FY 2022 REGIONAL TARGETS FOR TRANSIT ASSET MANAGEMENT

Performance Based Planning And Programming

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TPB Technical Committee
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Agenda Item 6

National Capital Region
Transportation Planning Board

Structure of Presentation

- Transit Asset Management (TAM) Target-Setting Requirements

- TAM Performance Measures

- TAM Targets – Summary Table

- 2022 Regional TAM Targets

- Next Steps

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 may participate in group plans

- Providers must set targets within four months of the end of the previous fiscal year

  - FY 2022 targets were due by October 31, 2021 for providers on a July–June fiscal year (i.e., every provider except DDOT)

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
7. Virginia Railway Express

Tier II

1. Alexandria DASH
2. Arlington ART
3. Charles VanGo
4. Frederick TransIT
5. Loudoun County Transit
6. Virginia Regional Transit
7. 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

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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 for MPOs is to set a single regional target for each performance measure asset class
    - Requires adding up the numbers and targets for each asset from every provider in the region

  - MPOs do not submit targets, but these targets are to be included in each long-range transportation plan and TIP
    - Will be included in this year's Visualize 2045 and the FY 2023-2026 TIP

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

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Summary of 2022 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	44%[c]	3.5%	5%[f]
DDOT*	0% Rail, 0% Bus	n/a	5%	0%[g]
Ffx. Co.	10%	10%[d]	n/a	0%
Mont. Co.	5%	50%[d]	n/a	0%
Pr. Geo. Co.*	34%	n/a	n/a	0%
PRTC	11%[b]	25%[d]	n/a	0%[g]
VRE	0%	0%[e]	n/a	0%
Maryland Tier 2 (MTA)	18%[a]	44.0%[e]	n/a	0%[g]
Virginia Tier 2 (DRPT)	15%[a]	25%[e]	n/a	10%[g]

a: 40-foot buses; b: 45-foot buses; c: autos; d: trucks; e: service vehicles; f: passenger, g: maintenance/administrative facilities

* Previous year's data

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2022 Regional TAM Targets (1)

Percentage of revenue vehicles that have met or exceeded useful life benchmark	Regional Assets Total	Regional Target
AB- Articulated bus	95	2.5%
AO- Auto	253	0.0%
BR- Over-the-road bus	214	12.4%
BU- Bus	2616	6.9%
CU- Cutaway bus	112	0.7%
HR- Heavy rail passenger car	866	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	693	0.0%
Revenue Vehicle Totals	*4975*	

Based on National Transit Database Form A-90

- Single regional target for each performance measure asset class

2022 Regional TAM Targets (2)

Percentage of service vehicles that have either met or exceeded their useful life benchmark		
Automobiles	177	41.8%
Trucks and other Rubber Tire Vehicles	1407	46.7%
Steel Wheel Vehicles	77	25.0%
Service Vehicle Totals	*1661*	
Percentage of track segments, signals, and systems with performance restrictions (over length in miles)		
CR - Commuter Rail	0	0.0%
HR - Heavy Rail	234	3.5%
SR - Streetcar Rail	5.6	5.0%
Track Segments Totals	*239.6*	
Percentage of Passenger and Maint. facilities rated below condition 3 on the condition scale		
Passenger Facilities	113	4.1%
Passenger Parking Facilities	87	4.3%
Maintenance Facilities	106	9.2%
Administrative Facilities	26	8.0%
Facility Totals	*332*	

Next Steps

- Present draft targets to the TPB on February 16

- Receive any comments through February

- Board approval in March 2022

- Include in Visualize 2045 and the FY 2023-2026 TIP

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