

FY 2020 REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

Performance Based Planning And Programming

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What is Performance-Based Planning and Programming (PBPP)?

- 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**)



Federally Prescribed Performance Measures

	GOAL AREAS	PERFORMANCE MEASURES
1	SAFETY	<ul style="list-style-type: none"> • Highway – Traffic Fatalities and Serious Injuries • Transit – Fatalities and Injuries; Derailments; Collisions; Fires; Evacuations for life safety
2	INFRASTRUCTURE (ASSET) CONDITION	<ul style="list-style-type: none"> • Highway – Pavements and Bridges • Transit – Revenue vehicles, Non revenue equipment, Track infrastructure, and Facilities/Stations
3	CONGESTION REDUCTION	<ul style="list-style-type: none"> • Highway – Delay per capita, Non-SOV mode share
4	SYSTEM RELIABILITY	<ul style="list-style-type: none"> • Highway – Reliable Travel Times • Transit – Major / Other Mechanical System Failures
5	FREIGHT MOVEMENT AND ECONOMIC VITALITY	<ul style="list-style-type: none"> • Highway – Reliable Truck Travel Times
6	ENVIRONMENTAL SUSTAINABILITY	<ul style="list-style-type: none"> • Highway – Criteria Pollutants Emissions Reduced

Performance Measures: MPO Target Setting

- MPOs shall establish performance targets in coordination with State DOTs and providers of public transportation.
- For each performance measure (PM), the MPO will either:
 - 1) Agree to plan and program projects so they contribute toward accomplishing the state DOT/transit target for that PM, or
 - 2) Commit to a quantifiable target for that PM for the metropolitan planning area or urbanized area
 - MPOs shall coordinate with the state DOT(s) and transit providers to ensure consistency



Coordination of Performance Targets with Metropolitan Planning

- MPOs will annually report targets to respective state DOTs in a manner that is documented and mutually agreed upon
- Targets will begin to be reported no more than 180 days after state DOTs have set their targets
- Long-range Metropolitan Transportation Plan shall include:
 - (1) a description of the performance measures and targets; and
 - (2) a report evaluating the condition of the system(s) with respect to the MPOs performance measures and targets, including progress achieved.
- TIPs must include a discussion of the anticipated effects of the TIP toward achieving the performance targets by linking investment priorities to those performance targets.



Transit Asset Management (TAM) Target Setting Requirements – Transit Providers

- Providers of public transportation are required to annually establish Transit Asset Management (TAM) performance targets
 - Applies to any provider receiving Federal Transit Administration (FTA) funds: recipients and sub-recipients
 - Large agencies set targets and report directly to the FTA; small agencies can participate in state group plans
- Providers must set targets within four months of the end of the previous fiscal year
 - FY 2020 targets were due by October 31, 2019 for providers on a July-to-June fiscal year (i.e., every provider except DDOT)



Transit Asset Management (TAM) Target Setting Requirements – MPOs

- MPOs (i.e., TPB) shall adopt transit asset targets for their metropolitan planning area within 180 days of the providers
 - FTA recommendation is for a single regional target for each performance measure asset class (e.g., 40' buses, rail stations, etc.)
 - Requires adding up the numbers and targets for each type of asset from every transit provider in the region
 - MPOs do not submit TAM targets, but these targets are to be included in each new long-range plan and TIP
 - TPB to approve new TIP in March 2020



TAM Performance Measures

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



Summary of Providers' 2019 TAM Targets

Adopted February 20, 2019

Target = Maximum percentage of assets at or exceeding standard

Reporting Entity	Rolling Stock	Service Vehicles	Rail Infrastructure	Station/ Facility Condition
WMATA	0% Rail, 0% Bus	11% ^d	2.1%	7% ^f
DDOT	0% Rail, 0% Bus	n/a	5%	0% ^g
Arl Co.	0%	n/a	n/a	0%
Ffx. Co.	10%	10% ^d	n/a	0%
Mont. Co.	11%	21% ^d	n/a	25% ^g
Pr. Geo. Co.	4%	43% ^d	n/a	0%
PRTC	8% ^b	0% ^e	n/a	0% ^g
VRE	0%	0% ^e	n/a	0%
Maryland Tier 2 (MTA)	13.3% ^a	14.6% ^d	n/a	25% ^f
Virginia Tier 2 (DRPT)	10%	25% ^e	n/a	10% ^g

