



## Executive Summary

FHWA and FTA jointly issued a Planning Rule that establishes various performance measures to assess transit asset management (TAM) and transit safety. State DOTs and MPOs are required to set targets for the various federal performance measures. The WAMPO TAC recommends that the TPB support and accept KDOT's 2023 TAM targets for the WAMPO region (excluding Wichita Transit's and the City of Derby's service areas) and Wichita Transit's 2023-2026 TAM targets for Wichita Transit's and the City of Derby's service areas within the WAMPO region.

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## Performance Based Planning

Performance management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which progress is assessed using available data.

FHWA and FTA jointly issued a Planning Rule to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. This Rule specifies the requirements for the State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to implement a performance-based approach to planning and programming.

## TAM Federal Performance Measures

In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Final Rule, 49 USC 5326, became effective October 1, 2016, and established three performance measures. The performance management requirements outlined in 49 USC 5326 are minimum standards for transit operators.

Public transportation providers must coordinate with states and MPOs in the selection of state and MPO Transit Asset Management and transit safety performance targets. TAM performance measures are as follows:

- » **Rolling Stock:** The percentage of revenue vehicles (by asset class) that have met or exceeded the Useful Life Benchmark (ULB).
- » **Equipment:** The percentage of non-revenue service vehicles (by asset class) that have met or exceeded the ULB.
- » **Facilities:** the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale. Condition assessments must be no more than four (4) years old.

KDOT is a group TAM plan sponsor, as is Wichita Transit (the City of Derby is part of the Wichita Transit plan). Each plan has its own set of performance targets. WAMPO will support both KDOT's TAM Targets and Wichita Transit's TAM targets. KDOT's TAM targets apply to the portion of the WAMPO region that is not within Wichita Transit's or the City of Derby's service area. Wichita Transit's TAM targets will apply only to Wichita Transit's and the City of Derby's service areas.



**2023 Transit Asset Management (TAM) Targets**

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WAMPO supports KDOT’s 2023 TAM Plan Targets, which are as follows:

Federal Performance Measures		ULB	Replacement Threshold	2023 Targets
<b>Rolling Stock</b> (% of revenue vehicles that have met/ exceeded their ULB)	Over-the-Road Bus	14	14 years / 750K Miles	25%
	Full-Sized Bus	14	12 years / 500K Miles	25%
	Cutaway Bus	10	5 years / 100K Miles	25%
	Van	8	5 years / 100K Miles	25%
	Minivan	8	5 years / 100K Miles	25%
	Automobile	8	--	--
<b>Equipment</b> (% of non-revenue vehicles that have met/ exceeded their ULB)	Van	8	5 years / 100K Miles	75%
	Minivan	8	5 years / 100K Miles	75%
	SUV	8	5 years / 100K Miles	75%
	Automobile	8	5 years / 100K Miles	75%
	Cutaway Bus	10	--	--
<b>Facilities</b> (% of facilities (by group) that are rated less than 3.0 on the TERM Scale.)	Administrative	3.00	--	25%
	Maintenance	3.00	--	25%
	Parking	3.00	--	25%
	Passenger	3.00	--	25%

WAMPO supports Wichita Transit’s 2023-2026 TAM Plan Targets, which are as follows:

Federal Performance Measures		Replacement Threshold	2023-2026 Targets
<b>Rolling Stock</b> (% of revenue vehicles that have met/ exceeded their ULB)	Buses, HD-Diesel & Electric	14 years / 600K Miles	25%
	Buses, MD-Electric	12 years / 500K Miles	25%
	Light Duty Cutaway Vans	6 years / 200K Miles	25%
<b>Equipment</b> (% of non-revenue vehicles that have met/ exceeded their ULB)	Admin & Maintenance Support Vehicles	10 years / 100K Miles	75%
<b>Facilities</b> (% of facilities (by group) that are rated less than 3.0 on the TERM Scale.)	Bus Admin & Maintenance Facility	Rated under 3.0 on TERM scale	0%
	Van Admin & Maintenance Facility	Rated under 3.0 on TERM scale	0%
	Passenger/Parking Facility	Rated under 3.0 on TERM scale	0%



## **TAC Recommendation**

Approve the 2023 TAM targets for the WAMPO region, as presented.

## **Action Options**

- » Approve the 2023 TAM targets for the WAMPO region, as presented.
- » Not approve the 2023 TAM targets for the WAMPO region.
- » Approve the 2023 TAM targets for the WAMPO region, with specific changes.

## **Attachments**

- » KDOT 2022 TAM Plan - <https://bit.ly/TAMR1WAMPO>
- » Wichita Transit 2022 TAM Plan - <https://bit.ly/TAMPlan>