

The Role of MPOs in Transit Asset Management

Texas Transit Association Training Seminar

Friday, October 26, 2018

Today's Topics

- What is the Waco MPO and Its Role?
- What is Performance Based Planning?
- What is Transit Asset Management (TAM) and the MPO's role in it?
- How do TAM targets tie back to planning and investment decisions?
- TAM reporting and moving the needle
- Inquiries & Responses

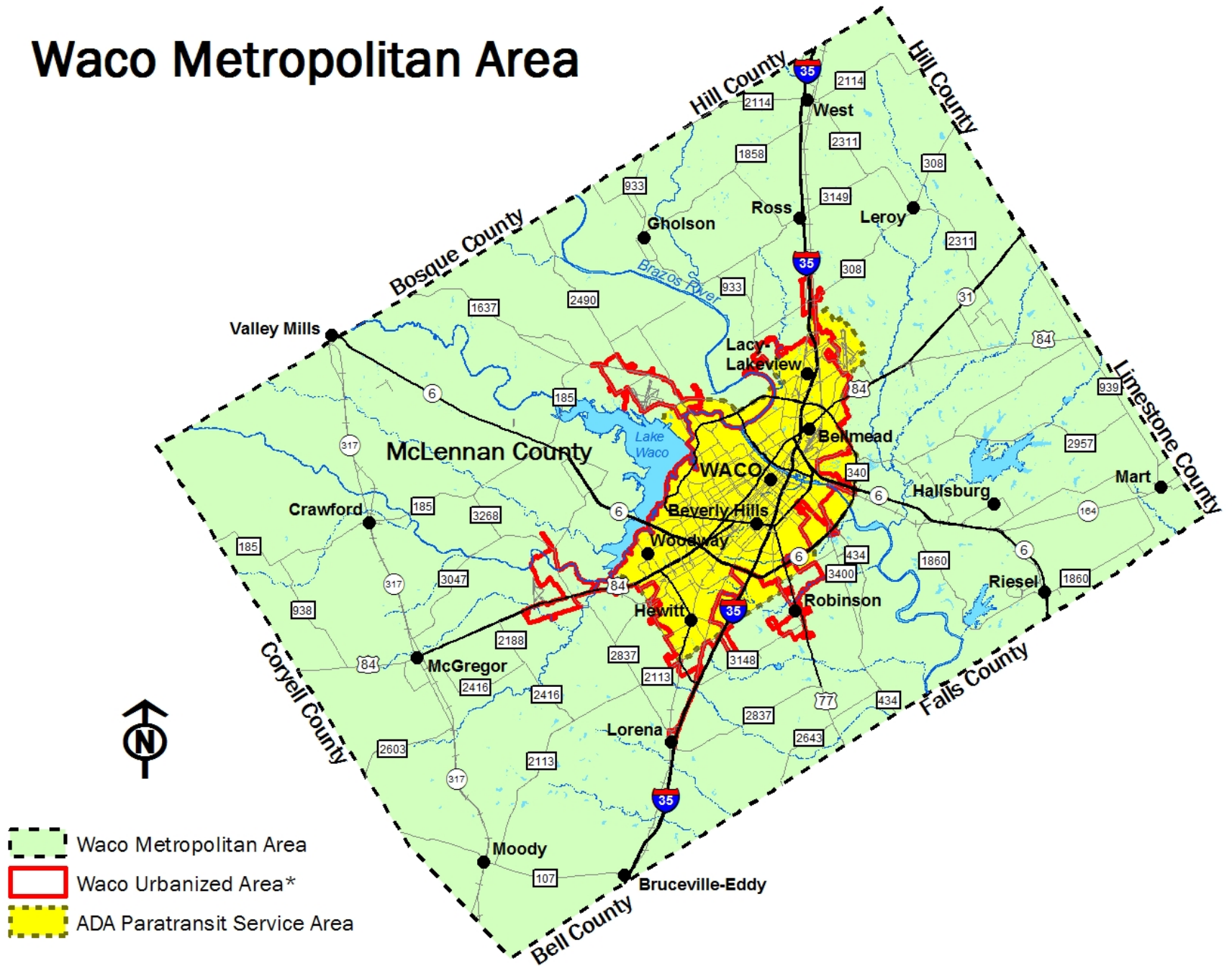
What is the Metropolitan Planning Organization and what is its role?