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



2019 TAM Targets vs Performance

Target = Maximum percentage of assets at or exceeding standard

Reporting Entity	Rolling Stock	Actual	Service Vehicles	Actual	Rail Infrastructure	Actual	Station/Facility Condition	Actual
WMATA	0% Rail, 0% Bus	0% Rail, 3% Bus	11% ^d	31%	2.1%	1.69%	7% ^f	7.1%
DDOT	0% Rail, 0% Bus	0% Rail, 0% Bus	n/a	n/a	5%	-	0% ^g	0%
Arl Co.	0%	0%	n/a	n/a	n/a	n/a	0%	0%
Fairfax Co.	0%	-	12% ^d	-	n/a	n/a	0%	-
Mont. Co.	11%	14%	34% ^d	40%	n/a	n/a	22% ^g	22%
Pr. Geo. Co.	4%	25%	43% ^d	25%	n/a	n/a	0%	0%
PRTC	8% ^b	19%	0% ^e	50%	n/a	n/a	0% ^g	0%
VRE	0%	0%	0% ^e	0%	n/a	n/a	0%	0%
Maryland Tier 2 (MTA)	13% ^a	17%	15% ^d	30%	n/a	n/a	24% ^g	4%
Virginia Tier 2 (DRPT)	10%	-	25% ^e	-	n/a	n/a	10% ^g	-

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



Summary of 2020 TAM Targets

Target = Maximum percentage of assets at or exceeding standard

Reporting Entity	Rolling Stock	Service Vehicles	Rail Infrastructure	Station/ Facility Condition
WMATA	0% Rail, 3% Bus	16% ^d	3.8%	7% ^f
DDOT	0% Rail, 0% Bus	n/a	5%	0% ^g
Ffx. Co.	10%	10% ^d	n/a	0%
Mont. Co.	8%	50% ^d	n/a	0%
Pr. Geo. Co.	34%	n/a	n/a	0%
PRTC	29% ^b	0% ^e	n/a	0% ^g
VRE	0%	0% ^e	n/a	0%
Maryland Tier 2 (MTA)	11.5% ^a	37.5% ^e	n/a	4% ^g
Virginia Tier 2 (DRPT)*	10%	25% ^e	n/a	10% ^g

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

* Arlington County has joined the Virginia Tier 2 group plan



2020 Regional TAM Targets (1)

Percentage of revenue vehicles that have met or exceeded useful life benchmark	Regional Assets Total	Regional Target
AB- Articulated bus	91	4.8%
AO- Auto	34	0.0%
BR- Over-the-road bus	169	23.4%
BU- Bus	2709	5.0%
CU- Cutaway bus	84	6.8%
HR- Heavy rail passenger car	1200	0.0%
LR- Light rail vehicle	6	0.0%
RL- Commuter rail locomotive	20	0.0%
RP- Commuter rail passenger coach	100	0.0%
VN- Van	844	10.6%
<i>Revenue Vehicle Totals</i>	5257	

Based on National Transit Database Form A-90

- Single regional target for each performance measure asset class



2020 Regional TAM Targets (2)

Percentage of service vehicles that have either met or exceeded their useful life benchmark		
Automobiles	272	28.2%
Trucks and other Rubber Tire Vehicles	1592	16.6%
Steel Wheel Vehicles	199	8.0%
<i>Service Vehicle Totals</i>	2063	
Percentage of track segments, signals, and systems with performance restrictions (over length in miles)		
CR - Commuter Rail	0	0.0%
HR - Heavy Rail	234	3.8%
SR - Streetcar Rail	5.6	5.0%
<i>Track Segments Totals</i>	239.6	
Percentage of Passenger and Maint. facilities rated below condition 3 on the condition scale		
Passenger Facilities	120	6.3%
Passenger Parking Facilities	92	5.9%
Maintenance Facilities	123	10.0%
Administrative Facilities	57	10.4%
<i>Facility Totals</i>	392	



Next Steps

- Board approval of final TAM targets on February 19,2020



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