



UPDATE ON FEDERAL RULEMAKING AND PERFORMANCE BASED PLANNING & PROGRAMMING

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TPB Regional Public Transportation Subcommittee
January 24, 2017

Agenda Item 6

Presentation Items

- Performance Based Planning and Programming (PBPP) Rulemaking Schedule
- PBPP Calendar: 2017-2018
- Transit Safety rulemaking and Performance Measures
- Transit Asset Management (TAM) Rulemaking and Performance Measures
- Coordination of PBPP and Metropolitan Planning



PBPP Rulemaking Schedule

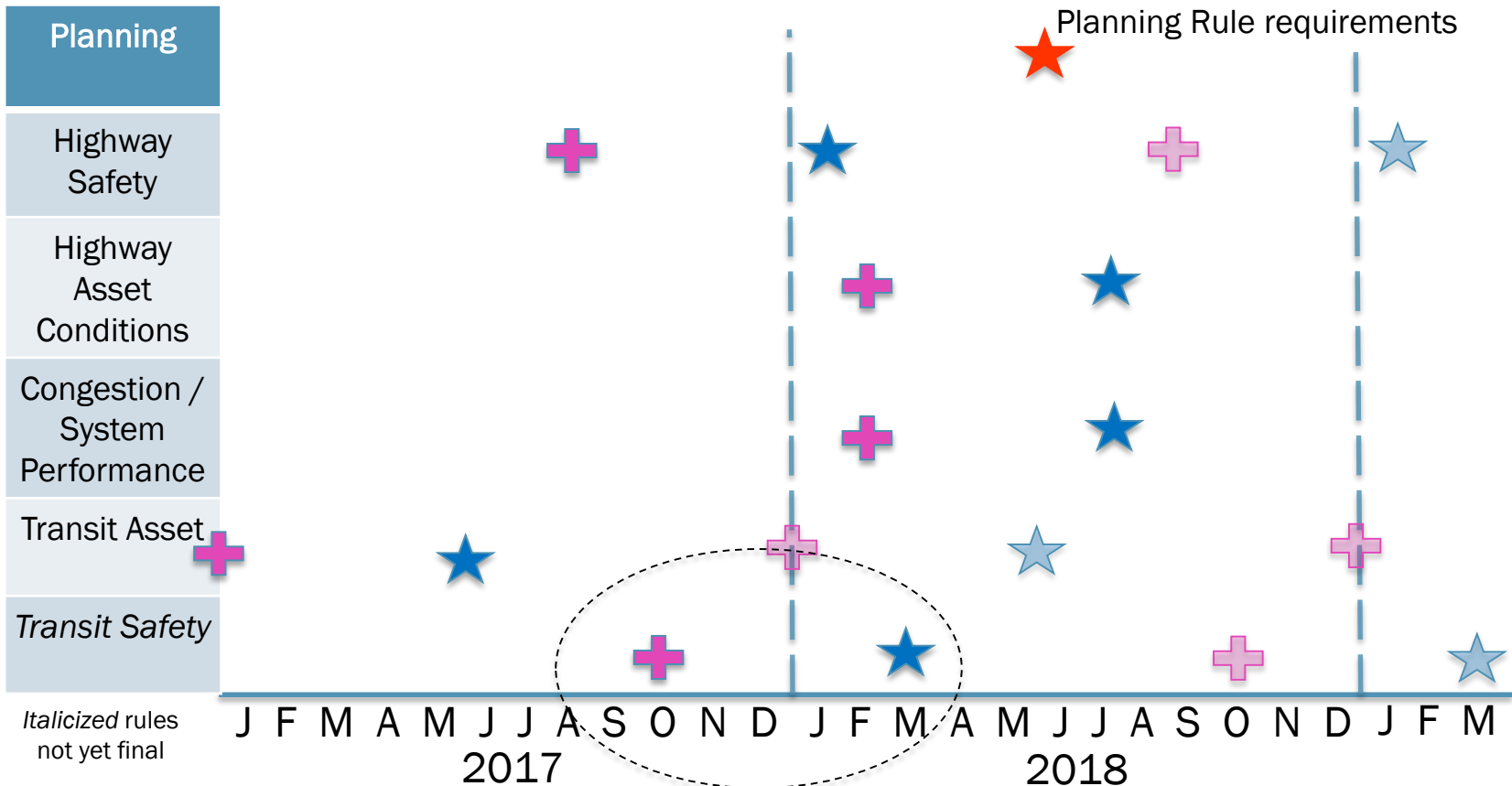
	Planning Rules <i>USDOT Significant Rulemaking Report, October 2016</i> <i>FHWA TPB website Schedule</i>	Final Rulemaking
Planning	<ul style="list-style-type: none"> Statewide and Metropolitan and Non-metropolitan Planning 	May 2016
Highway Safety	<ul style="list-style-type: none"> Safety Performance 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 18, 2017
Congestion / System Performance	<ul style="list-style-type: none"> System Performance Measures Rule (NHS, Freight and CMAQ) 	January 18, 2017
Transit	<ul style="list-style-type: none"> Transit Asset Management Public Transportation Agency Safety Plan 	July 2016 (Transit Asset) January 2017 (???) (Transit Safety)



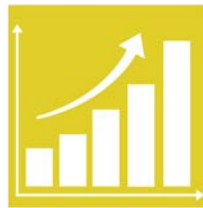
PBPP Calendar: 2017-2018

+ DOT / TA set targets (annual or biennial)

★ TPB sets targets (within 180 days)



Transit Safety Rulemaking



- National Public Transportation Safety Plan (Final Rulemaking **1/18/2017**)
 - Guide the national effort in managing the safety risks of public transportation systems.
 - Institute agency practice of the Safety Management System (SMS).
 - Establishes the safety performance criteria of fatalities, injuries, safety events, and system reliability for all modes of public transportation.
- Public Transportation Agency Safety Plan (*Proposed Rulemaking 2/15/2016*)
 - Require adoption of the SMS process for safety.
 - Set safety performance targets. Coordinate targets with MPOs to aid in the planning process
 - Develop safety plan for approval by the Board of Directors (or equivalent) and perform an annual review and update of the plan.
 - States may draft plans for small and 5310 providers.



