



January 23, 2019

To: Metropolitan Policy Committee
From: Ellen Currier
Subject: Item 7.b: Transit Asset Management Performance Measures

Action Recommended: Information and discussion. Provide feedback to staff.

Background

MAP 21 and the FAST Act required the USDOT to establish transportation performance measures related to safety, pavement and bridge condition, system performance and CMAQ funded projects. Each state DOT must set performance targets for these measures and MPOs must act by supporting the state targets or establishing MPO specific targets. The Central Lane MPO has met requirements for all these measures except for transit asset management. In this case, the MPO is required to either support Lane Transit District's performance measures and targets or develop and adopt distinct targets for the MPO.

Discussion

FTA's national Transit Asset Management (TAM) System Final Rule became effective on October 1, 2016. This rule defined the "State of Good Repair" (SGR), which requires grantees to develop a Transit Asset Management plan, establish performance measures, and establish annual reporting requirements to the National Transit Database (NTD). TAM is a strategic practice of managing transit capital assets. This system is designed to manage performance, risks, and costs over the life cycles of assets for the purpose of providing safe, cost-effective, and reliable public transportation.

Lane Transit District was granted Tier II agency status because LTD operates fewer than 100 vehicles in revenue service in any one mode during peak regular service. LTD participates in a Group TAM Plan with Oregon Department of Transportation (ODOT). The LTD Board adopted this plan in December 2018. ODOT is tracking performance targets on an annual basis for Tier II transit agencies. These targets are posted annually on ODOT's Transit Asset Management site <https://www.oregon.gov/ODOT/RPTD/Pages/Transit-Asset-Management.aspx>.

The table on the following page lists the specific Performance Measures and Targets currently adopted in the Oregon Tier II Providers Group TAM Plan.

Tier II Group TAM Plan Performance Targets*Oregon Tier II Group TAM Plan Performance Targets*

Asset Type	2017	2018
Equipment - Automobiles	40%	40%
Rolling Stock - Over the Road Bus	20%	20%
Rolling Stock - Bus	40%	40%
Rolling Stock - Cutaway	40%	40%
Rolling Stock - Van	40%	40%
Rolling Stock - Minivan	40%	40%
Rolling Stock - SUV	40%	40%
Rolling Stock - Automobile	40%	40%
Facilities - Passenger / Parking Facilities	10%	10%
Facilities - Administrative / Maintenance Facilities	10%	10%

The MPO can chose to support LTD and ODOT in these targets or develop distinct targets for the MPO. If the MPO chooses to create distinct targets the MPO would be responsible for tracking and monitoring these targets. There are currently no funding repercussions for MPOs that do not meet targets, however, MPOs are required to incorporate performance measures and targets into the development of their Regional Transportation Plan (RTP) and their programming of funds in the Metropolitan Transportation Improvement Program (MTIP).

The MPO will open public involvement on this topic for 30 days with a public hearing and decision expected at the March MPC meeting.

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