



MEMORANDUM

TO: TPB Technical Committee
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Update on Performance-Based Planning and Programming (PBPP) Requirements
DATE: September 28, 2018

This memorandum provides an update on implementation of the federal performance-based planning and programming (PBPP) target-setting requirements under the federal surface transportation act (Fixing America's Surface Transportation Act, or FAST Act).

TRANSIT SAFETY RULEMAKING

The Public Transportation Agency Safety Plan final rule was issued on June 19, 2018. The issuance of this final rule serves as a capstone for a collection of rules making up the Public Transportation Safety Program, including the National Public Transportation Safety Plan Rule which defined the four performance measures for which transit agencies and MPOs have to set targets.

The Public Transportation Agency Safety Plan final rule has an effective date of July 19, 2019, and applies to transit agencies that are recipients and sub-recipients of FTA Section 5307 funding. Applicable transit operators will be required to develop Public Transportation Agency Safety Plans, which include the process and procedures for implementing Safety Management Systems (SMS), and certify their safety plan by July 20, 2020. In addition, they will have to set initial targets for the four safety measures by July 20, 2020 (thereafter annually), which the TPB will then set for the region within 180 days.

UPCOMING PBPP TARGET-SETTING

PBPP requirements oblige the TPB to set performance targets in seven specific topic areas using federally defined performance measures. The status of target setting is summarized in Table 1. TPB staff is continuing collaboration with DDOT, MDOT, and VDOT, as well as with WMATA and other providers of public transportation, for each PBPP performance area.

The following is the timeline of upcoming actions on PBPP targets for the region:

- Highway Safety targets – An initial briefing will be provided to the Tech Committee in November. Draft targets will be briefed to the TPB and Tech Committee in December 2018, with board approval scheduled for January 2019.
- Transit Asset Management (TAM) targets – Draft targets will be briefed to the TPB and Tech Committee in December 2018, with board approval scheduled for January 2019.

PBPP LETTERS OF AGREEMENT (LOAs)

The final Statewide and Metropolitan Planning Rule provides direction and guidance on requirements for the performance-based planning and programming provisions, including forecasting performance, target-setting, documentation in the long-range plan and TIP, and a System Performance Report.

To implement PBPP, there is a requirement (§ 450.314(h)) for each MPO, highway agency, and provider of public transportation in the region to 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).

TPB staff is working with regional partners on formal documentation of PBPP responsibilities, which will be completed by the signing of Letters of Agreement (LOAs) with agencies and jurisdictions. See Table 2 for responsible parties.

The Federal Transit Administration, Region III, had reminded all providers of public transportation of these requirements, in an announcement to all grantees regarding **Performance Based Planning Implementation Timeframes, Roles & Responsibilities**. The announcement is attached.

TABLE 1: CALENDAR FOR PBPP TARGET-SETTING

Table of dates and future dates for board action

September 24, 2018	TPB Targets Set	Next Actions			
		2019	2020	2021	2022
PBPP Areas					
1. Planning Rules		FHWA/FTA Approval of Visualize 2045 and FY 2019 - 2024 TIP			
Date of conforming CLRP and TIP	October 17, 2018				
2. Highway Safety (5 measures)					
Number of Fatalities	January 17, 2018	January 2019	January 2020	January 2021	January 2022
Rate of Fatalities per 100 million VMT	January 17, 2018	January 2019	January 2020	January 2021	January 2022
Number of Serious Injuries	January 17, 2018	January 2019	January 2020	January 2021	January 2022
Rate of Serious Injuries per 100 million VMT	January 17, 2018	January 2019	January 2020	January 2021	January 2022
Number of Non-Motorized Fatalities and Serious Injuries	January 17, 2018	January 2019	January 2020	January 2021	January 2022
3. Highway Asset Condition (6 measures)					
<u>Interstate system</u> : Percentage of pavement in Good condition	July 18, 2018		Option to adjust 4-year targets already set for 2018-2021		December 2022
<u>Interstate system</u> : Percentage of pavement in Poor condition	July 18, 2018			December 2022	
<u>NHS (non-Interstate)</u> : Percentage of pavement in Good condition	July 18, 2018			December 2022	
<u>NHS (non-Interstate)</u> : Percentage of pavement in Poor condition	July 18, 2018			December 2022	
<u>NHS</u> : Percentage of Bridges in Good Condition	July 18, 2018			December 2022	
<u>NHS</u> : Percentage of Bridges in Poor Condition	July 18, 2018			December 2022	
4. System Performance Measures: Highway (2 measures)					
<u>Interstate system</u> : Percentage of Person-Miles Traveled that are Reliable	July 18, 2018				December 2022
<u>NHS (non-Interstate)</u> : Percentage of Person-Miles Traveled that are Reliable	July 18, 2018				December 2022
5. System Performance Measures: Freight Movement (1 measure)					
<u>Interstate system</u> : Percentage of Mileage providing for Reliable Truck Travel Times	July 18, 2018				December 2022
6. System Performance Measures: Congestion Mitigation and Air Quality Program (3 measures)					
<u>NHS</u> : Annual Hours of Peak Hour Excessive Delay Per Capita	June 20, 2018				July 2022
<u>NHS</u> : Percentage of Non- SOV Travel	June 20, 2018				July 2022
<u>CMAQ Program Emissions</u> : Total Emission Reductions for each applicable criteria pollutant and precursor	June 20, 2018				July 2022
7. Transit Asset Management (4 measures)					
<u>Rolling stock (Age)</u> : Percentage of revenue vehicles that have met or exceeded useful life	June 21, 2017	January 2019	January 2020	January 2021	January 2022
<u>Equipment (non-revenue) service vehicles (Age)</u> : Percentage of vehicles that have met or exceeded useful life	June 21, 2017	January 2019	January 2020	January 2021	January 2022
<u>Rail fixed-guideway (Condition)</u> : percentage of track segments, signal, and systems with performance restrictions	June 21, 2017	January 2019	January 2020	January 2021	January 2022
<u>Stations/ Facilities (Condition)</u> : The percentage rated below condition 3 on the TERM scale.	June 21, 2017	January 2019	January 2020	January 2021	January 2022
8. Transit Safety (4 measures)					
<u>Fatalities</u> : Total number and rate (per revenue vehicle mile) of reportable fatalities	n/a			January 2021	January 2022
<u>Injuries</u> : Total number and rate of reportable injuries	n/a			January 2021	January 2022
<u>Safety Events</u> : Total number and rate of reportable Derailments, Collisions, Fires, and Evacuations	n/a			January 2021	January 2022
<u>System Reliability</u> : Mean distance between Major and Other Mechanical System Failures	n/a			January 2021	January 2022



