

## ITEM 13 –Information

April 19, 2017

### Performance Based Planning and Programming Draft Regional Targets for Transit Asset Management

#### Staff

**Recommendation:** Briefing.

**Issues:** None

**Background:** The board will be briefed on requirements under the federal performance-based planning and programming (PBPP) rulemaking for setting targets for transit asset management, by providers of public transportation and by metropolitan planning organizations. A draft set of asset management targets for the providers of public transportation in the region will be presented. In May, the board will be asked to adopt transit asset management targets for the region.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** Performance Based Planning and Programming – Draft Regional Targets for Transit Asset Management  
**DATE:** April 13, 2017

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This memorandum provides a review of the federal performance-based planning and programming (PBPP) requirements for transit asset management. Each provider of public transportation is required to adopt targets for the performance of their transit assets. Metropolitan planning organizations (MPOs) then 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 board.

### **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 rolling stock, equipment, infrastructure, and facility condition. For these measures, transit providers 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, 2017).
- 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 the staff recommendation for target-setting by the TPB.

## **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:

### Northern Virginia

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

### Suburban Maryland

11. Charles County: VanGo
12. Frederick County: TransIT

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, do not need to be included.

## TRANSIT ASSET TARGETS AND PERFORMANCE

The nine reporting entities have provided their targets to TPB staff. In most cases, providers set targets that are approximately equivalent to their current performance. 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, distinct asset classes for 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 those standards, to reflect different degrees of usage and operating conditions, variations in maintenance efforts, etc. 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 acceptable 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.	10%	14% <sup>e</sup>	n/a	0%
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

Approval of the finalized TAM targets is scheduled for the May 17 board meeting.



Potomac and Rappahannock  
Transportation Commission

14700 Potomac Mills Road  
Woodbridge, VA 22192

March 9, 2017

Mr. Kanti Srikanth  
Director, Transportation Planning  
Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, D.C. 20002

RE: Transit Asset Management Performance Targets

Dear Mr. Srikanth,

MAP-21 required that every transit operator receiving federal funds establish Transit Asset Management (TAM) performance targets and to coordinate targets with their metropolitan planning organization. The following are the Potomac and Rappahannock Transportation Commission's (PRTC) baseline figures and initial targets, which will be included in the TAM plan and submitted annually as part of National Transit Database (NTD) reporting.

Asset Class	PRTC Asset Performance Measures		
	Baseline	Initial Target	Notes
Bus (45')	46%	46%	meets or exceeds ULB of 14 years
Bus (40')	18%	18%	meets or exceeds ULB of 12 years
Bus (30')	27%	27%	meets or exceeds ULB or 10 years
Van	0%	0%	meets or exceeds ULB or 10 years
Service Vehicles	50%	50%	meets or exceeds ULB or 10 years
Admin/Maintenance Facility	0%	0%	% below "4" on TERM Scale
Commuter Lot	0%	0%	% below "4" on TERM Scale

Should you have any questions, please contact Betsy Massie, Director of Grants and Project Management, at 703-580-6113 or [bmassie@omniride.com](mailto:bmassie@omniride.com).

Sincerely,

Eric Marx

Interim Executive Director

Cc: Betsy Massie  
Perrin Palistrant  
Robert Schneider  
Eric Randall



## VIRGINIA RAILWAY EXPRESS

March 24, 2017

Mr. Kanti Srikanth  
Director of Transportation Planning  
Metropolitan Washington Council of Governments  
Department of Transportation Planning  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002-4290

Re: VRE Transit Asset Management (TAM) Performance Targets

Dear Mr. Srikanth:

New federal requirements stemming from the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation bill culminated in a Final Rule issued on July 26, 2016 (Effective October 1, 2016) by the FTA addressing TAM. The Virginia Railway Express (VRE) is developing the appropriate information, methodologies and processes for TAM and reporting to the National Transit Database as outlined in the Final Rule.

One of the requirements in the Final Rule is that VRE coordinate with TPB in the selection of MPO performance targets. To assist the MPO in their selection of performance targets, on January 10, 2017, VRE provided the MPO with a table as well as a printout from FTA's draft asset module to document TAM performance targets developed by VRE.

