



# MAP-21 Rulemaking Update

TPB Regional Bus Subcommittee  
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# Recent MAP-21 Rulemaking Notices in the Federal Register

- Transit Agency Representatives on MPO Board
  - FHWA/FTA: *“Proposed Policy Guidance on Metropolitan Planning Organization Representation”* (9/30/13)
- Performance Measures for Transit: Safety and State of Good Repair
  - FTA: *“The National Public Transportation Safety Plan, the Public Transportation Agency Safety Plan, and the Public Transportation Safety Certification Training Program; Transit Asset Management”* (10/03/13)

# Proposed Policy Guidance on Metropolitan Planning Organization Representation

- MAP–21 requirement, effective October 1, 2014.
- Requires representation by providers of public transportation in each metropolitan planning organization (MPO) that serves a transportation management area (TMA).
  - “essential element of MAP–21’s performance management framework and will support the successful implementation of a performance-based approach to transportation decision-making.”
- Specifically designated transit representative should be:
  - Elected official, or direct representative of the agency being represented (board member, CEO, or general manager).
  - Only required for operator that is direct recipient of Urbanized Area Formula Funding (Section 5307), e.g., MTA, PRTC, WMATA.



# Metropolitan Planning Organization Representation, continued

- For MPO with multiple providers, should cooperate with the eligible providers to determine how the MPO will include representation:
  - Examples include: collective appointment, rotating position, proportional representation.
- Representatives of providers of public transportation will have equal decision-making rights and authorities as other members.
  - MPO should develop bylaws that describe the establishment, role and responsibilities of the specifically designated representative.

*Comments were due October 30, 2013.*

**USDOT Implementation of MAP-21 Performance Provisions:  
Nine Interrelated Rules**

**2013**

**2014**

**2015**

**Planning**

**Metropolitan and Statewide Planning Rule**

- Establish a performance-based planning process at metropolitan and state level.
- Define coordination in the selection of targets, linking planning and programming to performance targets.

Q4

Q1

Q2

Q3

Q4

Q1

Q2

Q3

Q4



**Highway Safety**

**Safety Performance Measure Rule**

- Propose and define fatalities and serious injuries measures, along with target establishment, progress assessment and reporting requirements.
- Discuss the implementation of MAP-21 performance requirements.



**Highway Safety Improvement Program (HSIP) Rule**

- Integration of performance measures, targets, and reporting requirements into the HSIP.
- Strategic Highway Safety Plan updates.

**Highway Safety Program Grants Rule \***

- State target establishment and reporting requirements.
  - Highway safety plan content, reporting requirements, and approval.
- \* Interim Final Rule issued by NHTSA in January 2013.

**Highway Conditions**

**Pavement and Bridge Performance Measure Rule**

- Propose and define pavement and bridge condition measures, along with minimum condition standards target establishment, progress assessment and reporting requirements.



Anticipated Coordinated Performance Measure Effective Date

**Asset Management Plan Rule**

- Contents and development process for asset management plan.
- Minimum standards for pavement and bridge management systems.

**Congestion/System Performance**

**System Performance Measure Rule**

- Define performance of the interstate system, non-interstate national highway system, and freight movement on the interstate system.
- Finalize interpretation of scope of CMAQ performance requirements, including congestion and on-road mobile source emissions.
- Summarize MAP-21 highway performance measure rules



**Transit Performance**

**Transit State of Good Repair Rule**

- Define state of good repair and establish measures.
- Transit asset management plan content, target establishment and reporting requirements.

**Transit Safety Plan Rule**

- Define transit safety standards.
- Transit safety plan content and reporting requirements.

Indicates the comment period

The Federal Transit Administration plans to issue an Advance Notice of Proposed Rulemaking (ANPRM) for each of these two proposed rules in the summer of 2013, providing an additional comment period.



# Performance Measures for Transit

Advanced Notice of Proposed Rulemaking (ANPRM) for **Safety** and **State of Good Repair**

- Safety Program requirements apply to 5307 recipients.
  - State of Good Repair has requirements for all FTA grant recipients and sub-recipients.
- The ANPRM has many questions on which the FTA is seeking comments, which are due by January 2, 2014.