TABLE 2: MATRIX OF RESPONSIBLE AGENCIES FOR PERFORMANCE BASED PLANNING AND PROGRAMMING

	A. General agreement on Metropolitan Planning	B. Highway Safety	C. Highway Pavement and Bridge Condition	D. System Performance (NHS Congestion, Freight, and CMAQ Program)	E. Transit Asset Management	F. Transit Safety
District DOT	√	√	√	√	√	√
Maryland DOT (SHA, MTA, MDTA)	√	√	√	√	√	√
Virginia DOT/DRPT	√	√	√	√	√	√
Arlington County	√		√		√	√
City of Alexandria	√		√		√	√
City of Fairfax	√		√		√	√
Fairfax County	√		√		√	√
Montgomery County	√		√		√	√
Prince George's County	√		√		√	√
Potomac and Rappahannock Transportation Commission	√				√	√
Virginia Railway Express	√				√	√
Washington Metropolitan Area Transit Authority	√				√	√



From: Ouellette, Audra (FTA) <audra.ouellette@dot.gov> **On Behalf Of** Garcia Crews, Terry (FTA)
Sent: Friday, August 17, 2018 4:59 PM
To: Ouellette, Audra (FTA) <audra.ouellette@dot.gov>
Subject: Performance Based Planning Implementation Timeframes, Roles & Responsibilities (bcc: grantees)

Dear Colleague:

The Federal Transit Administration (FTA) Region III Office would like to take this opportunity to remind State DOTs, MPOs and providers of public transportation of the need to adequately address the planning requirements identified in the final rule on metropolitan and statewide planning to include the following items;

- Written provisions to comply with FTA's Transit Asset Management rule must be completed by **October 1, 2018**.
- FTA will not approve an update or amendment to the MTP, TIP or STIP after **October 1, 2018** unless the planning products to be amended reflect the performance based planning process.
- A Public Transportation Agency Safety Plan must be established and certified by each Transit Agency or State DOT by **July 20, 2020**.

The final rule on metropolitan and statewide planning, published in the Federal Register on May 27, 2016, addresses changes to the metropolitan planning process stemming from Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST) including Performance Based Planning and Programming (PBPP).

As part of the implementation of the PBPP requirements, States, MPOs, and providers of public transportation must jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO. These jointly written provisions can be documented either as part of the metropolitan planning agreements required under 23 CFR 450.314 or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPOs, States, and providers of public transportation.

The jointly written provisions to address FTA's Transit Asset Management/State of Good Repair (TAM/SGR) performance measures must be completed by October 1, 2018 (two years after the effective date of the TAM rule). As information on transit asset conditions reported by providers of public transportation to the National Transit Database (NTD) will not be available until October 2019, they will need to provide this information directly to their MPO. In addition, the Public Transportation Agency Safety Plan Final Rule (PTASP) requires each transit agency or state DOT to establish and self-certify its initial PTASP by July 20, 2020 (one year after

the effective date of the PTASP rule). One of the required elements of that plan is establishing safety performance targets. Public Transportation Agency Safety Plans will need to be re-certified annually. For additional information on the requirements, roles and timeframes for performance-based planning, please see <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/timeframes-performance-based-planning>.

The FTA Regional Office and FHWA Division Office counterparts will work with the MPOs (and States) individually to assure that the transportation planning process and jointly written provisions on performance measures and targets meet the requirements as noted above. Please feel free to distribute this throughout your organization as appropriate. If you have any questions, please contact your [FTA Region III Community Planner](#).

Sincerely,
Terry

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