Other Transit Safety Rulemaking

- Public Transportation Safety Program (Final Rulemaking 8/11/2016)
 - Adopt Safety Management Systems (SMS) as the basis for FTA's safety program
 - Establish authority and enforcement for US DOT and FTA
- Public Transportation Safety Certification Training Program (*Interim provisions published 2/27/15*)
 - Training for employees and contractors.
- State Safety Oversight (SSO) Program (Final Rulemaking 3/16/2016)
 - Strengthen existing safety programs for rail transit systems.
 - Include an emergency preparedness and response plan.



Transit Safety Performance Measures (Final)

	Performance Measures	Description
Fatalities	a) Customer b) Employee c) Public	total number of reportable fatalities and rate per total vehicle revenue mile by mode
Injuries	a) Customer b) Employee c) Public	total number of reportable injuries and rate per total vehicle revenue mile by mode
Safety Events	a) Derailments b) Collisions c) Fires d) Evacuations for life safety	total number of reportable events and rate per total vehicle miles, by mode
System Reliability	a) Major Mechanical System Failures b) Other Mechanical System Failures	mean distance between failures by mode

- Implementing Agency (Transit Providers) – set Targets TBD
- TPB (MPO) – set Targets within 180 days following



Transit Asset Management (TAM) Target Setting Requirements

- The Transit Asset Management (TAM) final rule was published in the Federal Register on July 26, 2016 and became effective October 1, 2016.
- Transit Providers must establish annual performance targets for FY 2018 by January 1, 2017, which are approved by Accountable Executive.
- Annual National Transit Database (NTD) reporting by January 30
 - Optional reporting for this year, e.g., FY 2018 targets by January 30, 2017.
 - Mandatory reporting for future years, e.g., FY 2019 targets by January 30, 2018.
- MPO (i.e., TPB) adopts transit asset targets for the metropolitan region within 180 days (i.e., by June 30, 2017).



TAM Applicability – 2 Key Criteria

Direct Capital Responsibility

- Applies to recipients of Federal transit funds (e.g., Section 53XX funds) that own, operate, or manage capital assets used in the provision of public transportation.
 - Applies regardless of funding source, whether local funds or federal funds
 - Applies regardless of whether used by the recipient or subrecipient directly, or leased by a third party.

Open Door Service

- Public transportation service is defined as regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low-income.
 - Not applicable to closed-door operations, transportation services that are specific to the clientele of a particular organization.



Applicability to Regional Providers

- Two tiers of provider: Tier I if more than 100 vehicles in revenue service or operates rail; Tier II if 100 or fewer vehicles.

Tier I

1. WMATA: Metrorail, Metrobus, MetroAccess
2. DDOT: Streetcar, Circulator
3. Fairfax Connector
4. Montgomery County Ride On
5. Prince George's TheBus
6. PRTC OmniRide, OmniLink
7. Virginia Railway Express

Tier II

1. Arlington ART
2. MWCOG (taxi co's, Fairfax County Neighb. & Comm. Svcs.)
3. Alexandria DASH
4. MTA (Charles VanGo, Frederick TransIT)
5. Virginia DRPT (Virginia Regional Transit)

- Tier I providers set performance targets, implement an agency TAM Plan, and report performance and targets annually through the National Transit Database.
- Tier II providers may participate in a Group Plan or opt out and fulfill requirements on their own.



Transit Asset Performance Measures (Final)

	Performance Measure	Assets
Rolling stock (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).	40 foot bus, 60 foot bus, vans, automobiles, locomotives, rail vehicles
Equipment - (non-revenue) service vehicles (Age)	Percentage of vehicles that have met or exceeded their (ULB).	Cranes, prime movers, vehicle lifts, tow trucks
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	The percentage of track segments, signal, and systems with performance restrictions.	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
Stations/ Facilities (Condition)	The percentage of facilities, within an asset class, rated below 3 on the TERM scale.	Stations, depots, administration, parking garages, terminals



Coordination of PBPP with Metropolitan Planning

- 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)
- 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 Next Steps

1. Transit Asset Management target-setting
 - Still requirement for transit agencies to set targets by the end of the year.
 - TPB to set transit asset management (TAM) targets for the metropolitan area in the May 2017 timeframe.
2. PBPP Agreement on Coordinated Process
 - Letter in development to all agencies asking for coordination on documenting PBPP process.
 - Leading to formal documentation of responsibilities as required in the new Statewide and Metropolitan Planning rule.



Agenda Topics for 2017

- RPTS relies on participant contributions: What would you like to present and discuss in upcoming meetings?
 - February 28
 - » TPB/WMATA Bus Lane Enforcement Study Overview
 - » ???
 - March 28



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