

# TRANSIT PERFORMANCE BASED MANAGEMENT

## FEDERAL REQUIREMENT FOR PERFORMANCE BASED PLANNING AND PROGRAMMING

Under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reinforced in the Fixing America's Surface Transportation (FAST) Act, federal surface transportation regulations require the implementation of performance management requirements through which State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and designated transit providers transition to a performance-based planning and programming approach. On July 26, 2016, the Federal Transit Administration published the final rule on Transit Asset Management (TAM) (49CFR Part 625). Under the final TAM rule, DOTs, MPOs, and designated transit providers must collect and report data for four performance measures covering rolling stock, equipment, infrastructure, and facility condition. The NATS MPO area contains no relevant infrastructure as defined under 49 CFR part 625 (e.g. fixed guideway for light rail mass transit), and therefore the MPO is only required to set targets for equipment, rolling stock, and facilities.

### DESIGNATED TRANSIT PROVIDER

The City of Niles, which operates Dial-A-Ride Transportation (known as Niles DART), is the designated recipient for Section 5307 funding for the Michigan portion of the South Bend Urbanized Area. Niles DART currently provides two types of public transit service: deviated fixed route and demand response. Niles DART officials and the NATS MPO work cooperatively to conduct the performance-based continuing, comprehensive, and cooperative transportation planning process for the NATS Urbanized Area.

## PERFORMANCE MEASURES AND TARGETS

Working collectively, MPOs, DOTs, and designated transit providers are required to establish performance targets for each applicable measure established by federal legislation. A measure is a statement of what is being assessed, and a target is a quantifiable level of performance or what you hope to achieve within an identified time period. The TAM final rule requires targets to be set for four performance measures. Designated transit providers must adopt targets for the performance of their transit assets annually for the ensuing year. MPOs must establish TAM targets specific to the MPO planning area. The MPO then updates its TAM targets every four years.

**Rolling Stock:** the percentage of revenue vehicles (by type) that exceed the Useful Life Benchmark (ULB).

**Equipment:** the percentage of non-revenue service vehicles (by type) that exceed the ULB.

**Facilities:** the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirement Model (TERM) Scale.

**Infrastructure:** the percentage of track segments (by mode) that have performance restrictions. Not applicable to the NATS Study Area

## THE DATA

### Baseline Inventory for the City of Niles Dial-A-Ride Transportation (DART)

Asset Category	Assets	Current Condition	2019 Target
Rolling Stock Revenue Vehicles	CU – Cutaway Buses - 7	43% exceed ULB	43% exceed ULB
Equipment Non-revenue Vehicles	Service Truck - 1	100% exceed ULB	100% exceed ULB
Facilities	Administration/Maintenance Building	1 rated 3.5 on TERM scale.	0% rated below a 3.0 on the FTA TERM Scale

Source: Niles DART

### Niles Buchanan Cass Area Transportation Study (NATS) 2019-2020 Asset Management

#### Targets

Asset Category	Performance Measure	Asset	MPO 2019 Target	MPO 2020 Target
Rolling Stock Revenue Vehicles	Age – Percent of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark (ULB)	CU- Cutaway Busses	43% exceed ULB	29% exceed ULB
Equipment Non-revenue Vehicles	Age – Percent of non-revenue vehicles that have met or exceeded their useful life benchmark (ULB)	Service Truck	100% exceed ULB	100% exceed ULB
Facilities	Condition – percent of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administration/Maintenance Building	0% rated below a 3.0 on the FTA TERM Scale	0% rated below a 3.0 on the FTA TERM Scale

Source: Niles DART

Public transit capital projects included in the TIP align with the TAM planning and target setting processes undertaken by the Michigan Department of Transportation (MDOT), transit agencies, and MPOs. MDOT establishes a group TAM plan and group targets for all rural providers while urban providers establish their own TAM plans and targets.

Investments are made in alignment with TAM plans with the intent of keeping the state's public transit vehicles and facilities in a state of good repair and meeting TAM targets. MDOT allocates funding for transit rolling stock in accordance with the Public Transit Management System (PTMS) process.

Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the Reference Manual for Transit Agencies Handbook that is produced by MDOT Office of Passenger Transportation. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.