# National Safety Program

Comprised of four components

1. **National Public Transportation Safety Plan (National Safety Plan)**
  - Safety performance criteria, definition of State of Good Repair (SGR), certification training program, and vehicle performance standards.
    - Safety performance criteria will consist of desired outcomes, established controls to mitigate risks, and indicators for identifying and tracking safety-related issues.
2. **Public Transportation Agency Plan (Transit Agency Safety Plan),**
  - Safety performance targets, revised annually.
  - Illustrates agency practice of the Safety Management System (SMS).
    - *“SMS is a proactive method for managing safety which enables agencies to identify and resolve safety concerns and challenges before they result in incidents. SMS combines established system safety engineering principles with advanced organizational management techniques, and supports continuous improvement in safety performance through a positive safety culture founded on four key priorities: safety policy, safety risk management, safety assurance, and safety promotion.”*
3. **Public Transportation Safety Certification Training Program (Safety Certification Training Program)**
  - Training for employees and contractors.
4. **State Safety Oversight (SSO) Program.**
  - Safety of rail fixed transit systems (separate rulemaking forthcoming)

# National Transit Asset Management System

Comprised of five elements



As part of the Transit Asset Management (TAM) System:

1. FTA will establish definitions and objective standards for measuring asset conditions.
  - Four proposed options under consideration for defining and measuring state of good repair, including: asset age; asset condition; asset performance; or a comprehensive (combined) approach.
2. FTA will establish performance measures based on SGR standards
  - Grant recipients annually set targets.
3. Each FTA recipient and subrecipient must develop an asset management plan for all assets: equipment, rolling stock, infrastructure, and facilities.
4. Each FTA recipient will report asset inventories, condition assessments, and performance targets to FTA.
5. FTA must provide technical assistance to recipients.
  - Including a decision support tool for asset management and investment prioritization.





# Transit Asset Management (TAM) Plan Requirement

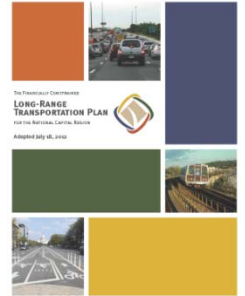
Each FTA recipient and subrecipient must develop a TAM plan that includes an asset inventory and condition assessments, decision support tools, and investment prioritization.

- Each transit agency's investment priorities will become essential components of the long range transportation plan (CLRP) and the transportation improvement program (TIP).
- All projects identified in the TAM Plan should reflect priorities for funding from all available sources, including FTA program funds, State and local funds, and funds transferred from FHWA.

*“The requirement that each recipient and subrecipient of FTA funds develop a TAM Plan represents a significant shift in the nature of FTA’s financial assistance to the transit industry.”*

*“All beneficiaries of FTA financial assistance will be required to take a strategic approach to thinking about the life-cycle needs of the assets underlying their service, and to deliberately consider how to strike an appropriate balance between the competing needs of operations, maintenance, reinvestment, and system expansion.”*

# Coordination of Transit Agency Plans with Metropolitan and Statewide Planning



MPOs and States must consider, and integrate recipients' TAM Plans and targets, as well as Transit Agency Safety Plans and targets, into the metropolitan and state planning processes.

- Funding allocation for surface transportation investments must weigh the needs for transit safety and SGR side-by-side with the highway performance objectives and targets, as well as with goals for expansion of the transit network.
  - *How can the investment priorities be most-effectively reflected in the prioritization of projects, strategies, and resources in the TIP, STIP, and CLRP?*
- TIPs/STIPs must include a description of the anticipated progress toward achieving the performance targets resulting from implementation of the TIP/STIP.



# Coordination of Transit Agency Targets with Metropolitan Planning

MPOs must coordinate their performance targets, to the maximum extent practicable, with performance targets set by FTA recipients under the new performance measure requirements for safety and state of good repair.

- *How can individual transit systems coordinate their own SGR performance targets with the regional and SGR performance targets being established by the MPO?*
- *Should MPOs be required to set region-wide targets for safety and transit state of good repair?*
- *Or should MPOs be required to incorporate both safety and transit state of good repair targets from each transit system within their jurisdiction into the performance-based planning process?*
- *Or should MPOs have discretion to choose between these two approaches?*

Questions?

