



MEMORANDUM

To: MPO Policy Committee

From: CMAP staff

Date: June 1, 2017

Re: Recommended CY2017 regional transit asset condition targets

One of the most significant policy changes in the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, passed in 2012, was to institute a national performance measurement system for the highway and transit programs. The Transportation Committee has previously been provided with a [memo](#) outlining state, MPO, and transit agency requirements for tracking performance and setting performance targets. Under federal law, MPOs have an independent responsibility to set targets for highway and transit performance measures. This memo proposes regional targets for transit asset condition for the end of calendar year 2017 based on the four performance measures in the Federal Transit Administration’s [final asset management rule](#). The Transportation Committee recommended approval of these targets in April. In the years following, the CMAP Board and MPO will need to update the regional targets, and CMAP staff are coordinating with the transit agencies to develop a process for doing so.

Proposed targets

Performance measure	Asset class ¹	Agency	Count	Most recent measure value ²	End of 2017 target
Rolling stock -- Percentage of revenue vehicles within a	Fixed route buses	CTA	1869	0%	6%
	Fixed route buses	Pace	730	33%	10%
	Paratransit vehicles	Pace	494	48%	25%

¹ For CTA and Pace, the asset classes in this table aggregate the more detailed categories used by the service boards. The targets for the equipment category represent weighted average targets.

² Where not available from the service boards, the most recent measure value was obtained from the National Transit Database (NTD) for 2015. Not all assets are included in the NTD.

Performance measure	Asset class ¹	Agency	Count	Most recent measure value ²	End of 2017 target
particular asset class that have either met or exceeded their ULB ³	Community transit vehicles	Pace	107	49%	35%
	Vanpool	Pace	770	53%	25%
	Rail cars	CTA	1468	5%	24%
	Coaches	Metra	855	43%	43%
	Highliners	Metra	186	0%	0%
	Locomotives	Metra	150	62%	62%
Infrastructure -- Percentage of track segments with performance restrictions	Track (linear feet)	CTA	1.18 m	410%	12%
	Track (directional route miles)	Metra	488	<1%	<1%
Facilities -- Percentage of facilities within an asset class rated below condition 3 on the TERM scale ⁵	Bus garages ⁶	CTA	36		78%
	Other facilities	CTA	7		43%
	Rail stations ⁷	CTA	146		32%
	Rail shops ⁶	CTA	33		24%
	Substations	CTA	68		10%
	Rail stations / parking	Metra	241	13%	13%
	Admin/ maintenance	Metra	65	6%	6%
	Admin/ maintenance	Pace	12	17%	25%
	Stations	Pace	3	33%	33%
Parking	Pace	52	16%	50%	
Equipment -- Percentage of non-revenue, support-service, and maintenance vehicles that have either met or exceeded their ULB	All non-rev vehicles	Pace	157	57%	10%
	All non-rev vehicles	Metra	544	32%	32%
	All non-rev vehicles	CTA	667		18%
	All equipment	Metra	193	36%	36%
	All equipment	CTA	90		62%

³ ULB = useful life benchmark, a threshold for the maximum length of time an asset typically can remain in service and fulfill its function. Agencies can use the FTA default or select one based on local experience. Note that, since the [previous memo to Transportation Committee](#), Pace has changed its benchmark to the minimum life used to determine [eligibility in the FTA's grant programs](#). Pace now assumes a minimum useful life of 12 years for fixed route buses and 4 years for paratransit, community transit, and vanpool vehicles, whereas for the Transportation Committee memo the agency previously assumed 14, 10, 10, and 8 years, respectively.

⁴ For December 2016

⁵ The "TERM scale" is a 1 – 5 rating (1 = Poor and 5 = Excellent) of asset condition used in the Transit Economic Requirements Model, an FTA model used to forecast asset condition based on investment.

⁶ CTA bus garage and rail shop counts refer to the number of buildings, not the number of locations.

⁷ CTA rail station count includes one station, Washington- Red Line, that is not currently in operation.

Discussion

The proposed MPO targets are identical to those established by the service boards for calendar year 2017 (with the exception that the equipment targets have been aggregated for CTA and for Pace). Staff believes that this is the best approach for the first-year targets, given the limited time and information available. More information on asset condition and investment priorities will emerge as the service boards complete their transit asset management (TAM) plans over the next 1.5 years, as also required in the FTA rule. The MPO targets can evolve just as the transit agency targets are expected to evolve.

The MPO targets are a chance for the region to connect short-term performance measurement to longer-term regional priorities. For the MPO targets set in upcoming years, the focus should be on high-level resource allocation, that is, whether more effort and funding should be directed to improving certain measures or asset classes. CMAP should look to ON TO 2050 to help guide the process of setting MPO targets. The MPO target-setting requirements also give the region another avenue through which to call attention to the large investment and funding needs for different elements of the transit system. The RTA has identified a need of \$19.4 billion to bring the system up to a state of good repair. This backlog is projected to grow without significant increases in capital funding. Existing funding levels force the agencies to make difficult choices, including declining conditions for some assets, that will ultimately impact service quality and reliability.

In the short term, the agencies are targeting improvements or very modest declines in the condition of buses, paratransit vehicles, and vanpool vans. This is consistent with the emphasis the agencies have placed on improving the bus fleet in recent years. Pace's bus improvements will continue with the purchase of 91 compressed natural gas buses in 2017, as well as the purchase of 84 paratransit vehicles in 2017. CTA's bus fleet is expected to have a modest decline partially offset by the purchase of about 30 electric buses over 5 years.

The condition of heavy rail rolling stock is expected to decline over 2017 and then begin improving in the medium term. While CTA is in procurement for its 7000 series cars, they will not begin entering the system until 2020. CTA is also overhauling 257 railcars over the next five years, although it is not clear that these overhauls affect useful life in the performance measure calculation. On the commuter rail system, Metra has a target of holding condition constant over 2017. Other than Metra's Highliners on the Electric District, which were replaced in 2016, that agency's rolling stock is quite old relative to its useful life benchmark. Much of its modernization plan is on hold for lack of funding, but the agency recently announced it intends to acquire at least 25 coaches and 10 locomotives in 2019 and 2020. The agency also expects to have rehabilitated 41 locomotives by the end of 2019.

Track condition is measured by the percentage of track mileage with performance restrictions. For CTA, this is the slow zone percentage, which tends to fluctuate from month to month but has trends strongly affected by investment levels and how recently lines underwent significant rehabilitation. Slow zone mileage is currently slightly under its 10-year average; the 2017 target keeps it at its historical average. Metra's track has a low percentage under performance

restrictions, which is attributed to compliance with Federal Railroad Administration track safety standards.

Station and parking lot condition have not been assessed as completely or recently as for other assets. Current condition and targets were based on expert judgment in some cases.

Next steps and future targets

The MPO and the transit agencies are to develop specific written provisions for setting the regional targets and jointly sharing information related to the targets (23 CFR 450.314). A planning agreement signed by the parties is not required but is an option. CMAP, service board, and RTA staff expect to coordinate on developing such a process over the next few months. CMAP staff will update the committee as these discussions proceed. Furthermore, by October 2018 the TIP will need to reflect the region's desired performance outcomes for transit asset condition (23 CFR 450.340(e)), as will ON TO 2050. Lastly, the service boards anticipate updating their annual targets at the end of 2017.

ACTION REQUESTED: Approval

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