

TRANSIT ASSET MANAGEMENT TARGETS FOR MWCOCG FOR 2017

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Transit Asset Management (TAM) Target Setting Requirements

- 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 must establish annual performance targets for FY 2018 by January 1, 2017, which are approved by 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.
- MPO (i.e., TPB) adopts transit asset targets for the metropolitan region within 180 days (i.e., by June 30, 2017).



TAM Applicability – 2 Key Criteria

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.



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
4. Montgomery County Ride On
5. Prince George's TheBus
6. PRTC OmniRide, OmniLink
7. Virginia Railway Express

Tier II

1. Arlington ART
2. MWCOG (taxi co's, Fairfax County Neighb. & Comm. Svcs.)
3. Alexandria DASH
4. MTA (Charles VanGo, Frederick TransIT)
5. Virginia DRPT (Virginia Regional Transit)

- Tier I providers set performance targets, implement an agency TAM Plan, and report performance and targets annually through the National Transit Database.
- Tier II providers may participate in a Group Plan or opt out and fulfill requirements on their own.



Transit Asset Performance Measures (Final)

| | Performance Measure | Assets |
|---|---|---|
| Rolling stock (Age) | 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 |
| 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 |



MWCOG Capital Transit Assets

- COG is a recipient of Section 5310 Enhanced Mobility funds which are awarded as grants to subrecipients.
 - Also manages legacy FTA JARC/NF grants
- COG has provided FTA grants to subrecipients to purchase the following capital assets:
 - wheelchair-accessible taxis
 - mini-vans
- COG and its subrecipients have direct responsibility for these assets, and they are used in the provision of open-door public transportation service.
- As the subrecipients have fewer than 100 vehicles in service (i.e. Tier II) , COG will act as group sponsor (e.g., reporter) for transit asset management for its subrecipients.

MWCOG TAM Targets for FY 2018

- Of the four TAM performance measures, COG and its subrecipients only have capital assets that fall under the measure for Rolling Stock:
 - Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).
- Current performance of COG's revenue vehicles is that none of these vehicles have exceeded ULB. Nor will they in the upcoming fiscal year.
- For Fiscal Year 2018, COG is establishing a Rolling Stock target of 0% of vehicles that have met or exceeded their useful life benchmark.



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