In response to VRE's January letter, MWCOG staff asked for additional details for the performance targets and VRE assets. Please see the attached updated table with the requested details related to VRE's TAM performance targets.

Please contact me Rich Dalton, Deputy CEO/Chief Operating Officer at [rdalton@vre.org](mailto:rdalton@vre.org) or 703-838-5439 if you require additional information or have any questions.

Sincerely,

Rich Dalton  
Deputy CEO/Chief Operating Officer



## SUMMARY

VRE developed performance targets for each asset class under the four asset categories as required by the FTA TAM Final Rule. Table 1 summarizes the current State of Good Repair backlog for each asset class that was used by VRE to inform setting of performance targets for the upcoming fiscal year. The performance targets represent the goal for State of Good Repair backlog for each asset class. While optional for the first year, VRE reported these performance targets to FTA in January 2017.

Table 1. Proposed VRE Transit Asset Performance Targets

Asset Category	Asset Class	Performance Measure	Number	Factor	Performance	Performance Target
Rolling Stock	Commuter Rail Locomotive	Percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	20	20 years ULB	Average 6 years (Range: 5-7 years)	0% exceeded ULB
	Commuter Rail Passenger Coach		86	30 year ULB	Average 8 years (Range: 1-10 years)	0% exceeded ULB
Equipment	Automobiles	Percentage of (non-revenue service) vehicles that have met or exceeded their ULB	6	5 year ULB	Average 5 years (Range: 3-12 years)	50% exceeded ULB
	Trucks and other Rubber Tire Vehicles		N/A			
	Steel Wheel Vehicles		N/A			
Infrastructure	Commuter Rail	Percentage of track segments, signals, and systems with performance restrictions	N/A			



Asset Category	Asset Class	Performance Measure	Number	Factor	Performance	Performance Target
Facilities	Passenger Facilities	Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economics Requirements Model (TERM) scale (1=Poor to 5=Excellent)	18	TERM	4 average	0% rated below 3
	Passenger Parking Facilities		3	TERM	3.7 average	0% rated below 3
	Maintenance Facilities		9	TERM	4 average	0% rated below 3
	Administrative Facilities		2	TERM	4 average	0% rated below 3





February 3, 2017

Chairman Bridget Donnell Newton  
Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002

Dear Chairman Newton:

This letter provides the Washington Metropolitan Area Transit Authority's (Metro's) performance targets for state of good repair (SGR) in compliance with the Federal Transit Administration (FTA) Transit Asset Management (TAM) Final Rule that took effect on October 1, 2016. Metro developed these targets through a data-driven approach, engaging staff who work directly with the assets and who develop the capital budget, and following the same rigorous performance management process that is in place for Metro's other key performance indicators (KPIs).

As per the Metropolitan and Statewide and Nonmetropolitan Transportation Planning Final Rule (Planning Rule), Metro is providing these targets to help assure that the Metropolitan Washington Council of Governments (MWCOC) has the information as MWCOC works to establish regional targets.

The targets provided herein are for Metro's fiscal year (FY) 2017, the most recent year with an approved Metro budget. Additionally, the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) legislation requires each designated recipient to submit two annual reports – including one report describing progress towards meeting the performance targets established *during* that fiscal year and a description of the recipient's targets for the subsequent fiscal year (reference 49 U.S.C. §5326(c)(1) and (2)). In this first instance of reporting, Metro is complying with setting the targets for the current fiscal year. When the FY 2018 budget is approved, these targets will be updated to reflect expected capital investments in the relevant asset classes and will also be provided to MWCOC.

### **FY17 Performance Targets for Equipment**

According to the TAM rule (subsection 625.43(a)), the measure for equipment is limited to non-revenue service vehicles. The performance measure for non-

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Metropolitan Area  
Transit Authority**

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202/962-1234

By Metrorail:  
Judiciary Square—Red Line  
Gallery Place-Chinatown—  
Red, Green and  
Yellow Lines  
By Metrobus:  
Routes D1, D3, D6, P6,  
70, 71, 80, X2

revenue, support-service, and maintenance vehicles is the percentage of those vehicles that have either met or exceeded their Useful Life Benchmark (ULB).

