



## MEMORANDUM

**TO:** TPB Technical Committee  
**FROM:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** Performance Based Planning and Programming – Draft Regional Targets for Transit Asset Management  
**DATE:** March 31, 2017

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This memorandum provides a review of the federal performance-based planning and programming (PBPP) requirements for transit asset management. Once providers of public transportation adopt targets for the performance of their transit assets, metropolitan planning organizations (MPOs) have 180 days to adopt transit asset targets for their metropolitan planning area. Accordingly, the TPB needs to adopt transit asset targets for the region; this memo proposes a set of draft regional targets for consideration by the committee.

### 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.” A one-page summary of the rule is attached.

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 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 requires 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.

The annual schedule for TAM requirements is as follows:

- Transit providers must establish performance targets for the year by January 1.
- Transit providers must report data and targets by January 30 in the National Transit Database.
  - Optional reporting for this year, e.g., FY 2018 targets by January 30, 2017.
  - Mandatory reporting for future years, e.g., FY 2019 targets by January 30, 2018.

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

- The TPB shall adopt transit asset targets for the metropolitan region within 180 days (i.e., by June 30).
- Transit providers must develop four-year TAM Plans by October 2018. Subsequently, plans must be updated every four years.

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.

## **REGIONAL PROVIDERS OF PUBLIC TRANSPORTATION**

The federal TAM rulemaking defines two tiers of providers of public transportation. Tier 1 providers are those that operate rail service or more than 100 vehicles in regular service. Tier 2 providers are those operating less than 100 vehicles in regular service. Tier 1 providers must set transit asset targets for their agency, as well as fulfilling other additional reporting and asset management requirements. Tier 2 providers can set their own targets, or participate in a group plan with other Tier 2 providers whereby targets are set for the group as a whole. Note that a parent organization can operate several services, such as bus service and paratransit service, that combined exceed one hundred vehicles.

The region has seven Tier 1 providers of public transportation that fall under the federal rulemaking:

1. WMATA: Metrorail, Metrobus, MetroAccess
2. District of Columbia: Streetcar, Circulator
3. Fairfax County: Connector, Community and Neighborhood Services
4. Montgomery County: Ride On
5. Prince George's County: TheBus, Call-A-Bus
6. Potomac and Rappahannock Transportation Commission (PRTC): OmniRide, OmniLink
7. Virginia Railway Express (VRE)

The region has twelve Tier 2 providers that fall under the federal rulemaking, including several small paratransit providers and non-profit providers:

1. Alexandria: DASH, DOT
2. Arlington: ART
3. Charles County: VanGo
4. Fairfax City: CUE
5. Frederick County: TransIT
6. Loudoun County Transit
7. Virginia Regional Transit (VRT)
8. The Arc of Greater Prince William
9. Every Citizen Has Opportunities, Inc. (ECHO)
10. Endependence Center of Northern VA
11. Weinstein Jewish Community Center
12. Prince William Area Agency on Aging

All of the Tier 2 providers in the region have chosen to participate in a group plan with their respective state agency: the Maryland Transit Administration (MTA) or the Virginia Department of Rail and Public Transportation (DRPT).

Accordingly, there are nine reporting entities in the TPB's metropolitan planning area. Note that providers operating within the region but based outside of the planning area, such as MTA Commuter Bus and MARC commuter rail, are not included.

## TRANSIT ASSET TARGETS AND PERFORMANCE

The nine reporting entities have provided their targets along with performance information to TPB staff. In almost all cases, providers set targets that are roughly equivalent to their current performance. DRPT, which is reporting for the small Tier 2 providers in Northern Virginia, set targets that exceeded performance due to uncertainties in data collection.

There are four transit asset performance measures, two of which are age-based and two of which are condition-based:

1. Rolling stock (Age)
2. Equipment: (non-revenue) service vehicles (Age)
3. Infrastructure: rail fixed-guideway track, signals, and systems (Condition)
4. Stations/Facilities (Condition)

Within each of the performance measures, assets are further divided into asset classes. For example, buses can be 30-foot, 35-foot, 40-foot, articulated, etc. Each asset class is measured separately for performance and for target-setting. In addition, for the age-based performance measures providers may set their own standard – the useful life benchmark (ULB) – for each asset class. So, two agencies may have different standards for their 40-foot buses, as well as different targets for the anticipated percentage of buses that will exceed these standards. This limits the feasibility of comparison among agencies and of the integration of data to measure regional performance or set regional targets.

The draft targets for the metropolitan planning region are presented in tabular form to account for the differences in targets and standards among the providers of public transportation. Targets are the threshold for the maximum percentage of assets at or exceeding standards.

### Draft Regional TAM Targets – Summary Table

Reporting Entity	Rolling Stock	Service Vehicles	Rail Infrastructure	Station/Facility Condition
WMATA	1% Rail, 3% Bus	15% <sup>c,d</sup>	5%	32%
DDOT	0% Rail, 40% Bus	20% <sup>c</sup>	5%	20%
Ffx. Co.	<i>pending</i>	<i>pending</i>	n/a	<i>pending</i>
Mont. Co.	8% <sup>a</sup>	50% <sup>c,d</sup>	n/a	50% <sup>f</sup>
Pr. Geo. Co.	0%	18% <sup>d</sup>	n/a	0%
PRTC	46% <sup>b</sup>	50% <sup>c</sup>	n/a	0%
VRE	0% Rail	50% <sup>e</sup>	n/a	0%
MTA	24% <sup>a</sup>	31% <sup>d</sup>	n/a	25% <sup>f</sup>
DRPT	20%	Not reported	n/a	20%

a: heavy-duty buses; b: 45-foot buses; c: autos; d: trucks; e: service vehicles; f: maintenance/administrative facilities

Following the committee's review, the draft TAM targets will be presented to the board at its April 19 meeting, with approval of the finalized TAM targets at the May 17 meeting.