

PERFORMANCE BASED PLANNING & PROGRAMMING

Update on Rulemaking

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TPB Technical Committee
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PBPP Federal Rulemaking Update

- Rulemaking Status
 - MPO Coordination and Planning Area reform
 - Transit Safety
 - Pavement and Bridge Condition
 - System Performance (Highway, Freight, CMAQ Program)
- PBPP Schedule 2017-2018
- Coordination – Document Roles & Responsibilities
- Next Steps



PBPP Rulemaking Status

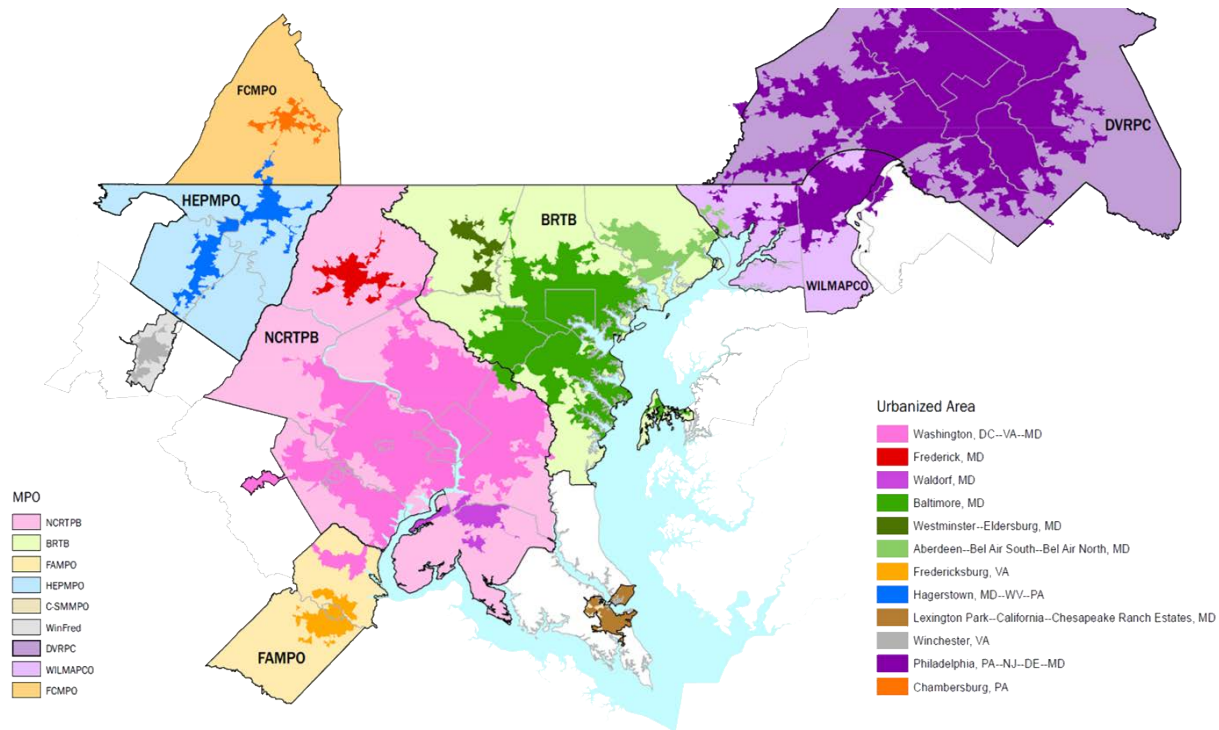
	PBPP Rules	Final Rulemaking
Planning	<ul style="list-style-type: none"> • Statewide and Metropolitan and Non-metropolitan Planning 	May 2016
Highway Safety	<ul style="list-style-type: none"> • Safety Performance Measure Rule • Highway Safety Improvement Program (HSIP) 	March 2016
Highway Asset Conditions	<ul style="list-style-type: none"> • Pavement and Bridges Performance Measurement • Asset Management Plan 	January 2017
Congestion / System Performance	<ul style="list-style-type: none"> • System Performance Measures Rule (NHS Performance, Freight, and CMAQ Program) 	January 2017
Transit	<ul style="list-style-type: none"> • Transit Asset Management • National Public Transportation Safety Plan • <i>Public Transportation Agency Safety Plan</i> 	July 2016 (Transit Asset) <i>TBD</i> (Transit Safety)



