

UPDATE ON FEDERAL RULEMAKING AND PERFORMANCE BASED PLANNING & PROGRAMMING

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Federal Rules and PBPP

- Performance Based Planning and Programming (PBPP) Rulemaking Schedule
- Comments on System Performance Measures NPRM (Congestion, Air Quality, and Freight)
- Transit Asset Management (TAM) Rule
 - Coordination with MPO Planning
 - Applicability to Regional Providers
 - NTD Reporting
 - Next Steps



Rulemaking Schedule

	Planning Rules <i>USDOT Significant Rulemaking Report, as of August 2016</i>	Proposed Rulemaking	Final Rulemaking
Planning	<ul style="list-style-type: none"> • Statewide and Metropolitan and Non-metropolitan Planning 	June 2014	May 27, 2016
Highway Safety	<ul style="list-style-type: none"> • Safety Performance Measure Rule • Highway Safety Improvement Program (HSIP) 	March 2014	March 2016
Highway Conditions	<ul style="list-style-type: none"> • Pavement and Bridges Performance Measurement • Asset Management Plan 	January/February 2015	<i>December 2016</i>
Congestion / System performance	<ul style="list-style-type: none"> • System Performance Measures Rule (NHS, Freight and CMAQ) 	April 2016	<i>January 2017</i>
Transit	<ul style="list-style-type: none"> • Transit Asset Management • National Public Transportation Safety Plan • Public Transportation Agency Safety Plan 	September 2015 (Transit Asset) February 2016 (Transit Safety)	<i>July 26, 2016 (Transit Asset)</i> <i>October 2016 (Transit Safety)</i>



Comments on System Performance Measures NPRM (Congestion, Air Quality, and Freight)

- Metropolitan Planning Area (MPA) vs. Urbanized Area
 - Use of MPA boundary is recommended as opposed to the use of Urbanized Area as specified in the NPRM
- Subpart F: § 490.611 (c) (2): Method to calculate Average Truck Speed
 - Harmonic Mean is recommended as opposed to Arithmetic Mean used in the NPRM
- Subpart F: § 490.613 (c): Threshold to determine (un)congested freight movement on Interstates
 - A percentage of posted speed limit is recommended as opposed to a fixed number – 50 mph as specified in the NPRM
- Subpart G: § 490.711 (c): Threshold to determine if excess delay occurs
 - A percentage of posted speed limit is recommended as opposed to fixed numbers – NPRM has 35 mph for freeways and 15 mph for non-freeways



Transit Asset Management – What is it?

- What is TAM? - “A strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.”
- Performance – Transit providers to collect and report data on four performance measures: equipment, rolling stock, infrastructure, and facilities
- Targets – Transit providers to annually set targets for the four performance measures for the upcoming fiscal year
- TAM Plan – Four-year plan for managing capital assets, updated every four years.
- Decision support tools – Use of analytical process and tool to develop investment prioritization



TAM Implementation – Timeline

- Statewide and Metropolitan Planning final rule published May 27, 2016
 - Framework for PBPP process and state and MPO planning.
- The Transit Asset Management final rule published in the Federal Register on July 26, 2016.
- TAM rule effective October 1, 2016.
- Transit Providers (Accountable Executive) must establish performance targets for FY 2018 by January 1, 2017.
- Transit Providers must report data and targets by January 30, 2017 in National Transit Database (NTD).
- MPO (i.e., TPB) adopts transit asset targets for the metropolitan region within 180 days (i.e., by June 30, 2017).
- Transit Providers must establish four-year TAM Plans by October 2018.



Applicability to Regional Providers

- Applies to all recipients and subrecipients of Federal transit funds (e.g., Section 53XX funds) that own, operate, or manage capital assets used in the provision of public transportation.
 - “TAM plans are required to account for all assets used in the provision of public transportation service for the recipient or subrecipient, regardless of funding source, and whether used by the recipient or subrecipient directly, or leased by a third party.”
- 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.
- Two tiers of provider
 - Tier I provider: More than 100 vehicles in revenue service or operates rail
 - Tier II provider: 100 or fewer vehicles in revenue service



