

# DRAFT REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

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## Performance Based Planning And Programming

Eric Randall, TPB Transportation Engineer

Transportation Planning Board  
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# Structure of Presentation

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- Transit Asset Management (TAM) Target-Setting
- TAM – What is it?
- TAM Performance Measures
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# 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>
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



# 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

(202) 962-3254

[erandall@mwkog.org](mailto:erandall@mwkog.org)

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

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Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



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

- 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>

