

# PRELIMINARY FY 19 REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

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## Performance Based Planning And Programming

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TPB Technical Committee  
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National Capital Region  
Transportation Planning Board

# Structure of Presentation

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- Transit Asset Management (TAM) Target-Setting Requirements
- TAM Performance Measures
- Applicability to Regional Providers
- TAM Targets – Summary Table
- Next Steps – Action in May



# Transit Asset Management (TAM) Target Setting Requirements

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- Providers of public transportation are required to annually establish Transit Asset Management (TAM) performance targets
  - Provider adoption of an initial set of annual targets was required by January 1, 2017
  - TPB adopted the first set of regional TAM targets in June 2017
- Reporting became required as of FY 2019. Providers must set targets within four months of the end of the previous fiscal year
  - FY 2019 targets set by October 31, 2018 for providers on a July-June fiscal year (i.e., every regional provider except DDOT)
- MPOs (i.e., TPB) shall adopt transit asset targets for their metropolitan planning area within 180 days



# 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
- DRPT's group plan includes Alexandria DASH, Loudoun County Transit, and Virginia Regional Transit (VRT)
  - Previously included Arlington ART



# 2017 TAM Targets – Summary Table

*Adopted June 21, 2017*

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	1% <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%
Maryland Tier 2 (MTA)	24% <sup>a</sup>	31% <sup>d</sup>	n/a	25% <sup>f</sup>
Virginia Tier 2 (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



# Draft 2019 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	0% Rail, 0% Bus	11% <sup>d</sup>	2.1%	7% <sup>f</sup>
DDOT	0% Rail, 0% Bus	n/a	5%	0% <sup>g</sup>
Arl Co.	0%	n/a	n/a	0%
Ffx. Co.	10%	10% <sup>d</sup>	n/a	0%
Mont. Co.	11%	21% <sup>d</sup>	n/a	25% <sup>g</sup>
Pr. Geo. Co.	4%	43% <sup>d</sup>	n/a	0%
PRTC	8% <sup>b</sup>	0% <sup>e</sup>	n/a	0% <sup>g</sup>
VRE	0%	0% <sup>e</sup>	n/a	0%
Maryland Tier 2 (MTA)	13.3% <sup>a</sup>	14.6% <sup>d</sup>	n/a	25% <sup>f</sup>
Virginia Tier 2 (DRPT)	10%	25% <sup>e</sup>	n/a	10% <sup>g</sup>

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





# Regional TAM Targets

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- FTA recommendation is for a single regional target for each performance measure asset class, for example:  
**Buses**
  - Requires compilation of regional data:
    - Number of **Buses** at each agency
    - Target set for **Buses** at each agency
  - Regional performance could then be computed by adding up total for the region: **Buses** agency A x target agency A, plus **Buses** agency B x Target Agency B, etc.
    - Repeat for ~20 performance measures (e.g., asset classes) in the region



# Next Steps

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- Collect information to complete the summary table of the region's TAM targets
- Compute regional targets for each performance measure (asset class, etc.)
- Prepare a report summarizing the region's providers of public transportation, their TAM performance, and their TAM targets
- Present draft FY 2019 TAM targets to the board, followed by approval the subsequent month



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