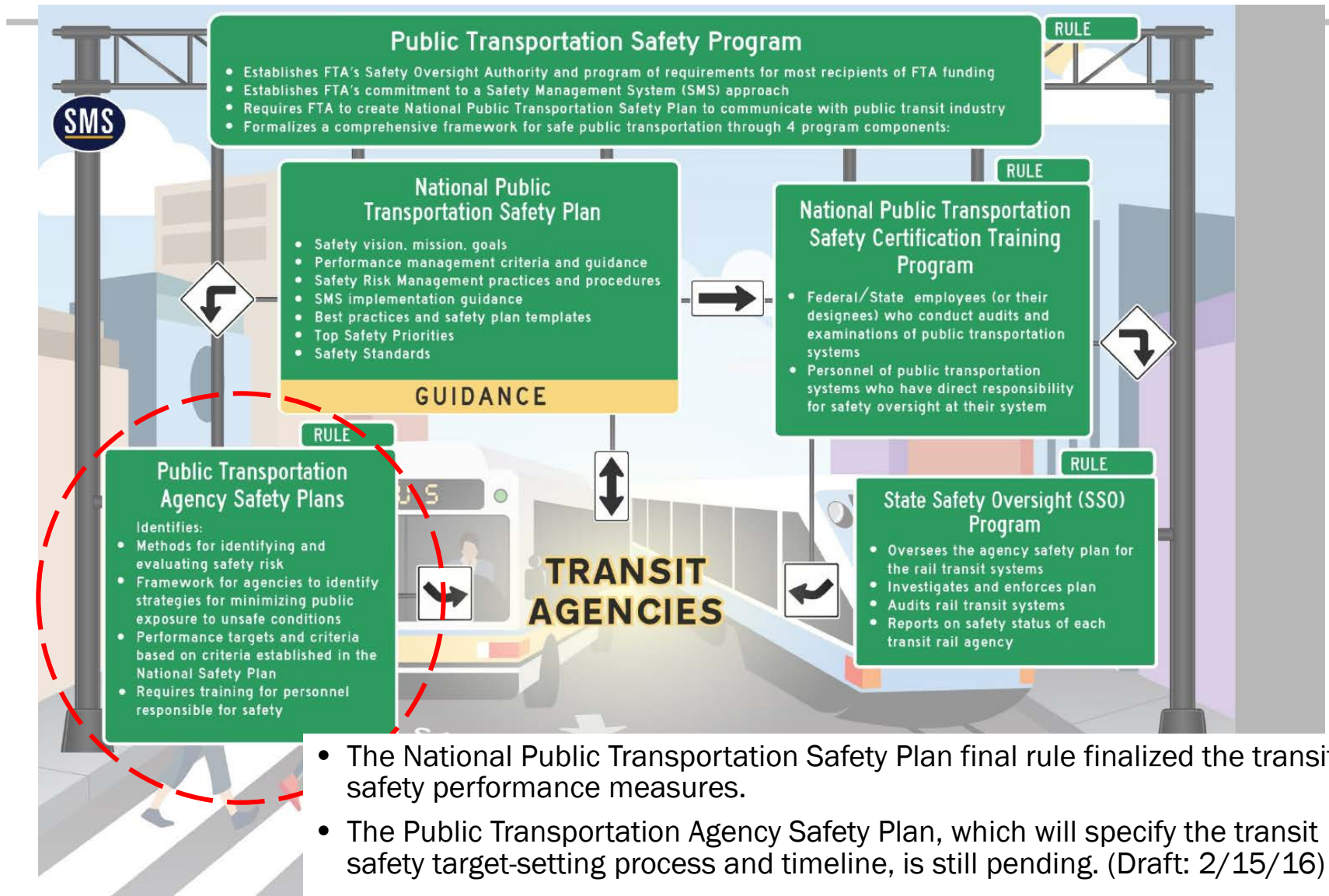
MPO Coordination Area Reform Rule

On May 12, 2017, Congress and the White House approved the repeal of the “Metropolitan Planning Organization Coordination and Planning Area Reform” Final Rule (of December 20, 2016)

- State and MPO Planning Rule of May 27, 2016 is the correct governing document



Still missing – Public Transportation Agency Safety Plans rule



Final PBPP Rulemakings

On January 18, 2017, the following final rules were published in the Federal Register.

