



## MEMORANDUM

**TO:** TPB Technical Committee  
**FROM:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** Update on Federal Performance-Based Planning and Programming Requirements  
**DATE:** November 23, 2016

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This memorandum provides an update for the TPB Technical Committee on federal rulemaking and the performance-based planning and programming (PBPP) requirements under the federal surface transportation act Moving Ahead for Progress in the 21st Century (MAP-21) and continued in the Fixing America's Surface Transportation Act (FAST Act).

### PBPP RULEMAKING SCHEDULE

The following is the anticipated schedule for rulemaking in support of the performance-based planning and programming (PBPP) requirements.

#### Recent Rulemakings:

- The Transit Asset Management final rule was published in the Federal Register on July 26 and became effective October 1, 2016.
  - Note: a clarification was issued by FTA that previous information, which stated that initial targets would have to be reported in the National Transit Database (NTD) by January 30, 2017, was incorrect. The rule does not require initial targets to be reported. However, all other requirements, including the setting of targets by the Accountable Executive by January 1, 2017 and MPO approval of targets within 180 days following are still extent.
- The Highway Asset Management Plan final rule was published in the Federal Register on October 24, 2016, and becomes effective October 2, 2017.<sup>1</sup> The rule requires States to develop and implement asset management plans for bridge and pavements condition.

#### Upcoming Rulemakings:

- The Transit Safety Agency final rule is anticipated to be issued in January 2017.
- The Pavement and Bridge Condition final rule is anticipated in December 2016.

### PBPP ACTIVITIES

TPB staff is continuing collaboration with DDOT, MDOT, and VDOT, as well as with WMATA and other providers of public transportation, for each performance area. The status of each of the five PBPP areas is as follows.

#### A. Planning

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<sup>1</sup> <https://www.gpo.gov/fdsys/pkg/FR-2016-10-24/pdf/2016-25117.pdf>

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

To implement PBPP, there is a requirement for each MPO, highway agency, and providers 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 are working to send a formal communication to each stakeholder to begin discussion on the above requirement, including a request for participation and a proposed process.

## **B. Highway Safety**

State DOTs submitted their new Highway Safety Plans in August. TPB staff have collected the latest data from each and are working to refine it for the metropolitan planning area. Coordination with the State DOTs continues through participation in webinars and workshops. The State DOTs will set targets by August 2017 and targets-setting by the TPB must occur within 180 days following.

## **C. Highway Conditions**

Publication of the final rule for highway pavement condition and bridge condition rulemaking is anticipated in December 2016. The State DOTs are also working on their asset management plans which will inform the planning of highway and bridge preservation projects.

TPB staff have completed an analysis of the 2015 Bridge and Pavement data, which will be presented at the December 2 Technical Committee meeting.

## **D. Congestion / System Performance**

TPB staff continue to evaluate the feasibility of conducting a sensitivity analysis on several proposed congestion measures to determine the impact on regional performance. Several of the measures need data that are currently unavailable (e.g., speed limit for every road segment) or action by the State DOTs (e.g., establishing desired travel time for each road segment). TPB staff are coordinating with State DOTs on collecting and/or determining this data.

## **E. Transit Assets and Transit Safety**

The final transit safety rules are expected in the next several months. Once published, they will be discussed at the TPB Regional Public Transportation Subcommittee and the Technical Committee.

The final transit asset management rule became effective October 1, 2016. The rule applies to almost every transit provider in the region. The accountable executive for each provider needs to set performance targets by January 1, 2017. TPB staff will collect the performance and targets from each provider and work to synthesize these for subsequent target setting for the metropolitan planning area by the board, likely in the May 2017 timeframe.