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METROPOLITAN PLANNING ORGANIZATION

PLANNING TOMORROW'S TRANSPORTATION

Transportation Performance Measures
Transit Asset Management (TAM)

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Today's Objective

- ▸ Review status of all Transportation Performance Measures (TPM)

- ▸ Present Transit Asset Management (TAM – State of Good Repair (SGR) measures and targets

- ▸ Adopt resolution to support transit systems' TAMS targets

Status of TPMs

TPM	Adoption Cycle	Last Adopted	Next Adoption Due
Transit Asset Management (TAM)	four years	November 2018	October 2022
Safety -- transit	MPO discretion	June 2021	To be determined
Bridge and Pavement Condition	four years*	November 2018	February 2023
System Performance (i.e., travel time)	four years*	November 2018	February 2023
Safety -- roadway, bicycle and pedestrian	annual*	January 2022	February 2023
Greenhouse gas (GHG)	**GHG** has been published for comments (Notice of Proposed Rulemaking). Staff intend to submit comments by 10/13/22 due date.		

Bring to board in fall 2022

*Or, 180 days after NCDOT sets their targets.

TPMs

- ▸ Required by FAST ACT (federal transportation legislation)

- ▸ MPOs have 180 days to support NCDOT's non-transit TPMs, or adopt MPO customized TPM

- ▸ Must be integrated into the MTP (adoptions and amendments)

- ▸ MTP and TIP must describe how MTP and TIP will contribute to achieving targets

- ▸ No known consequences for MPO if targets not achieved.

Transit Systems and TAM

System Plan
- GoDurham
- GoTriangle
- Chapel Hill Transit (CHT)

Group Plan (NCDOT/IMD)
- Orange Public Transportation (OPT)
- Chatham Transit Network

- If in MPO Plan, must provide Transit Asset Management plan and State of Good Repair (SGR) measures/targets to the MPO

- Target updates:
  ◦ Transit provider – Annual
  ◦ MPO – every four years

SGR Targets

Performance Measure	Asset Category	Example ULB (1)	Targets:			
			GoDurham	GoTriangle	Chapel Hill Transit (2)	State (3)
Percent of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Revenue Vehicles	8 - 14 years	44%	20%	fixed-route: 19%. demand-responsive: 0%.	20%
Percent of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Equipment	8 years	78%	87%	20%	20%
Percent of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale (4)	Facilities	TERM: 5-excellent 1-poor	0%	0%	10%	20%

Note: These footnotes are for the MPO review process and will not be included in the final, signed resolution.

(1) Systems use varying year and mileage thresholds for different asset classes. These are examples.

(2) CHT data is for upcoming 2022 plan.

(3) Orange Public Transportation and Chatham Transit Network chose to join the State consortium lead by NCDOT/IMD.

(4) Facilities do not have a Useful Life Benchmark such as "years." The TERM condition scale is used instead of years.

The targets will vary among the systems because the age and mileage of their current fleets varies.

Action Today:

▶ Receive the presentation on the State of Good Repair (SGR) targets, and

▶ Adopt the TAM resolution stating that MPO plans and policies support the SGR targets