Performance-Based Planning
Roundtable Webinar
June 20, 2017

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MAP-21 Performance Management Framework

To increase accountability and transparency

- Seven national goals
- Performance measures
  - Performance targets
  - Performance plans
- PBPP
What are transit provider roles and responsibilities for PBPP?

- Develop Transit Asset Management (TAM) plan (due Oct 1, 2018)
- Set targets for State of Good Repair (SGR) (January 1, 2017)
- Provide SGR targets to MPO and State DOT (prior to June 30, 2017)
- Provide TAM Plan to MPO (by Oct 1, 2018)
- Report Performance Targets to the National Transit Database (NTD) (optional 2017, required 2018)
When are transit providers required to provide their performance targets and their TAM Plans to their respective MPOs?

- Update agreements, coordinate on target setting before June 30, 2017
- SGR targets before June 30, 2017
- TAM Plan due to MPO by Oct. 1, 2018
Are there different requirements for small transit agencies vs. large transit agencies?

• Yes, small agencies (under 101 bus, no rail) may do a Tier II plan, or
  – Participate in a Group Tier II Plan

• The State DOT must develop the Tier II group plan for the sub-recipients

• Agencies over 101 buses (or have rail) must do a Tier I Plan
Tier II and Tier I plans, group plans and individual plans; what are the differences?

| 1. Inventory of Capital Assets | All Providers (Tier I & II) |
| 2. Condition Assessment |  |
| 3. Decision Support Tools |  |
| 4. Investment Prioritization |  |
| 5. TAM and SGR Policy | Tier I only |
| 6. Implementation Strategy |  |
| 7. List of Key Annual Activities |  |
| 8. Identification of Resources |  |
| 9. Evaluation Plan |  |
What are the roles and responsibilities for the State DOTs to implement performance-based planning?

- Identify the responsibilities of your State DOT in the performance-based planning process as a:
  - transit provider
  - Tier II group plan sponsor
  - Federal funding recipient
  - Planning agency responsible for a STIP and Long Range Plan
If the State DOT is a “transit provider,” what does it do?

<table>
<thead>
<tr>
<th>Responsibility</th>
<th>Due date</th>
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<tbody>
<tr>
<td>Set targets for State of Good Repair</td>
<td>January 1, 2017</td>
</tr>
<tr>
<td>Provide SGR Targets to MPO</td>
<td>Prior to June 30, 2017</td>
</tr>
<tr>
<td>Develop TAM plan, provide to MPO(s)</td>
<td>October 1, 2018</td>
</tr>
<tr>
<td>Report performance targets to NTD</td>
<td>Ongoing (annually with NTD report mandatory in 2018)</td>
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If the State DOT is a “Tier II group plan sponsor,” what does it do?

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<tr>
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<tr>
<td>Set targets for SGR for the non-urbanized areas of the State</td>
<td>January 1, 2017</td>
</tr>
<tr>
<td>Provide SGR targets with respective MPOs</td>
<td>Prior to June 30, 2017</td>
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<tr>
<td>Develop the Tier II TAM plan with input from the participants</td>
<td>October 1, 2018</td>
</tr>
<tr>
<td>Report performance targets to NTD</td>
<td>Ongoing (annual with NTD report mandatory 2018)</td>
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When does the State DOT include the Performance Targets and Plans in its STIP and Long Range State Plan?

- STIPs adopted or amended after October 1, 2018 must reflect a performance-based planning process.
- Long Range State Plans adopted or amended after October 1, 2018 must reflect a performance-based planning process.
What are the Roles and Responsibilities for Metropolitan Planning Organizations?

• In coordination with the transit providers (and State DOT, where it is the transit provider) set performance targets for the metropolitan planning area
• Prioritize investments based on performance targets
• Update TIP and MTP to reflect a performance-based planning process.
When are MPOs required to establish Performance Targets?

180 days after the transit agency sets its targets

If the transit agency provided its SGR targets by the Jan 1, 2017 timeframe – that date is June 30, 2017
When are MPOs required to reflect PBPP plans and targets into the TIP and MTP?

*You are not required to amend your TIP or MTP at this time; plans adopted after October 2018 must reflect performance targets.*

- **Adopted prior to May 27, 2018**
  - Traditional Approach
  - Performance-based approach

- **Amended or developed after Oct. 1, 2018**
  - Traditional Approach
  - Performance-based approach
How do you clarify this with your MPO, State DOT, and Transit Agency?

- Update Metropolitan Planning Agreements
- Maintain a 3C Process
- Use technical committee to facilitate communication
- Program elements of PBPP into your UPWP
### When is this required?

<table>
<thead>
<tr>
<th><strong>Transit Asset Management (5326)</strong></th>
<th><strong>Safety (5329) when final</strong></th>
<th><strong>FHWA 150 (c)</strong></th>
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<tbody>
<tr>
<td>Final Rule, Effective 10/1/16</td>
<td>Establish TAM Plan</td>
<td>Establish TAM Plan Target</td>
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<tr>
<td>+ 180 days</td>
<td>Establish Public Transportation Agency Plan - including Safety Performance Targets</td>
<td>Establish Performance Targets</td>
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<tr>
<td>Target Establish</td>
<td></td>
<td>State 5/30/17 + 1 YR Establish Performance Targets</td>
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<tr>
<td>10/1/18</td>
<td></td>
<td>MPO State Targets + 180 days Establish Performance Targets</td>
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<tr>
<td>Transit Final Rule + 1 YR MPO Final Rule + 1 YR + 180 Days</td>
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Overview of Resources

• https://www.transit.dot.gov/performance-based-planning
  – Frequently Asked Questions
  – Fact Sheet
  – Timeframes – Roles and Responsibilities

• https://www.transit.dot.gov/TAM
  – Guidance on TAM Plans
  – TAM Plan Template for Tier II Providers
Overview of Resources
