



Washington Metropolitan Area Transit Authority

MAP21 & Regional Target Setting

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MAP21 Performance Reporting

Rulemaking paths that will cross:

1. Transit State of Good Repair
(and Asset Management)
2. Transit Safety
3. Metropolitan and Statewide Planning



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1. Transit State of Good Repair & Asset Management

Who

What

FTA

will define "SOGR"
will establish performance measures

Transit
Operators

will set targets and report progress
will certify Transit Asset Management Plans

*Recipients of Federal financial assistance
If you submit NTD, this affects you*



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1. Transit State of Good Repair & Asset Management Plans

Possible FTA Performance Measures:

- Asset Age (e.g., average fleet age)
- Asset Condition (e.g., 5 point scale)
- Asset Performance (e.g. reliability, MDBF)
- Comprehensive (all of the above with maintenance history)

Transit Operators Set Targets and Reports Progress to FTA



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1. Transit State of Good Repair & **Asset Management Plans**

- Complete inventory of all transit assets (not just vehicles)
- Condition assessment of all assets
- Decision support tools to estimate capital investment needs
- Investment prioritization

Resources:

Download free copy of FTA TERM-Lite
http://www.fta.dot.gov/13248_13251.html

FTA Asset Management Guidebook
http://www.fta.dot.gov/documents/FTA_Asset_Management_Guide_-_FINAL.pdf

TCRP Report 172: Guidance for Developing a Transit Asset Management Plan
http://www.tcrponline.org/PDFDocuments/tcrp_rpt_172.pdf

APTA Standards Committee - Recommended Practice: Creating a Transit Asset Management Program
<http://www.apta.com/resources/standards/Documents/APTA-SGR-TAM-RP-001-13.pdf>



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2. Transit Safety

Each Transit Agency Safety Plan must include...

- 2a. “Performance targets based on the safety performance criteria and SGR standards...”

Key challenge:

Even when assets are not in a state of good repair, they can be operated safely
Assets in a state of good repair can present a safety risk

- 2b. State Safety Oversight of Rail Fixed Guideway
Metrorail, DC Streetcar (not MARC & VRE)

Key challenge:

Completely replacing SSO regulations
Delegation for Multi-State Systems – designate a single state DOT



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3. MPO Performance-Based Planning & Programming

- MPO's and States must integrate goals, objectives, performance measures and targets
- Link investment decisions to [SOGR] performance targets
- *New: Metropolitan Planning Agreement*
Written agreement between the MPO, States and public transit describing how they will work cooperatively
- STIP & TIP investments make progress toward targets

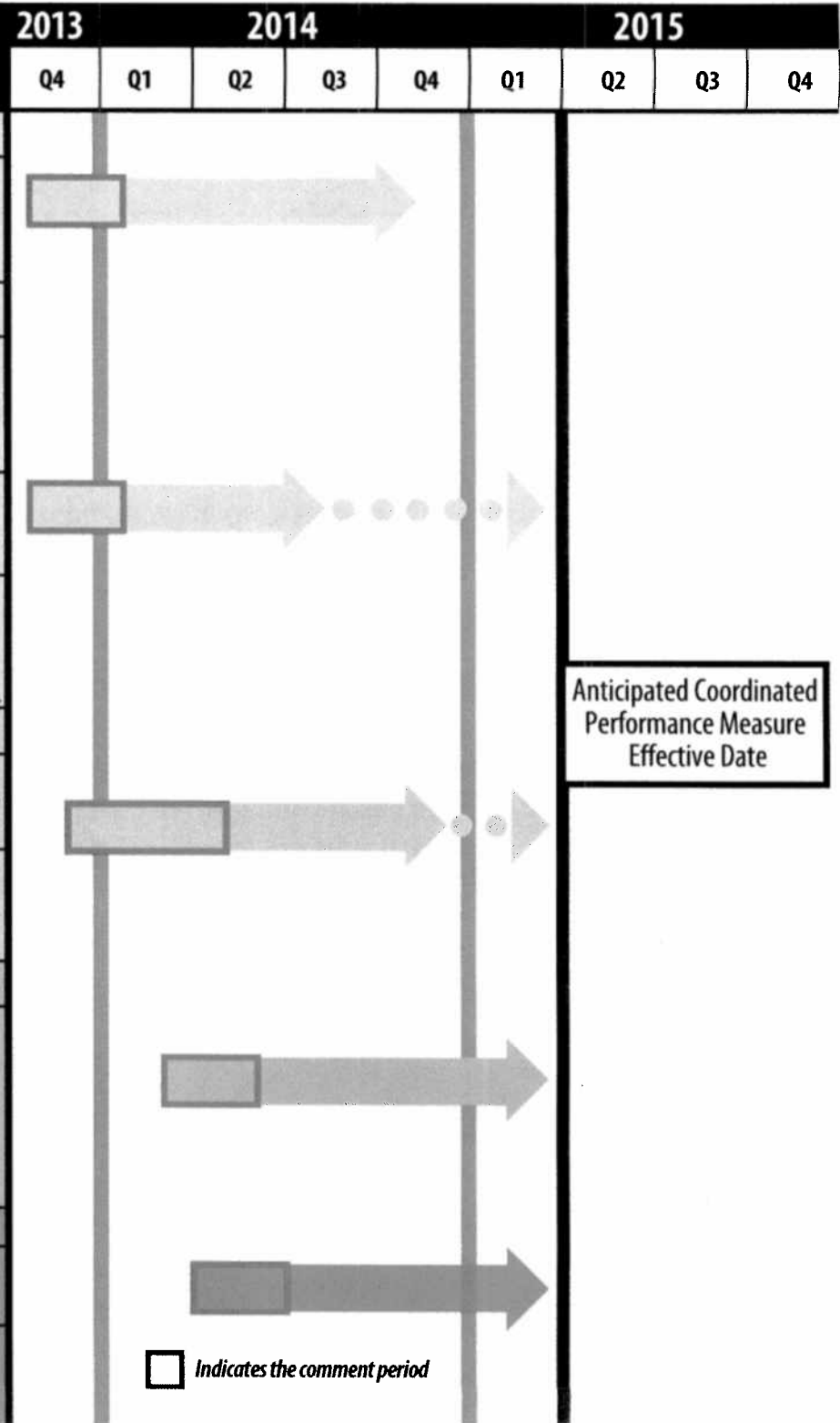


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Next Steps....

- WMATA continuing to develop its Asset Management Plan
- Performance Measuring and Target Setting are well established
- Offering to share knowledge and lessons learned
- Interested in hearing best practices from other transit operators
- MPO coordination & collaboration

**USDOT Implementation of MAP-21 Performance Provisions:
Nine Interrelated Rules**



The Federal Transit Administration plans to issue an Advance Notice of Proposed Rulemaking (ANPRM) for each of these two proposed rules in the summer of 2013, providing an additional comment period.

Connected to Safety & Planning