The ULB is defined by the rule as distinct from the minimum useful lives required for Federal Transit Administration (FTA) grants. A ULB is the expected lifecycle or period of use of capital assets for a particular transit provider's operating environment. This can include influencing factors such as manufacturer, level of use, service plans, maintenance plans, and actual environmental considerations (i.e., wear and tear from unpaved roads, extreme weather, road salting, etc.).

In compliance with this federal regulation, Metro established a ULB for equipment using studies by two independent consultants to determine the optimal life of each non-revenue service fleet. Metro's ULB and target for equipment is listed below:

Number of Vehicles by Class	ULB	Target % at or Exceeding ULB
1,339 Total: <ul style="list-style-type: none"><li>• 135 Automobiles</li><li>• 1000 Trucks and Other</li><li>• 204 Steel Wheel</li></ul>	5, 6, 8, 10, 12, 15, 20 or 75 Years depending on type/usage	15%

Metro will continue to monitor the size and performance of the non-revenue vehicle fleet. The target percentage for each vehicle type under the ULB will change each year based on the maintenance of the fleet, capital plans for replacement, service demands and other economic factors.

### **FY17 Performance Targets for Rolling Stock**

Similar to equipment, the required performance measure for rolling stock is the percentage of vehicles that have met or exceeded their ULB (subsection 625.43(b)). For Metro, this measure is applicable to all three modes of operation: Metrorail (heavy rail passenger cars), Metrobus (buses) and MetroAccess (vans). A target was established for each class of vehicle by quantifying the percentage of rolling stock in each class that is over Metro's ULB for that class and determining FY17 replacement plans and schedules for vehicle delivery.

In compliance with this federal regulation, Metro established a ULB for rolling stock (revenue vehicles) based on existing FTA approved Fleet Management Plans. Metro's ULB and targets for rolling stock are listed below:

Vehicle Class	ULB	Target % at or Exceeding ULB
Heavy Rail Passenger	16 and 25 Years for retirement of 4000 and 5000 Series 40 Years all other Series	1%
Bus	12 Years for Articulated 15 Years for 30-40'	3%
Vans	4 Years	30%

Note that the ULB's for all vehicle types are subject to change based on fleet conditions and performance. In addition, the target percentage of each class under a ULB will change each year based on the age of each asset class, the service demand, the capital plans for replacement and other economic factors.

#### **FY17 Performance Targets for Fixed Guideway**

The TAM Rule (subsection 625.34(c)) requires a measure for infrastructure based on the percentage of guideway directional route miles (DRM) with performance restrictions. This performance measure is applicable to all rail fixed guideway infrastructure – or Metro's total of 234 miles of guideway. The reporting of this measure is intended to help standardize reporting of slow zones ("speed restrictions") across rail operating transit agencies.

According to the *FTA Guidebook: Guideway Performance Restriction Calculation* this measure should be calculated as a snapshot in time, as of 9 a.m. on the first Wednesday of each month. The target, as reported, represents the annual average over the 12 month reporting period.

In compliance with this federal regulation, Metro has quantified both planned and unplanned (corrective maintenance) speed restrictions to determine the target listed below:

Mode of Guideway	Total DRM of Guideway	Target % with Performance Restrictions
Heavy Rail	234	5%

Metro maintains reports of speed restrictions as they occur and are closed out. This historical data is the source for establishing the FY17 target percentage, along with the planned impacts of SafeTrack work in the coming months. As SafeTrack will be completed in this fiscal year, the targets for future years are expected to differ significantly from this initial target. Succeeding targets will reflect infrastructure condition, service plans and capital investment plans.

#### **FY17 Performance Targets for Facilities**

Subsection 625.43(d) of the TAM Rule requires a condition-based performance measure for transit facilities based on FTA's Transit Economic Requirements Model (TERM) five-point scale for condition rating assets where five is Excellent and one is Poor. The measure is the percentage of facilities with a condition rating of less than 3.0 rating.

