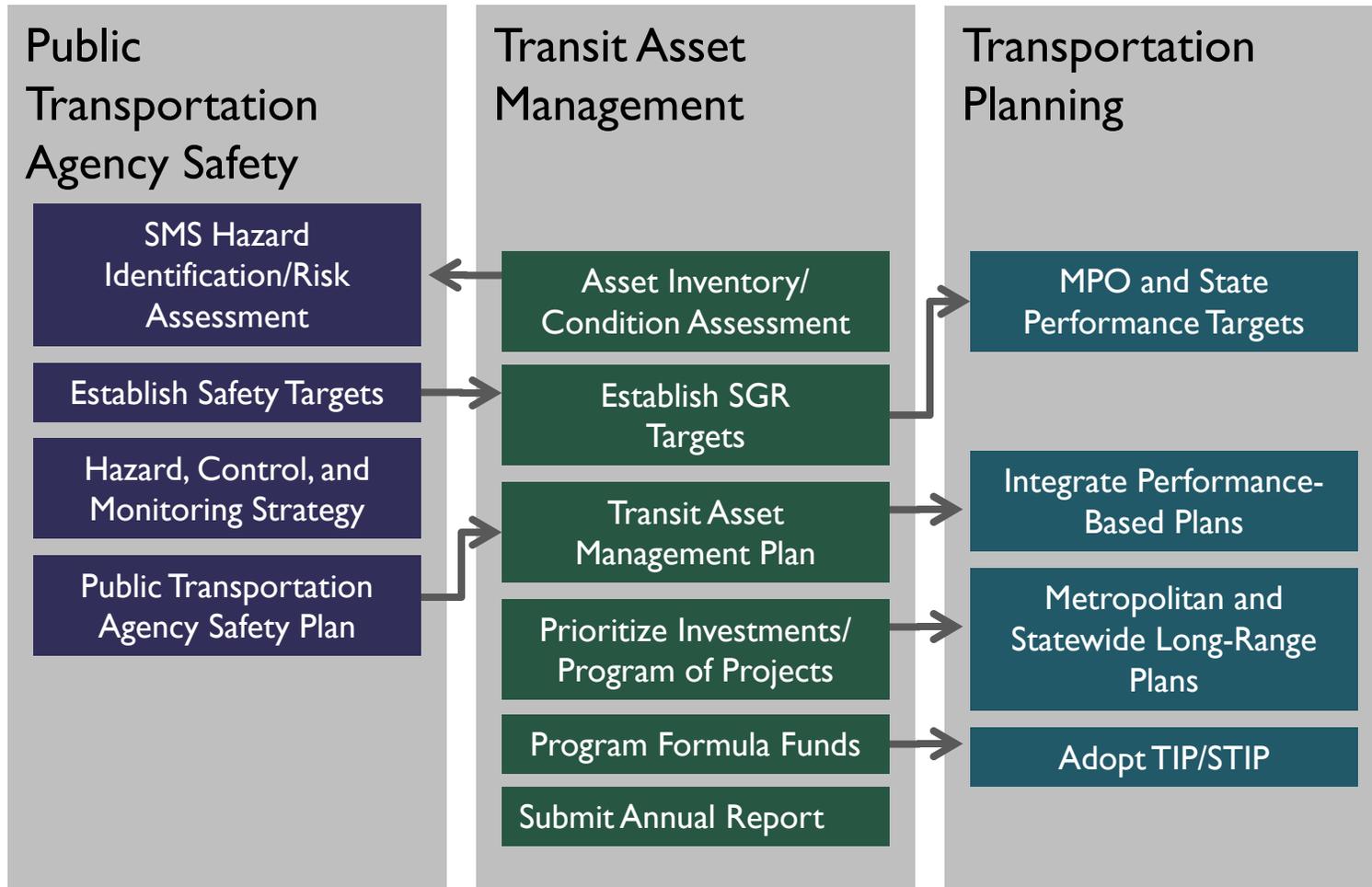


PTASP: Safety's Relationship with Asset Management/ State of Good Repair

Accountable Executive

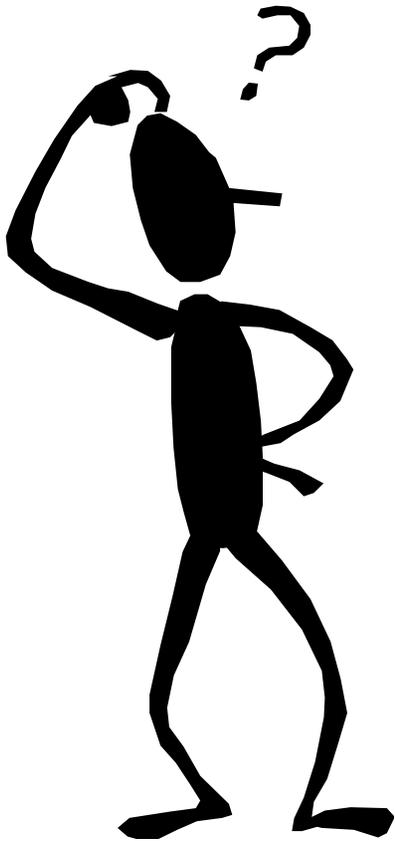


Linking Proposed Regulations



Questions?

MAP-21 Performance Management



**What is the transit agency's
role in the performance
based planning process?**

Transit Providers and Performance Based Planning

- Participate in the MPO Planning Process
 - Representation on the MPO
 - Metropolitan Planning Agreements
- Participate in the Rulemaking Process

Transportation Planning Joint Rulemaking

MPO Structure: New Provision

- Within two years of enactment of MAP-21- October 2014
- MPOs serving TMA areas shall consist of:
 - Local elected officials
 - Officials of public agencies that operate major modes of transportation ***including representation by providers of public transportation***
 - Appropriate State officials
- MPO does not need to re-designate to restructure

Transportation Planning Joint Rulemaking

Representation by Providers of Public Transportation

- Have equal decision-making rights and authorities
 - Be elected or appointed board members or senior officer of transit provider – can wear “two hats”
 - Operate in TMA and be eligible recipient of Urbanized Area Formula Funds
 - Be selected through a cooperative process
- Affirmed by FAST Act
 - MPO Self-Certification --- TIP/STIP Submittal

Transportation Planning Joint Rulemaking

Representation by Providers of Public Transportation EXEMPTION

- operates pursuant to a State law that was in effect on or before December 18, 1991 and
- State law has not been amended after December 18, 1991 to change the structure or organization of the MPO; and
- MPO has not been designated or re-designated after December 18, 1991

Transportation Planning Joint Rulemaking

Metropolitan Planning Agreements

- Written agreement(s) among States, MPOs and Providers of Public Transportation
- Should include specific provisions for
 - cooperatively developing and sharing information related to transportation systems performance data
 - the selection of performance targets
 - the reporting of performance targets
 - the reporting of system performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
 - and the collection of data for the asset management plans for the NHS

FTA's TAM NPRM

- Part of the Performance Management Framework established by MAP-21
 - MAP-21 provisioned the National TAM System 5326
- FTA published a TAM NPRM on Sept. 30
comment period closed Nov. 30
 - 119 comments submitted to docket
- Final Rule under development

Safety Rulemaking

- Performance related guidance and rulemakings
 - National Public Transportation Safety Plan
 - Public Transportation Agency Safety Plan NPRM
- Publication for Comment
 - February 5, 2016
 - Docket closes: April 5, 2016
- Multiple Webinars
 - Register at www.fta.dot.gov/newsroom/calendar.html

FTA Performance Related Rulemakings Contacts

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