

9. TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES UPDATE

BACKGROUND

Transit Asset Management (TAM) is a process introduced in the Moving Ahead for Progress in the 21st Century Act (MAP-21). These guidelines, published as a Final Rule by the Federal Transit Administration, require public transportation providers to establish a process to maintain and track capital assets over their life cycle. This reporting is also integral to developing and updating the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). Assets are to be monitored across four categories:

1. Rolling Stock
2. Equipment
3. Facilities
4. Infrastructure

Public transportation agencies must prepare a TAM plan that outlines asset conditions in each of the above categories. The plans must be updated every four years.

Metropolitan Planning Organizations (MPOs) are required to work with transit agencies to develop regional performance measures for each of these asset categories. This process is designed to help ensure a state of good repair to improve safety and reliability in public transportation. This process also allows the MPO to identify categories of assets in need of investment.

CURRENT SITUATION

H-GAC staff coordinated with the regional transit agencies and the Regional Transit Coordination Subcommittee to review performance data for 2024 and update 2026 targets for transit asset management. (See attached report for more information.) Both the Regional Transportation Plan and Transportation Improvement Program Subcommittees have endorsed the proposed target updates for 2026.

ACTION REQUESTED

For discussion, no action requested.



FEDERAL PERFORMANCE REPORTING

Transit Asset Management

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Staff worked with METRO, Island Transit, Harris County Transit, Fort Bend Transit, Gulf Coast Transit District, City of Conroe, and The Woodlands Township to develop federally required performance measures for Transit Asset Management. Each agency submitted their most recent Transit Asset Management Plan. Woodlands Township, Conroe, and Island Transit submitted 2023 Plans. Fort Bend submitted its 2024 plan. All other agencies submitted 2021 plans. METRO also supplied their 2023 National Transit Database (NTD) data.

Colorado Valley Transit, as a rural provider, chose to report its data to TxDOT as part of the group plan. Also, Brazos Transit District was not included because they are unable to itemize asset condition data solely for the Metropolitan Planning Area.

Below is a summary of data collected:

Rolling Stock

Regional target not met for 2024

The regional target for 2024 was to have no more than 10% of rolling stock/vehicles in revenue service beyond their useful life. We did not meet this target as a region and most agencies showed an increase in the number of revenue vehicles beyond the useful life benchmark with 20% of these assets at or beyond the useful life benchmark.

Of the seven transit agencies, five agencies saw increases in the number of rolling stock beyond their useful life, while one, The Woodlands Transit remained stable with no rolling stock past the useful life benchmark, and another, Gulf Coast Transit District reduced their rolling stock beyond the benchmark.

Equipment

Regional target not met for 2024.

The regional equipment target was 46%, and the region did not meet the target. While many agencies did not have equipment changes, two agencies, including METRO, our largest agency, did see large changes from their prior reports to H-GAC in their non-revenue vehicle count, including an increase by 9% in the share of non-revenue vehicles that were beyond their useful life for a total of 55%.

Facilities

Regional target met for 2024.

The regional facilities target was to have no more than 45% of the region's facilities to fall below Federal Transit Administration's (FTA) Transit Economic Requirements Model (TERM) score of 3. The region met and surpassed the target with 28% of the facilities having a TERM score of 3 or above. Changes include facilities assets now being included in the TAM plan from the Woodlands Township and an additional facility coming on board for the Gulf Coast Transit District.

Infrastructure – (Tier I only)

Regional targets not met for 2024.

Of the 46 miles of track, 0.26 miles are now restricted within the METRO service area. This represents approximately one half of one percent of the total mileage which is rounded to the nearest whole percent.

Proposed 2026 Performance Measures with 2024 TAM Data

2024 and 2026 Performance Measures and 2024 Actual				
Asset Category	2024			Proposed Targets
	Targets	Actuals	Met	2026
Rolling Stock (revenue vehicles)	10%	20%	No	20%
Equipment (non-revenue vehicles)	46%	55%	No	55%
Facilities (buildings and structures)	45%	28%	Yes	28%
Infrastructure (rail tracks, signals & systems)	0%	1%	No	1%

Looking ahead, H-GAC expects asset conditions to remain stable or improve in the Houston-Galveston Area Council Metropolitan Planning Area. There will be over \$700 million in transit investments in the regional Transportation Improvement Program over the next few years. There are also additional asset investments expected through the ongoing project prioritization process.