- Identify long-term regional transportation priorities
 - Metropolitan Transportation Plan
 - 25 year planning horizon
 - Comprehensive review of mobility needs and priorities
 - Project priorities constrained to future funding availability
- Decide how federal highway & transit funds are to be used within the Waco Region
 - Transportation Improvement Program
 - 4 year implementation list of capital and service projects
 - Formal funding commitments

What is the MPO and what is its role?

- Federal requirement for urban areas > 50,000 population
 - MPO Jurisdiction includes all of McLennan County
- Governed by 20 member Policy Board
 - Elected Officials
 - City / Modal Representatives
- Recommendations provided by MPO Technical Committee
 - Engineers
 - Planners
 - Modal Interests
 - Public Transportation
 - Aviation
 - Freight Representatives

Waco Metropolitan Area



Performance Based Planning

- Fixing America's Surface Transportation (FAST) Act
 - Requires implementation of performance measures and reporting requirements into the transportation planning process for transportation system improvements across the U.S.
 - » Recipients of federal highway and transit funds
 - Goals:
 - Improve project delivery
 - Inform investment decisions / guide funding prioritization
 - Explain expectations for future system performance
 - Provide transparency/accountability

MPO Responsibilities

- Fixing America's Surface Transportation (FAST) Act
 - Requires MPOs to coordinate with all transit providers operating within their region to:
 - Establish regional performance standards and targets
 - Report on progress towards achieving targets
 - Integrate targets in planning process to demonstrate performance based decisions and their anticipated effects toward achieving targets (MTP & TIP)
 - Formalize roles of partner agencies
 - Develop performance based plans for safety & asset management
 - Document expectations for future system performance

IMPLEMENTATION TIMELINE

Final Rule	Effective Date	Target Period(s)	States/Providers Set Targets By	MPOs Set Targets By	LRSTP, MTP, STIP and TIP Inclusion
FHWA Safety Performance Measures (PM1)	Apr 14, 2016	Annual (2018)	Aug 31, 2017 (Aug 31 thereafter)	Up to 180 days after the State(s) sets targets, but not later than Feb. 27, 2018	Updates or amendments on or after May 27, 2018
FHWA Pavement/Bridge Performance Measures (PM2)	May 20, 2017	2-Year (2018-2019) 4-Year (2018-2021)	May 20, 2018 (PP1 4-Yr Rev: Oct 1, 2020 PP2: prior to Oct 1, 2022)	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019
FHWA System Performance Measures (PM3)	May 20, 2017	2-Year (2018-2019) 4-Year (2018-2021)	May 20, 2018 (PP1 4-Yr Rev: Oct 1, 2020 PP2: prior to Oct 1, 2022)	No later than 180 days after the State(s) sets targets	Updates or amendments on or after May 20, 2019
FTA Transit Asset Management (TAM)	Oct 1, 2016	Annual (2018)	Jan 1, 2017 (Oct 1 thereafter)	No later than 180 days after Provider(s) sets targets (Jun 30, 2017)	Updates or amendments on or after Oct 1, 2018
FTA Agency Safety Plan (PTASP)	TBD NPRM: Feb 5, 2016	Annual (TBD)	TBD 1 Year after Final Rule (Annual review thereafter)	No later than 180 days after Provider(s) sets targets	TBD 2 Years after Final Rule

Transit Asset Management

- Transit Asset Management Rule 49 USC 625
 - Business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties in order to keep transit networks in a State of Good Repair (SGR)*

**SGR = the condition in which a capital asset is able to operate at a full level of performance*



MEASURES: TRANSIT ASSET MANAGEMENT

Measure Area	Performance Measures
Transit Asset Management (TAM)	<ul style="list-style-type: none">• Rolling stock: % of revenue vehicles exceeding ULB• Equipment: % of nonrevenue service vehicles exceeding ULB• Facilities: % of facilities rated under 3.0 on the TERM scale• Infrastructure: % of track segments under performance restriction
TAM FAQs: https://www.transit.dot.gov/TAM/gettingstarted/htmlFAQs MPO TAM FAQs: https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-responsibilities	



