

Planning for TAM | Roles & Responsibilities for MPOs and State DOTs

Background

FTA and FHWA published the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning on May 27, 2016. FTA published the final rule on Transit Asset Management (TAM) on July 26, 2016. The rules establish new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by certain dates. Below are the specific requirements for MPOs.

Metropolitan Planning Agreements

MPOs should initiate discussions with transit agencies, state DOTs and planning partners to update their Metropolitan Planning Agreements, per 23 CFR § 450.314. This presents an opportunity for the MPO and its planning partners to clarify roles and responsibilities for developing and sharing performance data, setting performance targets, reporting of targets, and tracking progress towards meeting targets, through a formal agreement.

Establish Performance Targets for Metropolitan Planning Areas

The MPO is required to set performance targets for each performance measure, per 23 CFR § 450.306. Those performance targets must be established 180 days after the transit agency established their performance targets. Transit agencies are required to set their performance targets by January 1, 2017. If there are multiple asset classes offered in the metropolitan planning area, the MPO should set targets for each asset class.

Performance Measures in Transportation Improvement Programs (TIP) and Metropolitan Transportation Plans

MPOs are required to reference the performance targets and performance based plans into their TIPs and Metropolitan Transportation Plans by October 2018, per 23 CFR § 450.324 and 23 CFR § 450.326. The planning products must include a description of the performance measures and performance targets used in assessing the performance of the transportation system, for transit asset management, safety, and the FHWA performance measures. This should also include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

Background

FTA and FHWA published the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning, on May 27, 2016. FTA published the final rule on Transit Asset Management (TAM) on July 26, 2016. There are new transit requirements for State Departments of Transportation (State DOTs). Below are the specific requirements for state DOTs.

State DOTs and Planning Agreements

State DOTs should hold discussions with transit providers, MPOs and planning partners to update their planning agreements, per 23 CFR § 450.314. This presents an opportunity for all parties to clarify roles and responsibilities for developing and sharing performance data, setting performance targets, reporting of targets, and tracking progress towards meeting targets, through a formal agreement. Examples include how parties will develop a TAM plan and share targets such as State of Good Repair measures.

Group Plan Sponsors

Sponsors of a Group TAM plan are responsible for setting unified targets for plan participants, per 49 CFR § 625.25. Once performance targets are set, sponsors are expected, to the maximum extent possible, to share the target with the MPO or MPOs that house their participant transit agencies in their MPA, per 49 CFR § 625.45. MPOs are responsible for implementing performance based planning in their planning documents.

Statewide Planning Agencies Incorporating TAM Requirements into Statewide Transportation Improvement Programs (STIP) and Long-Range Statewide Transportation Plans

State DOTs are required to reference the performance targets and performance based plans into their planning documents by October 2018, per 23 CFR § 450.216 and 23 CFR § 450.218. The planning products must include a description of the performance measures and performance targets used in assessing the performance of the transportation system for transit asset management, safety, and the FHWA performance measures. This should also include, to the maximum extent possible, a description of the anticipated effect of the STIP toward achieving the performance targets identified in the long-range statewide transportation plan, linking investment priorities to those performance targets. Group TAM plan sponsors will need to incorporate group performance targets in the asset management discussions for their respective planning documents.

Timeline for Transit Asset Management

By January 1, 2017:

- Provider establishes their initial targets

By 180 days after providers set and share their initial targets:

- MPO establishes regional targets

Within four (4) months of the end of the provider's fiscal year 2018 (and each year thereafter)

- Provider submits to NTD their Asset Inventory Module (AIM); and performance targets for the next fiscal year

No later than October 1, 2018

- Provider completes their initial TAM Plan that covers four (4) years
- TAM Plan can be amended at any time
- A TAM Plan update is required at least every four (4) years

October 1, 2018:

- The MPO reflects the performance measures and targets in all MTPs and TIPs updated after this date
- The State DOT reflects the performance measures and targets in all long-range statewide transportation plan and STIPs updated after this date

Within four (4) months of the end of the provider's fiscal year 2019 (and each year thereafter)

- Provider submits to NTD their Asset Inventory Module (AIM); performance targets for the next fiscal year; and
- Narrative report on changes in transit system conditions and the progress toward achieving previous performance targets

Note: Provider refers to the Tier I transit providers, the Tier II providers who choose to not be part of a Group Plan, and the Group Plan Sponsors for two or more T II providers.