Providers by Tier for the National Capital Region

Tier I

Operates rail

OR

> 100 vehicles across all fixed-route modes

OR

> 100 vehicles in one non-fixed route mode

Tier II

< 101 vehicles across all fixed route modes

OR

< 101 vehicles in one non-fixed route mode

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

1. Arlington ART
2. MWCOG (Diamond Transportation Services, Yellow Transportation, Liberty Transportation, Regency Taxi, Fairfax County Neighb. & Comm. Svcs.)
3. NVTC (Alexandria DASH)
4. Prince George's TheBus
5. MTA (Charles VanGo, Frederick TransIT)
6. Virginia DRPT (Virginia Regional Transit)



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, cutaways, 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.	Maintenance, Administration, Depots, Terminals, Parking Garages



Reporting - National Transit Database (NTD) and Asset Inventory Module

- Performance data and targets submitted through NTD and Asset Inventory Module (Form A-90).
 - Data and targets based on asset class. For example, rolling stock can include an asset class for each size of bus: 30 ft, 40 ft, 60 ft.

Annual Reporting Requirements:

- Annual data report to NTD with targets for the upcoming fiscal year and the condition of their public transportation systems,
- Narrative report with a description of any change in condition since the last report and a description of progress towards meeting performance targets established in the previous year.



NTD Asset Inventory Module Form A-90

Line No.	Performance Measure	Annual Target	Annual Performance	Difference	Row Complete Yes / No
1	Percentage of revenue vehicles that have met or exceeded their useful life benchmark				
	AB - Articulated bus				
	AG - Automated guideway vehicle				
	AO - Automobile				
	BR - Over-the-road bus				
	BU - Bus				
	CC - Cable car				
	CU - Cutaway Bus				
	DB - Double decked bus				
	FB - Ferryboat				
	HR - Heavy rail passenger car				
	IP - Inclined plane vehicle				
	LR - Light rail vehicle				
	MO - Monorail vehicle				
	RL - Commuter rail locomotive				
	RP - Commuter rail passenger coach				
	RS - Commuter rail, self-propelled passenger car				
	SB - School bus				
	SV - Sport Utility Vehicle				
	TB - Trolleybus				
	TR - Aerial tramway				
	VN - Van				
	VT - Vintage trolley / streetcar				
2	Percentage of service vehicles that have either met or exceeded their useful life benchmark				
	Automobiles				
	Trucks and other Rubber Tire Vehicles				
	Steel Wheel Vehicles				
3	Percentage of track segments, signals, and systems with performance restrictions (by mode)				
	AG - Automated Guideway				
	AR - Alaska Railroad				
	CC - Cable Car				
	CR - Commuter Rail				
	HR - Heavy Rail				
	LR - Light Rail				
	MG - Monorail/Automated Guidewa				
	SR - Streetcar Rail				
	TR - Aerial Tramway				
	YR - Hybrid Rail				
4	Percentage of Passenger and Maint. facilities rated below condition 3 on the condition scale				
	Passenger Facilities				
	Passenger Parking Facilities				
	Maintenance Facilities				
	Administrative Facilities				

5 Upload TAM Narrative Report:

Your narrative report should include, at a minimum, a discussion of your system including the 1-Changes in your system's conditions since last year 2- Progress toward your current fiscal year's targets, and 3 – Targets for the next fiscal year.

Attachment
The maximum file upload size is 10.00 MB.



Coordination of Transit PBPP with Metropolitan Planning

- MPOs shall establish performance targets for transit for state of good repair and safety in coordination with targets of transit providers, within 180 days of the transit agency 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.
- MPO 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)



Next Steps

- Letters from TPB to transit providers asking for formal Point Of Contact (POC) for coordination on TAM targets, submission of information to TPB, and TPB establishment of TAM targets.
 - Section 625.45(e) *Coordination with metropolitan, statewide and non-metropolitan planning processes*. To the maximum extent practicable, a provider and Sponsor must coordinate with States and MPOs in the selection of State and MPO performance targets.
- Continued coordination on TAM planning by TPB and the region's transit providers.
 - Will MTA/DRPT/NVTC be developing any group plans for subrecipients in this region?
 - Development of formal documentation on coordinated process.
 - No prescribed way for MPOs to set targets – further guidance from FTA?



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