8.   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

The Transportation Advisory Committee recommends Transportation Policy Council approval of Resolution 2024-09.

FEDERAL PERFORMANCE REPORTING
Transit Asset Management

Name: Christopher Whaley and Jamila Owens
Date: March 13, 2024

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 milage which is rounded to the nearest whole percent.

Proposed 2026 Performance Measures with 2024 TAM Data

Asset Category	2024			Proposed Targets
2024 and 2026 Performance Measures and 2024 Actual				
	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.

Resolution
NO. 2024-09

AUTHORIZING ADOPTION OF FEDERAL PERFORMANCE TARGETS FOR TRANSIT ASSET MANAGEMENT PERORMANCE MEASURES REQUIRED BY THE FAST ACT AND THE INFRASTRUCTURE INVESTMENT AND JOBS ACT

WHEREAS, the Houston-Galveston Area Council (H-GAC) is designated as the Metropolitan Planning Organization (MPO) for the Houston - Galveston Metropolitan Planning Area by the Governor of Texas in accordance with federal law, and;

WHEREAS, the Transportation Policy Council (TPC) is the regional transportation policy body, and;

WHEREAS, H-GAC is committed to maintaining and improving the conditions of public transportation assets to a State of Good Repair; resulting in a safe, reliable multimodal transit network that the region can depend on, and;

WHEREAS, federal law assigns the MPO the responsibility for carrying out the metropolitan planning process, in cooperation with the State and publicly owned transit service providers, and;

WHEREAS, the federal law assigns the MPO the responsibility for developing and approving regional performance targets and to incorporate these measures and a performance-based planning process into the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP) documents, and;

WHEREAS, the federal law requires the adoption of regional Transit Asset Management performance targets in four (4) asset categories: 1). Rolling Stock – Revenue Vehicles; 2). Equipment – Non-Revenue Vehicles; 3). Facilities – All Buildings and Structures; and 4). Infrastructure – Fixed Rail Guideway, as shown in Table 1, and;

NOW, THEREFORE, BE IT RESOLVED THAT THE TRANSPORTATION POLICY COUNCIL FOR THE HOUSTON-GALVESTON METROPOLITAN PLANNING AREA ADOPTS THE REGIONAL TRANSIT ASSET MANAGEMENT TARGETS, AS IDENTIFIED IN THE ATTACHED TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES TABLE, AND AMENDS THE PERFORMANCE MEASURES INTO THE 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM AND THE 2045 REGIONAL TRANSPORTATION PLAN UPDATE.

PASSED AND APPROVED this 26th day of April 2024, at a regularly called meeting of the Transportation Policy Council.

APPROVED: ATTEST:

Hon. Justin Beckendorff, Chairman   Hon. Nancy Arnold, Secretary
Transportation Policy Council   Transportation Policy Council

Table 1. Transit Asset Management (TAM) Performance Measures

April 2024

TAM Performance Targets and Actuals by Year									
		2022			2024			2026	
Asset Category	Desired Trend	Targets	Actuals	Target Met?	Targets	Actuals	Target Met?	Original Targets	Adjusted Targets
Rolling Stock (revenue vehicles)	⬇	10%	10%	✔	10%	20%	✖	10%	20%
Equipment (non-revenue vehicles)	⬇	46%	46%	✔	46%	55%	✖	46%	55%
Facilities (buildings and structures)	⬇	54%	45%	✔	45%	28%	✔	45%	28%
Infrastructure (rail tracks, signals & systems)	⬇	0%	0%	✔	0%	1%	✖	0%	1%
Note: A lower percentage indicates better conditions of the transit assets.									