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

Baltimore Regional Transportation Board
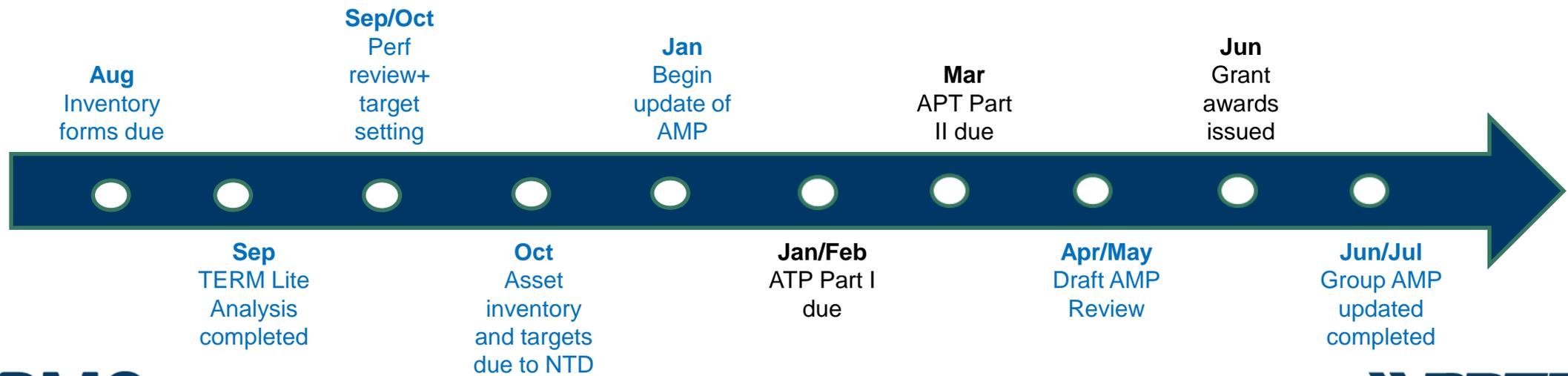
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Background

- 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
Tier I (large transit agencies) and Tier II (small transit agencies)	I. An inventory of assets
	2. A condition assessment of inventoried assets
	3. Description of a decision support tool
	4. A prioritized list of investments
Tier I only	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

Aug
Inventory forms due

Sep/Oct
Perf review+ target setting

Jan
Begin update of AMP

Mar
APT Part II due

Jun
Grant awards issued

Sep
TERM Lite Analysis completed

Oct
Asset inventory and targets due to NTD

Jan/Feb
ATP Part I due

Apr/May
Draft AMP Review

Jun/Jul
Group AMP updated completed

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

BMC

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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

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For More Information

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