

Performance Based Planning Requirements

- What is MAP-21's Performance Management Framework?
- How are transit SGR and safety linked with performance-based planning at the MPO?
- What is the transit agency's role in PBPP?

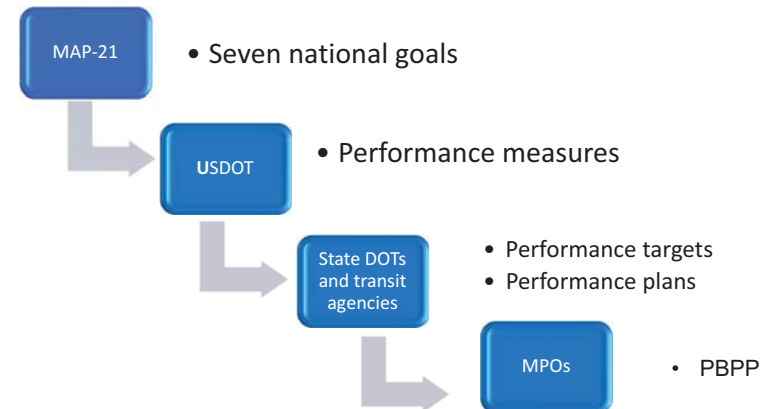
MAP-21 Performance Management



What is MAP-21's Performance Management Framework?

MAP-21 Performance Management Framework

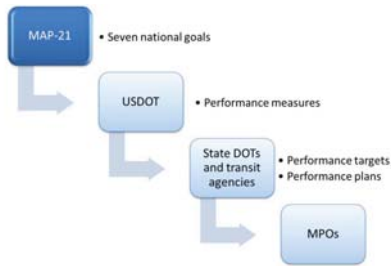
To increase accountability and transparency



MAP-21 Performance Management Framework

SEVEN NATIONAL GOALS

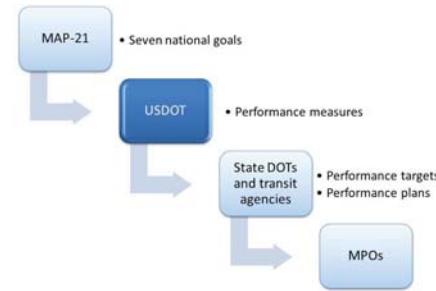
1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Mobility and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays



MAP-21 Performance Management Framework

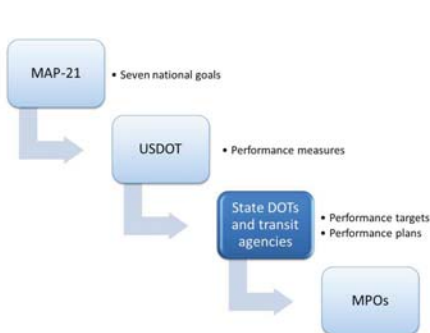
USDOT PERFORMANCE MEASURES

- RULEMAKINGS
 - FTA
 - Safety (5329)
 - State of Good Repair (5326)
 - FHWA 150(c)
 - Safety
 - Asset Condition
 - Congestion, Air Quality, Reliability
 - FHWA/FTA
 - Metropolitan and Statewide and Nonmetropolitan Transportation Planning



MAP-21 Performance Management Framework

State DOT and Transit Agency Performance Targets

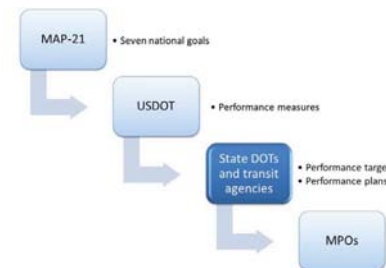


- Transit Agencies (FTA Grantees)
 - Establish SGR performance targets not later than **3 months** after TAM Rule
 - Establish Safety performance targets **1 year** after the Agency Safety Plan Final Rule
- State DOTs
 - Establish performance targets not later than **1 year** after 150(c) measures established

MAP-21 Performance Management Framework

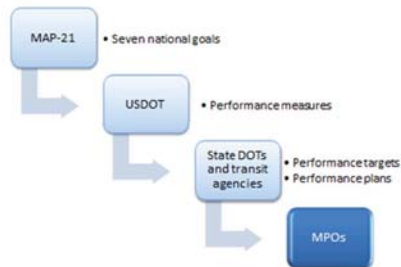
PERFORMANCE PLANS

- FTA Grantees
 - Transit Asset Management (TAM) Plan
 - Public Transportation Agency Safety Plan
- FHWA Grantees (Title 23)
 - State Highway Safety Improvement Plan
 - State NHS Asset Management Plan
 - Congestion Management Plan (TMA > 1 million)
 - State Freight Plan (optional)



