



Transit Asset Management - FY 2022 Performance Review and FY 2023 MDOT MTA Tier I Targets

Baltimore Regional Transportation Board

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Background

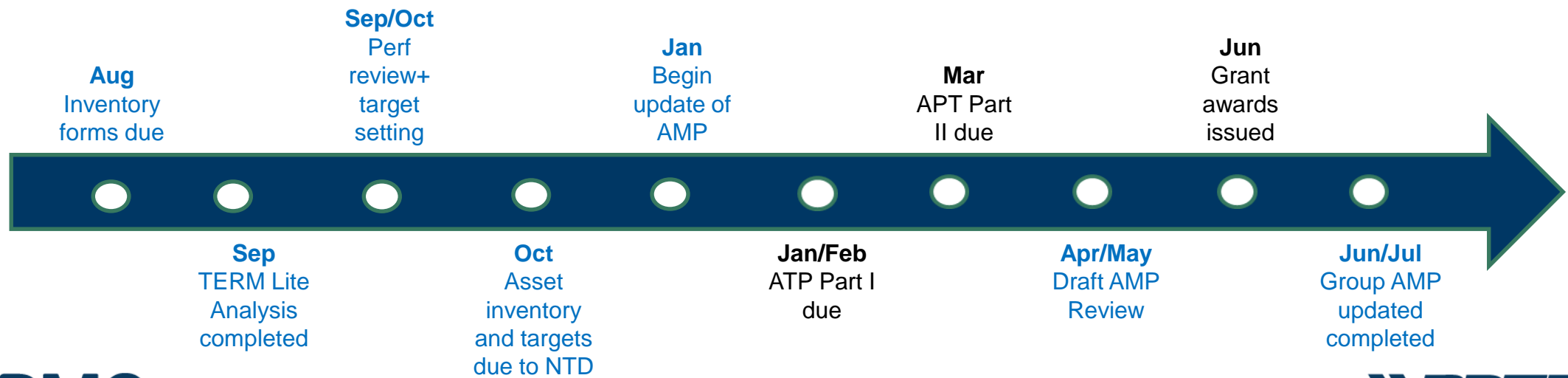
- In 2016, the Federal Transit Administration (FTA) established a system to monitor and manage public transportation assets to improve safety and increase reliability and performance
- The first Transit Asset Management (TAM) Plans were due in October 2018, and subsequent updates of the full plans are required every four years
- MDOT MTA submits a Tier I TAM Plan and assists the LOTS with a statewide group Tier II TAM Plan

TAM Plan Elements

| Tier | Element |
|--|---|
| <p>Tier I (large transit agencies) and Tier II (small transit agencies)</p> | 1. An inventory of assets |
| | 2. A condition assessment of inventoried assets |
| | 3. Description of a decision support tool |
| | 4. A prioritized list of investments |
| <p>Tier I only</p> | 5. TAM and SGR policy |
| | 6. Implementation strategy |
| | 7. List of key annual activities |
| | 8. Identification of resources |
| | 9. Evaluation plan |

Annual Asset Management Reporting Requirements

- In addition to TAM Plan updates every four years, NTD regulation requires annual submission of asset inventory data and narrative reports in four categories: rolling stock, equipment, facilities, and infrastructure
- For the LOTS, this process is built into the Annual Transportation Plan process (through which Federal and State grants are awarded, including the State of Good Repair Grants program) and those administered by MDOT MTA



MPO Requirements

- After the 2016 Final Rule, MPOs were required to cooperatively develop and adopt asset management baselines and targets within 180 days of the date set by the transit agency
- Baseline targets were established in January 2017 and BRTB adopted the newly established baseline and targets in June 2017
- After the initial requirement, an MPO must adopt new targets when it updates the MTP on a four year cycle*, and the first MTP update or amendment to be approved on or after July 20, 2021 is required to include the MPO's transit safety targets

**the MPO and transit agency may select to do so more frequently*

MDOT MTA Tier I Transit Asset Management Performance

| Performance Measure | 2022 Target (%) | 2022 Performance (%) |
|------------------------------------|-----------------|----------------------|
| Rolling Stock | | |
| AB - Articulated Bus | 3 | 0 |
| AO - Automobile | 0 | 100 |
| BR - Over-the-road Bus | 0 | 22.2 |
| BU - Bus | 8 | 11.5 |
| CU - Cutaway | 35 | 45.9 |
| HR - Heavy Rail Passenger Car | 100 | 100 |
| LR - Light Rail Vehicle | 0 | 0 |
| MV - Minivan | 0 | 0 |
| RL - Commuter Rail Locomotive | 0 | 0 |
| RP - Commuter Rail Passenger Coach | 15 | 14.7 |
| SV - Sports Utility Vehicle | 0 | 0 |

MDOT MTA Tier I Transit Asset Management Performance

| Performance Measure | 2022 Target (%) | 2022 Performance (%) |
|---|-----------------|----------------------|
| Equipment (non revenue vehicles) | | |
| Automobiles | 30 | 26.9 |
| Trucks and other Rubber Tire Vehicles | 17 | 14.6 |
| Steel Wheel Vehicles | 40 | 75 |
| Facility | | |
| Passenger / Parking Facilities | 1.2 | 1.7 |
| Administrative / Maintenance Facilities | 4.3 | 5.3 |
| Infrastructure | | |
| CR - Commuter Rail | 0 | 0 |
| HR - Heavy Rail | 2.0 | 1.4 |
| LR - Light Rail | 6.2 | 8.3 |

State of Good Repair Backlog

- **MDOT MTA's 2021 State of Good Repair (SGR) backlog was estimated at \$1.8 billion:**
 - \$477M in vehicles
 - \$163M in guideway assets
 - \$526M in systems assets
 - \$311M in facilities
 - \$343M in stations assets
- **Many of the needs identified in MDOT MTA's SGR backlog are funded to some extent and MDOT MTA prioritizes safety-critical projects to ensure safe operation of the system.**

Resolution #23-12

Accept MDOT MTA Baseline and Targets for inclusion in the LRTP and TIP

| Performance Measure | 2022 Baseline (%) | 2023 Target (%) |
|------------------------------------|----------------------|--------------------|
| Rolling Stock | | |
| AB - Articulated Bus | 0 | 18.5 |
| AO - Automobile | 100 | 100 |
| BR - Over-the-road Bus | 22.2 | 22.2 |
| BU - Bus | 11.5 | 3.1 |
| CU - Cutaway | 45.9 | 39.2 |
| HR - Heavy Rail Passenger Car | 100 | 100 |
| LR - Light Rail Vehicle | 0 | 0 |
| MV - Minivan | 0 | 0 |
| RL - Commuter Rail Locomotive | 0 | 0 |
| RP - Commuter Rail Passenger Coach | 14.7 | 14.7 |
| SV - Sports Utility Vehicle | 0 | 0 |

Resolution #23-12

Accept MDOT MTA Baseline and Targets for inclusion in the LRTP and TIP

| Performance Measure | 2022 Baseline | 2023 Target (%) |
|---|---------------|-----------------|
| Equipment (non revenue vehicles) | | |
| Automobiles | 26.9 | 24 |
| Trucks and other Rubber Tire Vehicles | 14.6 | 16.1 |
| Steel Wheel Vehicles | 75 | 75 |
| Facility | | |
| Passenger / Parking Facilities | 1.7 | 1.7 |
| Administrative / Maintenance Facilities | 5.3 | 5.3 |
| Infrastructure | | |
| CR - Commuter Rail | 0 | 0 |
| HR - Heavy Rail | 1.4 | 3.5 |
| LR - Light Rail | 8.3 | 6.5 |

For More Information

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