This approach requires transit providers to physically inspect facilities every three years using standardized procedures and criteria. The result is a condition assessment that identifies the actual condition of each asset based on usage, maintenance history and environment.

The FTA definition of a facility includes any buildings or structures used in providing public transportation, including passenger stations, operations, maintenance and administrative facilities. This definition only includes conditioned spaces, according to the FTA *Guidebook: Facility Condition Assessment*, which excludes all bus shelters and stops.

In compliance with this federal regulation, Metro established the following target condition for facilities:


Number of Facilities by Type	Target % with Condition Rating Below 3.0
189 Total: <ul style="list-style-type: none"><li>• 91 Rail Stations</li><li>• 3 Bus Loops</li><li>• 65 Parking Garages &amp; Lots</li><li>• 25 Maintenance Facilities*</li><li>• 5 Administrative Buildings</li></ul>	32%

*\*Note: Facilities can include complexes with multiple buildings.*

Metro is in the midst of completing a comprehensive condition assessment and inventory of all facilities. Condition data used in developing performance targets included completed inspections of the most critical facilities for service delivery, stations and maintenance facilities, and relied on expert advice from maintenance staff regarding the condition of other facilities. When complete condition assessment data is available for all facilities, this target may be adjusted. Future targets may also be adjusted based on improved methods of determining asset criticality (as it relates to the overall facility rating) and changes in facility usage, capital plans and other economic factors.

As is required by the rule, I have approved these targets as Metro's *Accountable Executive*. If you have any questions or need additional information, please contact Andrea Burnside, Chief Performance Officer, at [ahburnside@wmata.com](mailto:ahburnside@wmata.com) or Yvonne Carney, Acting Director of Performance at [ycarney@wmata.com](mailto:ycarney@wmata.com).

Sincerely,



Paul J. Wiedefeld  
General Manager and  
Chief Executive Officer

# DRAFT REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

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## Performance Based Planning And Programming

Eric Randall, TPB Transportation Engineer

Transportation Planning Board  
April 19, 2017



# Structure of Presentation

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- Performance-Based Planning and Programming (PBPP)
- Transit Asset Management (TAM) Target-Setting
- TAM – What is it?
- TAM Performance Measures
- Applicability to Regional Providers
- TAM Targets – Summary Table
- Next Steps – Action in May

# Performance-Based Planning and Programming (PBPP)

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- The PBPP process is a requirement for MPOs, States, and providers of public transportation originating in the federal surface transportation MAP-21 and FAST Acts.
- PBPP is the **application of performance management** within the planning and programming process **to achieve desired performance outcomes** for the multimodal transportation system. PBPP includes a range of activities and products:
  - Development of **long range transportation plans**
  - Federally-required plans and processes -- such as Strategic Highway Safety Plans (SHSPs), Asset Management Plans, the Congestion Management Process (CMP), and Transit Agency Asset Management and Safety Plans
  - Programming documents, including State and metropolitan Transportation Improvement Programs (STIPs and **TIPs**)





# Transit Asset Management (TAM) Target Setting Requirements

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- The Transit Asset Management (TAM) final rule was published in the Federal Register on July 26, 2016 and became effective October 1, 2016.
- Transit Providers to establish annual performance targets by January 1, 2017, approved by an Accountable Executive.
- Annual National Transit Database (NTD) reporting by January 30
  - 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.
- MPOs (i.e., TPB) shall adopt transit asset targets for their metropolitan planning area within 180 days (i.e., by June 30, 2017).

# Transit Asset Management – What is it?

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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.”

- Performance – Transit providers to collect and report data on four performance measures: rolling stock, equipment, infrastructure, and facilities.
- Targets – Annually, transit providers to set targets for the four performance measures for the upcoming fiscal year.
- TAM Plan – Four-year plan for managing capital assets, updated every four years. First plan required by October 2018.
- Decision support tools – Use of analytical process and tools to develop a prioritized list of transit investments.



