

# Regional Transit Asset Management Performance Targets

Transportation Operators Committee • March 22, 2017



Puget Sound Regional Council

# Transit Performance Measures

## Federal Requirements

- Transit Asset Management
  - Rolling Stock
  - Facilities
  - Infrastructure
  - Equipment
- Transit Safety
  - Fatalities
  - Injuries
  - Accidents
  - System Reliability



# Federal Transit Asset Management Rule

- **Purpose:** to monitor and manage public transportation capital assets to enhance safety, reduce maintenance costs, increase reliability, and improve performance of the public transportation system nationwide.
- Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties to keep the nation's transit networks in a state of good repair.
- Rule took effect October 1, 2016
  - Agency TAM performance targets due by January 1, 2017
    - ✓ Agency accountable executive signs off on these performance targets
  - Regional performance targets must be set by July 1, 2017
    - ✓ PSRC board scheduled to take action to set these targets in June
  - Agency TAM Plans are required by October 1, 2018

Note: this year's TAM performance targets are not being informed by final TAM plans.



# TAM Performance Measures

Asset Category	Examples of Assets Covered	Performance Measures
Rolling Stock	Railcars, buses, ferries, other passenger vehicles	Percent of those vehicles that have either met or exceeded their “useful life benchmark” (ULB). ULB is often expressed in a number of years.
Facilities	Passenger facilities like a rail station; Parking facilities; and Support facilities (e.g., transit base)	The percentage of facilities within an asset class, rated below an “Adequate” condition (e.g., a condition 3 on the Transit Economic Requirements Model [TERM] scale).
Infrastructure	Fixed Guideway, signal systems, Power, and structures (bridges and tunnels)	The percentage of track segments with performance restrictions.
Equipment	Non-revenue service vehicles such as tow trucks and track maintenance vehicles; construction or maintenance equipment	Percent of non-revenue service vehicles that have either met or exceeded their “useful life benchmark” (ULB). Percent of construction and maintenance facilities rated below “Adequate” condition.



# DRAFT Rolling Stock

ASSET CLASS	EXAMPLES OF INDIVIDUAL ASSETS	DRAFT REGIONAL TARGET	NOTES
Bus	40-foot bus Articulated bus Double-decked bus	No more than 5% of buses meet or exceed their Useful Life Benchmark (ULB)	Most agency-adopted ULB are similar to FTA default (but slightly higher)
Other Passenger Vehicles	Vans Minivans	No more than 27% of other passenger vehicles meet or exceed their ULB	Higher percentage than most other asset classes
Railcars	Light rail vehicles Commuter rail vehicles Streetcars	No more than 0% of railcars meet or exceed their ULB	Reflective of longer ULB for rail vehicles and relatively new ST fleet
Ferries	Auto ferries Passenger only ferries	No more than 6% of ferries meet or exceed their ULB	Missing King County and Pierce County ferries



# DRAFT Facilities

ASSET CLASS	EXAMPLES OF INDIVIDUAL ASSETS	DRAFT REGIONAL TARGET	NOTES
Support Facilities	Maintenance Facilities Administrative Facilities	No more than 10% of support facilities rated below Adequate on the TERM scale	
Passenger Facilities	Rail Terminals Bus Transfer Facilities	No more than 0% of passenger facilities rated below Adequate on the TERM scale	
Parking Facilities	Parking Garages Park-and-Ride Lots	No more than 7% of parking facilities rated below Adequate on the TERM scale	



# DRAFT Infrastructure

ASSET CLASS	EXAMPLES OF INDIVIDUAL ASSETS	DRAFT REGIONAL TARGET	NOTES
Fixed Guideway	Track Segments Exclusive bus right-of-way segment	No more than 3% of fixed guideway track segments have performance restrictions	Sound Transit and SDOT are only agencies submitting
Structures	Bridge Tunnel Elevated Structure	No more than 6% of structures reported have performance restrictions	SDOT and Washington State Ferries only agencies submitting. No tunnel information.
Metro Trolleybus Infrastructure*	Overhead wire Vaults & Ducts Poles Sub-station	No more than 2% of the trolleybus infrastructure is under a performance restriction	Need to figure out if these infrastructure pieces fall under one of the FTA categories.

Note: FTA also includes asset classes for “Systems” and “Power”. However, no agency submitted information in these asset classes.

Metro submitted information on its Trolleybus system under “Infrastructure”. Uncertain how to categorize. For now it is listed separately.



# DRAFT Equipment

ASSET CLASS	EXAMPLES OF INDIVIDUAL ASSETS	DRAFT REGIONAL TARGET	NOTES
Non-revenue service vehicles	Tow Trucks Emergency Response Vehicle Supervisor Car	No more than 21% of meets or exceeds its Useful Life Benchmark (ULB)	Higher percentage than other asset classes in this region.
Construction Equipment	Crane	No more than 0% of construction equipment rated below Adequate on the TERM scale	SDOT is only agency with assets reported in this class
Maintenance Equipment	Vehicle lift	No more than 7% of maintenance equipment rated below Adequate on the TERM scale	Metro, Pierce, CT, and KT reported equipment in this class.



# Next Steps

- April 13 Transportation Policy Board briefing on Performance Measures
- April: Revise and refine draft TAM Performance Targets
  - One more TAM Advisory Committee meeting in April
- May 18: Regional Staff Committee
- June 8: Transportation Policy Board Recommendation
- June 22: Executive Board Action



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