

UPDATE ON FEDERAL PLANNING REGULATIONS AND THE TRANSIT ASSET MANAGEMENT RULE

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Transportation Planning Board
September 21, 2016



National Capital Region
Transportation Planning Board

Federal Planning Regulations

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Coordination of Transit Asset Management with Metropolitan Planning

- Final Transit Asset Management (TAM) rule published July 26, 2016.
- MPOs shall establish performance targets for transit asset management in coordination with transit providers, within 180 days of a 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 and the transit providers must jointly agree upon and document in writing the coordinated processes for collecting data and selecting and setting targets.



TAM Implementation – Timeline

- Statewide and Metropolitan Planning final rule published May 27, 2016
 - Framework for performance-based planning and programming (PBPP) process and statewide and MPO planning.
- The Transit Asset Management final rule was published in the Federal Register on July 26, 2016 and becomes effective October 1, 2016.
- Transit Providers (Accountable Executive) must establish performance targets for FY 2018 by January 1, 2017.
- Transit Providers must report data and targets by January 30, 2017 in National Transit Database (NTD).
- MPO (i.e., TPB) adopts transit asset targets for the metropolitan region within 180 days (i.e., by June 30, 2017).
- Transit Providers must establish four-year TAM Plans by October 2018.



Transit Asset Management – What is it?

- 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: equipment, rolling stock, 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.
- Decision support tools – Use of analytical process and tools to develop prioritized list of transit investments.



Applicability to Regional Providers

- Applies to all recipients and subrecipients of federal transit funds that own, operate, or manage capital assets used in the provision of public transportation.
 - Applies to regular, shared ride public transportation service.
 - Accounts for assets regardless of funding source, and whether used by the recipient or subrecipient or leased by a third party.
 - Two tiers of provider: Tier I if more than 100 vehicles in revenue service or operates rail; Tier II if 100 or fewer vehicles.
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Tier I

1. WMATA: Metrorail, Metrobus, MetroAccess
2. DDOT: Streetcar, Circulator
3. Fairfax Connector
4. Montgomery County Ride On
5. PRTC OmniRide, OmniLink
6. Virginia Railway Express

Tier II

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



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, cutaways, 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.	Maintenance, Administration, Depots, Terminals, Parking Garages



Implementing TAM Rule - Next Steps

- Letters from TPB to transit providers asking for formal coordination on setting TAM targets, submission of data to TPB, and TPB establishment of TAM targets.
 - No prescribed way for MPOs to set targets: looking for further guidance from the Federal Transit Administration (FTA).
- Development of formal documentation on coordinated TAM process.
 - Planning rule requires this for all performance based planning and programming (PBPP) areas.
- TPB to set transit asset targets for the metropolitan area in the May 2017 timeframe.



Comments on System Performance Measures NPRM (Congestion, Air Quality, and Freight)

- Metropolitan Planning Area (MPA) vs. Urbanized Area
 - Use of MPA boundary is recommended as opposed to the use of Urbanized Area as specified in the NPRM
- Subpart F: § 490.611 (c) (2): Method to calculate Average Truck Speed
 - Harmonic Mean is recommended as opposed to Arithmetic Mean used in the NPRM
- Subpart F: § 490.613 (c): Threshold to determine (un)congested freight movement on Interstates
 - A percentage of posted speed limit is recommended as opposed to a fixed number – 50 mph as specified in the NPRM
- Subpart G: § 490.711 (c): Threshold to determine if excess delay occurs
 - A percentage of posted speed limit is recommended as opposed to fixed numbers – NPRM has 35 mph for freeways and 15 mph for non-freeways



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