Transit Asset Condition Target Setting Process

- Individual public transportation providers set asset condition targets for required performance measures
- MPO establishes regional targets within 180 days of receiving targets from providers
 - Regional targets are coordinated with each provider but not required to be the same
 - MPO evaluates projects within MTP & TIP based on whether they assist providers in achieving their targets
 - MPO revisits targets to coincide with planning activities and products

Transit Asset Condition Targets

Waco Region

- Support of Waco Transit Targets
 - MPO will select a mix of projects that will assist Waco Transit in achieving their goals (only provider in region)
 - Metropolitan Transportation Plan (MTP) & Transportation Improvement Program (TIP)
 - FAST Act does not require specific MPO targets
 - Waco Transit will produce annual asset condition report
 - First Report: Spring, 2019
 - Review Waco Transit Data
 - Determine if specific targets are appropriate

Rolling Stock Performance Measure

Performance Measure:

- Percentage of revenue vehicles by type that exceed the Useful Life Benchmark (ULB)*
 - 23 types of rolling stock (bus & rail modes)
 - Buses (over the road bus, cutaway bus)
 - Railcars (light rail, commuter rail, streetcar)
 - Other passenger vehicles (van, mini van)
 - Performance targets set for each mode in inventory

*Defined by FTA

Rolling Stock Performance Targets FY 2018

- Waco Transit System (Urban Fleet)

Vehicle Class	Vehicle Type	Total Fleet Size	Number of Vehicles Exceeding ULB	Vehicle Type % Exceeding ULB FY 2017	Vehicle Type Target FY 2018
Bus	Bus	24	4	17%	17%
Other Passenger Vehicle	Cutaway	18	16	89%	89%
	Van	3	1	33%	33%
	Automobile	9	9	100%	100%
	Service Vehicle	6	6	100%	100%

Connection to MPO Plan and Programming Priorities

- \$11 million estimated for rolling stock preventative maintenance through 2025
 - \$1.7 million annual
 - \$6.7 million in 2019-2023 TIP
- No purchase of new rolling stock identified prior to 2025
 - 100% of existing fleet will exceed ULB by 2025
- Can we achieve targets beyond 2018 with the priorities / expenditures identified within MTP?
 - Are vehicles exceeding ULB still safe and reliable?
 - Yes, but this needs to be communicated to policymakers and the public



What needs to be reported in 2019?

- Did the region transit agencies meet or exceed TAM targets identified in 2017?
- If yes, great, pat yourself on the back and identify new targets for 2019.
- If no, keep calm and call Batman. In the meantime let's talk about transit investments.
 - Should / can expenditures increase?
 - Do targets need to be adjusted?

Rolling Stock Performance Targets

- Waco Transit Bus ULB Target was 17%
- What if actual reported percent ends up being 25%
 - Do we purchase more buses next year?
 - Can you accomplish the process of purchasing more buses within one fiscal year?
 - Do you have the resources?
 - Funding silos and limitations on moving funds between modes
 - Do we adopt a higher ULB target for 2019?
- Need to strategically plan for future years and how rolling stock purchases may impact ULB target setting.
 - How would fleet purchases impact ULB percent by 2025?

Not all MPOs are the same!

- Texas has 25 MPOs of all shapes and sizes
 - The Waco region has 1 and exactly 1 transit provider
 - The Dallas/Fort Worth region has 11 urban transit providers
- Target Questions:
 - Should the MPO establish a baseline that all providers must exceed?
 - Support each providers target?
 - What if 8 providers meet targets, but 3 don't?
 - How do these targets influence expenditures and move the needle?

So, why?

- Begin the conversation between implementers, planning agencies and policymakers
 - TAM conversation is annual
- Are resources being spent on the right things at the right time at the right quantity?
- If not, begin the discussion on how to change that.

Contact

Christopher Evilia, AICP

Director – Waco MPO

P.O. Box 2570

Waco, TX 76702-2570

Voice: (254) 750-5666

Email: cevilia@wacotx.gov

www.waco-texas.com/cms-mpo