MAP-21 Performance Management Framework

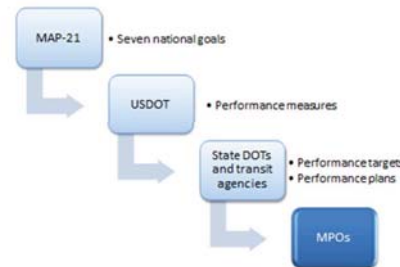
MPOs Integrate State and Transit Agency Plans



- Either directly or by reference
- Goals, objectives, performance measures, and targets
- Includes
 - transit agency safety plan
 - transit asset management plan

MAP-21 Performance Management Framework

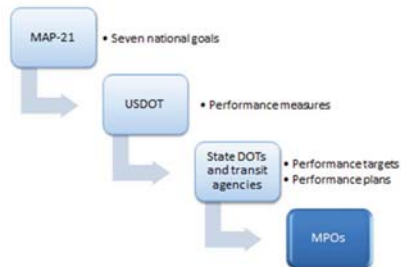
MPO PERFORMANCE TARGETS



- Establish performance targets within **180 days** after State and public transportation providers establish performance targets
- Coordinate with providers of public transportation to select SGR and safety targets
- Coordinate with State to select 150(c) targets

MAP-21 Performance Management Framework

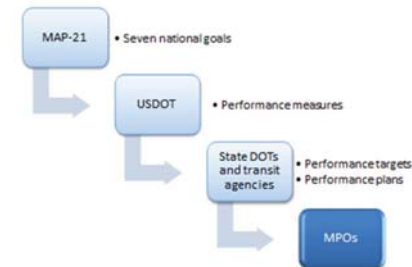
Metropolitan Transportation Plan



- **Performance measures and respective targets**
- **System performance report**
 - progress achieved in meeting performance targets

MAP-21 Performance Management Framework

Transportation Improvement Program



- Projects consistent with MTP
- Reflects MTP investment priorities
- Make progress toward achieving performance targets
- Links investment priorities to performance targets

D. Performance Management



Analyzing Assets

Category	Assessing Condition	Performance Targets	Measure
Equipment	▪ Age based	▪ Only non-revenue service vehicles	%
Rolling Stock	▪ Age based	▪ Only revenue vehicles by vehicle class/mode	%
Infrastructure	▪ Only infrastructure with direct capital responsibility	▪ Only fixed rail guideway, track, signals, and systems	%
Facilities	▪ Only facilities with direct capital responsibility (not bus shelters)	▪ Maintenance and Administrative and Passenger Stations and Parking Facilities	TERM

Targets for Performance Measures

- Set targets annually for each asset class
- Supported by data
 - Most recent condition data
 - Reasonable financial projections
- Targets for Group Plans apply to the group as a whole
- Reported annually to National Transit Database (NTD)
 - www.transit.dot.gov/ntd/ntd-asset-inventory-modules-and-information

Useful Life Benchmark (ULB)

- ULB ≠ Useful life for FTA grant programs
- **Useful Life Benchmark** is defined as the expected lifecycle of a capital asset for a particular Transit Provider's operating environment, or the acceptable period of use in service for a particular Transit Provider's operating environment.
- ULB takes into account a provider's unique operating environment (i.e. geography, service frequency, etc.)
- There are default ULB values, but agencies are welcome to develop their own

Sample Default ULBs

Revenue Vehicle Type	Default Useful Life Benchmark	Useful Life in Grant Programs
Automated Guideway Vehicle (AG)	31	12
Bus (BU)	14	12
Cutaway Bus (CU)	10	10
Ferryboat (FB)	42	25
Heavy Rail Passenger Car (HR)	31	30
Light Rail Vehicle (LR)	31	25
Commuter Rail Locomotive (RL)	39	30
Trolleybus (TB)	14	12
Van (VN)	8	7

Performance Measures

- **Equipment** **Age**
 - Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
- **Rolling Stock** **Age**
 - Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
- **Infrastructure** **Performance**
 - Percentage of track segments with performance restrictions by class
- **Facilities** **Condition**
 - Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale (1=Poor to 5=Excellent)