# Transit Asset – Performance Measures

	Performance Measure	Asset Classes
<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



# Applicability to Regional Providers

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, Comm. & Neighborhood Services
4. Montgomery County: Ride On
5. Prince George's: TheBus
6. PRTC: OmniRide, OmniLink
7. Virginia Railway Express

## Tier II

1. Alexandria DASH
2. Arlington ART
3. Charles VanGo
4. Fairfax City CUE
5. Frederick TransIT
6. Loudoun County Transit
7. Virginia Regional Transit
8. and other small non-profit or paratransit providers

- Tier I providers set performance targets, implement an agency TAM Plan, and report performance and targets annually.
- Tier II providers may participate in a Group Plan or opt out and fulfill requirements on their own.



# State Agencies and Tier II Providers

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Maryland Transit Administration (MTA) and the Virginia Department of Rail and Public Transportation (DRPT) have worked with the Tier II providers in each state to prepare group plans

- MTA's group plan includes Charles VanGo and Frederick Translt.
  - MTA separately also covers MARC, MTA Commuter Bus and Regional Transportation Agency of Central Maryland, which operate in but are not based in the region.
- DRPT's group plan includes bus, paratransit, and non-profit services within the City of Alexandria, Arlington County, City of Fairfax, and Loudoun County.
  - Virginia Regional Transit is based in the region, and operates services both within and without the region.



# TAM Targets – Summary Table

Target = Maximum percentage of assets at or exceeding standard

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.	10%	14% <sup>e</sup>	n/a	0%
Mont. Co.	8% <sup>a</sup>	50% <sup>c,d</sup>	n/a	50% <sup>f</sup>
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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



# Next Steps – Action in May

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- Pending further information, the summary table of the regional transit providers TAM targets will be finalized.
- A report summarizing the region's providers of public transportation, their TAM performance, and their TAM targets will be finalized.
- The board will be asked to approve the report and the summary of TAM targets for the region's providers at the May 17 meeting.



## Eric Randall

TPB Transportation Engineer

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National Capital Region  
Transportation Planning Board



# Why a Performance Based Planning and Programming (PBPP) approach

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- Improved Outcomes
  - Investment decision-making
  - Return on investments and Resource allocation
  - System performance
  - Accountability and Transparency
- Demonstrates link between funding and performance
- Common themes within a PBPP Process:
  - Cooperation and coordination
  - Data and tools
  - Linkages across performance-based planning activities
  - Feedback mechanisms
  - Public and stakeholder involvement



# Coordination of PBPP with Metropolitan Planning

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- Statewide and Metropolitan Planning final rule published May 27, 2016 provides a framework for performance-based planning and programming (PBPP) process and statewide and MPO planning.
- MPOs shall establish performance targets within 180 days of a State DOT or 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.
  - Describe progress toward achieving targets in each update.
- MPO, State DOTs and the transit providers must jointly agree upon and document in writing the coordinated processes for collecting data and selecting and setting targets.



# TAM Applicability – Key Criteria

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## Direct Capital Responsibility

- Applies to recipients of Federal transit funds (e.g., Section 53XX funds) that own, operate, or manage capital assets used in the provision of public transportation.
  - Applies regardless of funding source, whether local funds or federal funds
  - Applies regardless of whether used by the recipient or subrecipient directly, or leased by a third party.

## Open Door Service

- Public transportation service is defined as regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low-income.
  - Not applicable to closed-door operations, transportation services that are specific to the clientele of a particular organization.



# Agency Presentations

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TAM plans were presented to the TPB Technical Committee by the following agencies:

Maryland Transit Administration

<https://www.mwcog.org/file.aspx?&A=gFc2ZfGaVeJwbqsG00sN3MH8aGohFTN1t44jSoV03iQ%3d>

Virginia Department of Rail and Public Transportation

<https://www.mwcog.org/file.aspx?&A=Lcm9M%2f576B4Drtd6H3aKUW1vOoKJEEMtCj0Bc39F9ws%3d>

Washington Metropolitan Area Transit Authority

<https://www.mwcog.org/file.aspx?&A=ddqMUuBYOVEPTIaq%2b2VArIOXxxuJ7652K1z3%2fCbGOSg%3d>

