

**ITEM 10 – Information**  
October 19, 2016

Briefing on Federal Planning Regulations –  
Transit Asset Management

**Staff**

**Recommendation:** Receive briefing

**Issues:** None

**Background:** The board will be briefed on recent activities in the federal performance-based planning and programming (PBPP) rulemaking and the requirements set forth in the new Statewide and Metropolitan Planning Rule, focusing on the new rule for transit asset management.





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** Update on Federal Planning Regulations  
**DATE:** October 13, 2016

---

This memorandum provides an update for the board on recent activities in the federal performance-based planning and programming (PBPP) rulemaking and the requirements set forth in the new Statewide and Metropolitan Planning Rule, focusing on the new rule for transit asset management.

### **TRANSIT ASSET MANAGEMENT RULE**

As part of the federal PBPP rulemaking, the final Transit Asset Management rule was published in the Federal Register on July 26, 2016, and became effective October 1, 2016.<sup>1</sup> Transit asset management (TAM) is “a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.”

Under the final TAM rule, transit providers must collect and report data for four performance measures, covering equipment, rolling stock, infrastructure, and facility condition. For these measures, transit providers will have to annually set targets for the upcoming fiscal year, develop a four-year TAM plan for managing capital assets, and use a decision support tool and analytical process to develop a prioritized list of investments.

The final TAM rule 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 and would require accounting for all assets used in the provision of public transportation service, regardless of funding source, and whether used by the recipient or subrecipient directly, or leased by a third party. It appears that this requirement applies to every county and city in the region that operates public transportation with the exception of Loudoun County and the City of Fairfax.

Upcoming TAM requirements include:

- Transit providers must establish performance targets for FY 2018 by January 1, 2017.
- TPB shall adopt transit asset targets for the metropolitan region within 180 days (i.e., by June 30, 2017).
- Transit providers must develop four-year TAM Plans by October 2018.

The TPB Technical Committee and TPB Regional Public Transportation Subcommittee have discussed this rulemaking, and TPB staff will be following up with a formal request for coordination on meeting the requirements with all transit providers.

---

<sup>1</sup> <https://www.gpo.gov/fdsys/pkg/FR-2016-07-26/pdf/2016-16883.pdf>

## **PERFORMANCE-BASED PLANNING AND PROGRAMMING (PBPP) ACTIVITIES**

TPB staff is continuing collaboration with DDOT, MDOT, and VDOT, as well as with WMATA and other providers of public transportation, for each PBPP performance area: Highway Safety, Highway and Bridge Condition, System Performance (Congestion, Freight, and CMAQ), Transit Safety and Transit Asset Management.

The federal agencies are expected to publish the final rule for Transit Agency Safety in October/November and the final rule for Highway and Bridge Condition in November/December.

In the next few months, TPB staff will officially be contacting the DOTs and the providers of public transportation to begin development of formal agreements on appropriate responsibilities for the PBPP data collection and target-setting process, as required under the new Statewide and Metropolitan Planning Rule.

# UPDATE ON FEDERAL PLANNING REGULATIONS

## Transit Asset Management Rule

Eric Randall, TPB Transportation Engineer

Transportation Planning Board  
October 19, 2016

Agenda Item 10



## Federal Planning Regulations

- Transit Asset Management (TAM) Final Rule
  - PBPP and TAM Timeline
  - Applicability to Regional Providers
  - TAM – What is it?
  - TAM Performance Measures
  - Coordination with MPO Planning
  - Implementing TAM Rule - Next Steps



## PBPP and TAM Timeline

- Statewide and Metropolitan Planning final rule published May 27, 2016
  - Framework for performance-based planning and programming (PBPP) process and statewide and MPO planning.
- The Transit Asset Management final rule was published in the Federal Register on July 26, 2016 and became effective October 1, 2016.
- Transit Providers must establish performance targets for FY 2018 by January 1, 2017, approved by Accountable Executive.
- 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 that own, operate, or manage capital assets used in the provision of public transportation.
  - Accounts for assets regardless of funding source, and whether used by the recipient or subrecipient or leased by a third party.
  - 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. PRTC OmniRide, OmniLink
6. Virginia Railway Express

### Tier II

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



## 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.”

1. Performance – Transit providers to collect and report data on four performance measures: equipment, rolling stock, infrastructure, and facilities.
2. Targets – Annually, transit providers to set targets for the four performance measures for the upcoming fiscal year.
3. TAM Plan – Four-year plan for managing capital assets, updated every four years.
4. Investment prioritization – Use of decision-support or analytical process and tools to develop a prioritized list of transit investments.



## Transit Asset Performance Measures (Final)

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



## Coordination of Transit Asset Management with Metropolitan Planning

- MPOs shall establish performance targets for transit asset management in coordination with transit providers, within 180 days of a transit provider setting targets.
- The Transportation Improvement Program (TIP) and the metropolitan transportation plan (i.e., TPB's CLRP) must consider programming of projects and how they affect performance (beginning May 2018).
  - Describe progress toward achieving targets in each update.
- MPO and the transit providers must jointly agree upon and document in writing the coordinated processes for collecting data and selecting and setting targets.



## Implementing TAM Rule - Next Steps

- Letters to transit providers asking for formal coordination on submission of TAM data to TPB and the TPB's establishment of TAM targets.
  - No prescribed way for MPOs to set targets; looking for further guidance from the Federal Transit Administration (FTA).
- Development of formal documentation on coordinated TAM process.
  - Planning rule requires this for all performance based planning and programming (PBPP) areas.
- TPB to set transit asset targets for the metropolitan area in the May 2017 timeframe.





**Eric Randall**

TPB Transportation Engineer  
(202) 962-3254  
[erandall@mwkog.org](mailto:erandall@mwkog.org)

[mwkog.org/tpb](http://mwkog.org/tpb)

---

Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002



National Capital Region  
Transportation Planning Board