



# Recommending Baltimore Regional Transit Asset Management Initial Performance Targets

**BRTB Technical Committee  
June 6, 2017**

Slides from MTA  
presentation to BRTB  
Technical Committee  
12/6/2016



# Transit Asset Management Initial Performance Targets

**December 6, 2016**

Background

# Federal TAM Law

**MAP-21 required that every transit operator receiving federal funds must:**

- Establish TAM Performance Targets
- Coordinate these Performance Targets with the State and MPOs
- Develop a TAMP
- Report asset inventories, condition, and performance measures through the NTD

# TAM Final Rule

## Different Requirements for Transit Providers of Different Sizes

**Tier 1** = Providers with 101 or more revenue vehicles in service during peak regular operations

*MTA, Montgomery, and Prince George's counties are Tier 1*

**Tier 2** = Providers with 100 or fewer revenue vehicles in service during peak regular operations

*All other LOTS are considered Tier 2*

*Maryland 5310 providers are exempt because they provide "closed-door" service*

# Final Inventory Requirements

## **Revenue Vehicles**

All revenue vehicles [regardless of ownership or funding source](#)

## **Equipment (Including Non-Revenue Vehicles)**

All non-revenue vehicles and equipment over \$50,000 in value

Note MTA has more stringent criteria for LOTS, requiring all equipment over \$1,000 in value.

## **Facilities**

All administrative, maintenance, and passenger facilities [regardless of ownership or funding source](#)

## **Guideway**

All guideway infrastructure (track, structures, power, train control, etc.) [regardless of ownership or funding source](#)

# Final Performance Measures

## Revenue Vehicles

% of assets at or past their useful life benchmark

## Equipment (Non-Revenue Vehicles)

% of assets at or past their useful life benchmark

## Facilities

% of assets rated below condition “3” on the TERM scale

## Guideway

% of guideway directional route miles with performance restrictions



**FTA default is  
an age-based  
analysis**

**Physical condition  
assessment is  
required (only for  
buildings w/  
direct federal or  
state funding)**

*Performance Targets must be set by the federal deadline of January 1, 2017*

# TERM condition rating scale for Facilities

Condition	Ratings	Description
<b>Excellent</b>	<b>5</b>	No visible defects, new or near new condition, may still be under warranty
<b>Good</b>	<b>4</b>	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
<b>Adequate</b>	<b>3</b>	Moderately deteriorated or defective components but has not exceeded useful life
<b>Marginal</b>	<b>2</b>	Defective or deteriorated component(s) in need of replacement; exceeded useful life
<b>Poor</b>	<b>1</b>	Critically damaged component(s) or in need of immediate repair; well past useful life



# Requirements for MPO Coordination



**For MTA and those LOTS operating in an urbanized area:**

- SGR performance targets shall be coordinated with the MPO
- The MPO Long & Short Range Transportation Plans shall include:
  - A description of the SGR TAM performance measures and targets
  - A report evaluating LOTS asset condition against these measures
  - A discussion of how the TIP/STIP will help achieve the SGR targets

# LOTS Performance Targets

(Presented by MTA December 2016)

# Tier 2 Revenue Vehicles

## % of assets at or past their useful life

Asset Class (NTD)	BASELINE % Past Useful Life*	Initial Target
Bus (Heavy Duty)	23.8%	23.8%
Bus (Med Duty)	17.0%	17.0%
Cutaway Bus	59.5%	59.5%
Ferryboat	0%	0%
Automobile	50.0%	50.0%
Van	69.1%	69.1%

*\* Some Tier 2 data from Baltimore City was not available to include in analysis*

# Tier 2 Equipment (Non-Revenue Vehicles)

**% of assets at or past their useful life**

Asset Class (NTD)	BASELINE % Past Useful Life*	Initial Target
Trucks	31.3%	31.3%
Other Rubber Tire Vehicles (Service)	59.5%	59.5%

*\* Some Tier 2 data from Baltimore City was not available to include in analysis*

# Tier 2 Facilities

**% of assets rated below condition “3” on the TERM scale**

Asset Class (NTD)	BASELINE % Below “3” on TERM Scale*	Initial Target
Administrative Facility	25.0%	25.0%
Maintenance Facility	11.1%	11.1%
Admin & Maint Facility	25.0%	25.0%

*\*Tier 2 data from Baltimore Co., Baltimore City, Harford Co., Washington Co. and TCCLES were not available to include in analysis*

*Estimates based on age of each facility’s components, not physical inspection*

*Passenger facilities should only be counted if they include an enclosed building with passenger restrooms, etc.*

# Proposed Regional (MPO) Targets

**Maryland and Baltimore Region LOTs Tier 2 Baseline and Targets**

<b>Asset Class (NTD)</b>	<b>Statewide LOTs Baseline % Past Useful Life*</b>	<b>Initial Statewide LOTs Target</b>	<b>Baltimore Regional LOTs</b>	<b>Baltimore County Ride</b>	<b>BC DOT (Circulator)</b>	<b>Carroll Transit System</b>	<b>Annapolis Transit</b>	<b>Harford Transit LINK</b>	<b>RTA of Central Maryland</b>	<b>Queen Anne's County Ride</b>
Bus (Heavy Duty)	23.8%	23.8%	7.1%		0% (0/30)		0% (0/15)		36.4% (4/11)	
Bus (Medium Duty)	17.0%	17.0%	16.2%				100% (4/4)	11.8% (2/17)	0% (0/15)	0% (0/1)
Bus (Light Duty) - Cutaway Bus	59.5%	59.5%	58.1%			64.5% (20/31)	0% (0/2)	51.9% (14/27)	27.8% (5/18)	100% (15/15)
Automobile (Revenue)	50.0%	50.0%	27.3%	100% (1/1)		100% (2/2)			0% (0/8)	
Van (Revenue)	69.1%	69.1%	66.7%	66.7% (16/24)		33.3% (1/3)	100% (0/8)			100% (2/2)
Trucks (Non-Revenue)	31.3%	31.3%	66.7%						100% (2/2)	0% (0/1)
Other Rubber Tire Vehicles (Service - Non-Revenue)	59.5%	59.5%	40.0%				42.9% (3/7)	33.3% (1/3)		

**Maryland and Baltimore Region LOTs Tier 2 Baseline and Targets**

Transit System	Grant Recipient	Average of Weighted Criticality Ranking	Average of Weighted Criticality Ranking (Raw)	Facility Type	Current Performance (% of Facilities Below a 3 on the TERM scale) Baltimore Region	Current Performance (% of Facilities Below a 3 on the TERM scale) Statewide Tier 2
Board of Carroll County Commissioners	Carroll	4	4.3	Administrative	0.0%	25.0%
City of Annapolis	Annapolis	3	3.5	Admin and Maint	0.0%	11.1%
Queen Anne's County	Queen Anne's	4	4.1	Admin and Maint	0.0%	11.1%
Board of Carroll County Commissioners	Carroll	2	2.6	Maintenance	33.0%	25.0%
Howard County	Howard	4	4.9	Maintenance	33.0%	25.0%
Queen Anne's County	Queen Anne's	3	3.0	Maintenance	33.0%	25.0%



# Timeline

May 16, 2017 – BRTB Transit Work Group Recommends Targets (webinar)

June 6, 2017 – BRTB Technical Committee Reviews and Recommends Approval

June 27, 2017 – Baltimore Regional Transportation Board Approves Targets