- Highway Assets: Pavement and Bridge Condition rule
- System Performance (Interstate and National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program) rule

The effective date of these rules was twice postponed pending review by the new Administration, but they are now effective as of May 20, 2017.

- Delay in effective date may push back target-setting dates by States and MPOs (pending clarification from FHWA).
- One section of the System Performance rule, on Greenhouse Gas Emissions, is indefinitely delayed.



Infrastructure (Asset) Condition - Pavement and Bridges

	Performance Measures
Pavement Condition	(1) Percentage of pavements on the Interstate System in Good condition
	(2) Percentage of pavements on the Interstate System in Poor condition
	(3) Percentage of pavements on the NHS (excl. Interstate System) in Good condition
	(4) Percentage of pavements on the NHS (excl. Interstate System) in Poor condition.
Bridge Condition	(5) Percentage of NHS Bridges Classified as in Good Condition
	(6) Percentage of NHS Bridges Classified as in Poor Condition

- Implementing Agency (State DOT, NHS Owners) – set Targets by May 20, 2018
- TPB (MPO) – set Targets by November 20, 2018



System Performance: Highway and Freight

	Performance Measures
National Highway System	(1) Interstate Travel Time Reliability - Percent of person-miles traveled on the Interstate System that are reliable
	(2) NHS (Non-Interstate) Travel Time Reliability - Percent of person-miles traveled on the non-Interstate NHS that are reliable
Indefinite Delay	(3) Greenhouse Gas Emissions - Percent Change in Tailpipe CO2 Emissions on the NHS

	Performance Measures
Freight Movement	(4) Freight Reliability - Percent of the Interstate System Mileage providing for Reliable Truck Travel Times

- Implementing Agency (State DOTs) – set Targets by May 20, 2018
- TPB (MPO) – set Targets by November 20, 2018





System Performance: CMAQ Program (Congestion Mitigation and Air Quality)

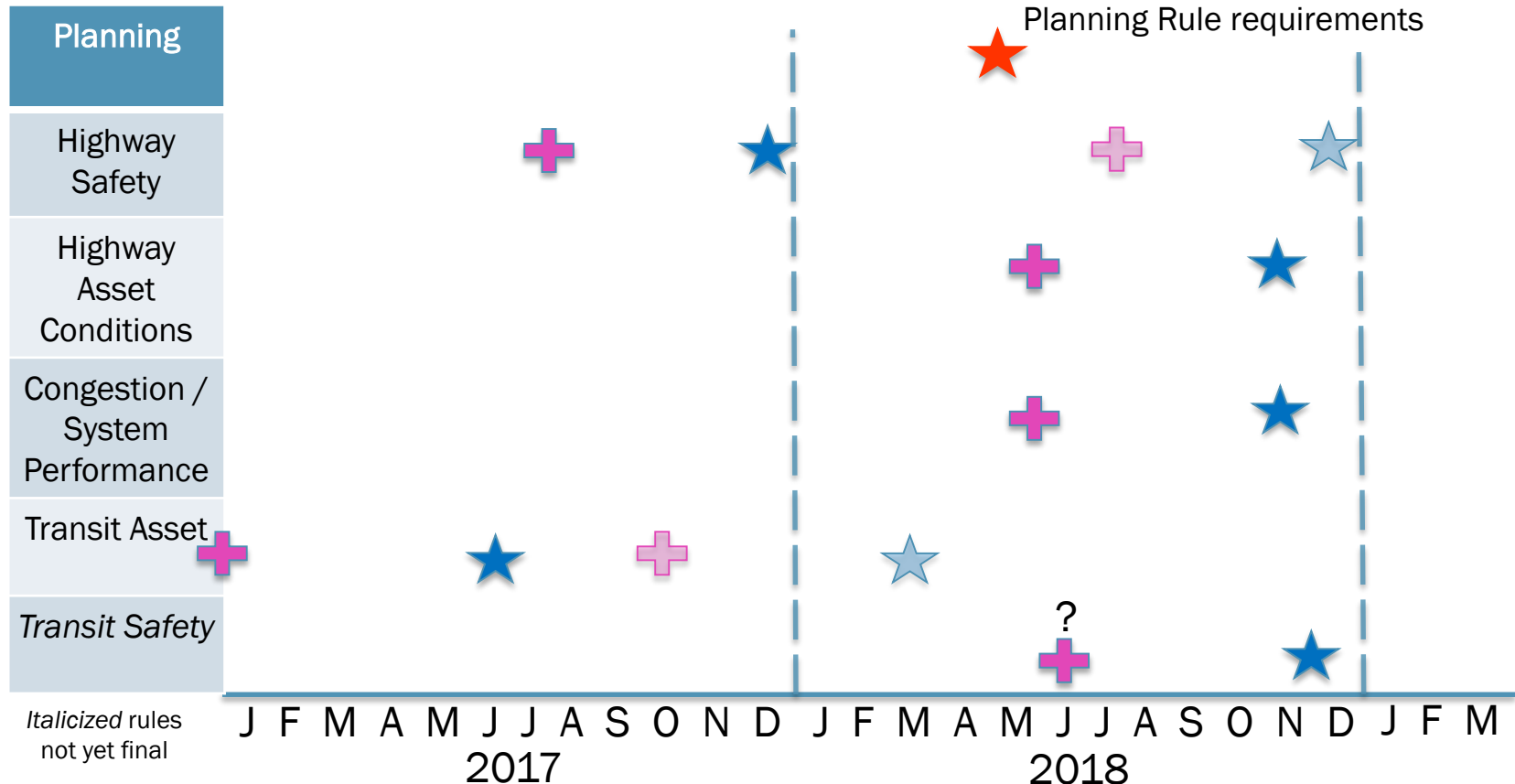
	Performance Measures
CMAQ Program: Traffic Congestion	(5) Peak Hour Excessive Delay – Annual hours of peak hour excessive delay per capita
	(6) Mode Share - Percent of non-SOV Travel on the NHS
CMAQ Program: Emissions Reduction	(7) Emission - CMAQ-funded projects on-road mobile source total emission reductions for each applicable criteria pollutant and precursor

- Implementing Agency (State DOTs) – set Targets by May 20, 2018
- TPB (MPO) – set Targets by November 20, 2018



PBPP Schedule: 2017-2018

-  DOT / Transit Agency sets targets (1, 2, or 4 years)
-  TPB sets targets (within 180 days)



Coordination – Document Roles & Responsibilities

- MPOs, NHS asset owners, and the providers of public transportation must **jointly agree upon and document in writing** the coordinated processes for:
 - Collection of performance data
 - Selection of performance targets for the metropolitan area
 - Reporting of metropolitan area targets
 - Reporting of actual system performance (related to those targets)
(Planning rule § 450.314(h))
- The Transportation Improvement Program (TIP) and the metropolitan transportation plan (i.e., TPB's CLRP) must consider programming of projects in each area and how they affect performance.
 - Describe progress toward achieving targets in each update.



PBPP Goal Areas and Prospective Responsible Parties

	DDOT, MDOT, VDOT	NPS, MdTA, MWAA	Arlington, Alexandria, Charles, Fairfax, Frederick, Loudoun, Montgomery, Prince George's, Prince William	DRPT, MTA, NVTC, PRTC, VRE, WMATA	TPB
Highway Safety	√				√
Highway Pavement and Bridge Condition	√	√	√		√
System Performance (NHS Congestion, Freight, and CMAQ Program)	√				√
Transit Safety			√	√	√
Transit Asset Management			√	√	√



PBPP Next Steps

1. PBPP Agreement on Coordinated Process
 - Letter will be sent to all stakeholder agencies asking for coordination on documenting PBPP process.
 - Develop draft MOU language for discussion

2. Approval of 2017 Regional TAM Targets
 - Scheduled for June 21 TPB meeting

3. Highway Safety Targets
 - DOTs set targets by August 31, 2017
 - Anticipates TPB setting targets in December 2017



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