

KYOVA INTERSTATE PLANNING COMMISSION

TRANSIT PERFORMANCE MANAGEMENT

FEDERAL REQUIREMENT FOR PERFORMANCE BASED PLANNING AND PROGRAMMING

Under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reinforced in the Fixing America's Surface Transportation (FAST) Act, federal surface transportation regulations require the implementation of performance management requirements through which State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and designated transit providers transition to a performance-based planning and programming approach. On July 26, 2016, the Federal Transit Administration published the final rule on Transit Asset Management (TAM)(49 CFR Part 625). Under the final TAM rule, DOTs, MPOs, and designated transit providers must collect and report data for four performance measures covering rolling stock, equipment, infrastructure, and facility condition. KYOVA Interstate Planning Commission contains no relevant infrastructure as defined under 49 CFR Part 625 and therefore the MPO is only required to set targets for rolling stock, equipment, and facilities. Every agency must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. Additionally, in accordance with 23 CFR 450.326(c-d), 450.326 (c) states "the Transportation Improvement Program (TIP) shall be designed such that once implemented, it makes progress toward achieving the performance targets established under 450.306(d)." 450.326(d) states "The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the Metropolitan Transportation Plan, linking investment priorities to those performance targets".

DESIGNATED TRANSIT PROVIDERS

There are three (3) federally recognized public transit providers operating within the KYOVA planning boundaries of the Huntington, WV-KY-OH Urbanized Area. Agency vehicles are accessible to persons with disabilities. Each operate as is a "Tier II" Provider with fewer than 100 revenue vehicles.

- **Tri-State Transit Authority (TTA)**
Tri- State Transit Authority provides both Fixed Route and Paratransit Service throughout Cabell and Wayne counties, West Virginia. Paratransit Services are available to those unable to ride the Fixed Route Service and is a curb to curb ride-sharing service where clients schedule ride times in advance. TTA's 2017 passenger count was 901,878.
- **Ashland Bus System (ABS)**
The Ashland Bus System provides both Fixed Route and Paratransit Service. The Fixed Route operates throughout the City of Ashland and adjoining areas that is no more than ¼ of a mile on either side of any ABS route. Paratransit Services are available to those unable to ride the Fixed Route Service and is a curb to curb ride-sharing service where clients schedule ride times in advance. ABS provides over 100,000 passenger trips annually.
- **Lawrence County Transit (LCT)**
Lawrence County Transit Provides demand response bus service to Lawrence County, Ohio. Additionally, they provide connections to adjacent counties and to the partner public transit systems. Assets are owned and managed by the LCT. However, service is provided under contract with the Ironton-Lawrence County Community Action Organization (ILCAO). LCT provided 26,399 passenger trips in 2017.

TRANSIT ASSET MANAGEMENT MEASURES

The performance measures assess the condition in which a capital asset can operate at a full level of performance. A capital asset is in a state of good repair (SGR) when that asset (MAP-21 Section 625.41):

1. Can perform its designated function;
2. Does not pose a known unacceptable safety risk; and
3. Its life cycle investments must have been met or recovered.

For age-based assets, the target represents the percentage of assets per class that exceed the Useful Life Benchmark (ULB). KYOVA elected to use the FTA ULB for Rolling Stock and Equipment. For the Facilities, the FTA Transit Economic Requirement Model (TERM) Scores were used.

TAM PLAN

The Transit Asset Management (TAM) Plan serves as a business model that uses the condition of assets to guide the optimal prioritization of funding a transit property to keep the transit network/s in a State of Good Repair (SGR). The FTA website states that “Every agency must develop a Transit Asset Management (TAM) Plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S. C. Chapter 53 as a recipient or subrecipient. Each TAM Plan should:

- Outline how people, processes, and tools come together to address asset management policy and goals;
- Provide accountability and visibility for further understanding of leveraging asset management practices; and
- Support planning, budgeting, and communications to internal and external stakeholders.”

GROUP TAM PLAN

Tier II agencies may develop their own plans or participate in a group TAM Plan. Group TAM Plans are usually completed by a group TAM sponsor (generally the State DOT or a direct or designated 5310 or 5307 recipient). West Virginia Division of Public Transit provided this alternative to TTA and they chose to be included in the West Virginia State TAM Plan. The Kentucky Transportation Cabinet’s Office of Transportation Delivery chose not to include Tier II providers in their State Plan. Therefore, ABS was required to complete their own. Additionally, Lawrence County Transit completed a TAM Plan as Ohio did not elect to include Tier II providers in their state TAM Plan. After the review of documentation received from the three transit providers, KYOVA elected to set regional transit targets rather than adopting individual targets from each of the three (3) transit agency.

PERFORMANCE MEASURES AND TARGETS

Working collectively, MPOs, DOTs, and designated transit providers are required to establish performance targets for each applicable measure established by federal legislation. A measure is a statement of what is being assessed, and a target is a quantifiable level of performance or what you hope to achieve within an identified time period. The Transit Asset Management final rule requires Tier II provider targets to be set for four (4) performance measures. The four performance measures are:

- Rolling Stock: the percentage of revenue vehicles (by type) that exceed the Useful Life Benchmark (ULB)
- Equipment: the percentage of non-revenue service vehicles (by type) that exceed the ULB
- Facilities: the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirement Model (TERM) Scale

- Infrastructure: the percentage of track segments (by mode) that have performance restrictions. Not applicable to the KYOVA Interstate Planning Commission.

Designated transit providers must adopt targets for the performance of their transit assets annually for the ensuing year. MPOs must establish TAM targets specific to the MPO planning area within 180 days of the transit provider establishing its initial TAM targets. The MPO is required to update its TAM targets every four years.

Table 1 outlines the Regional Baseline Inventory and Table 2 provides the Regional 2018-2023 Targets for the KYOVA Interstate Planning Commission planning area of the Huntington, WV-KY-OH Urbanized Area. Regional targets were based on data received from the three (3) transit agencies. The FTA Default Useful Life Benchmark (ULB) Cheat Sheet from the 2017 Asset Inventory Module Reporting Manual, page 53 was used to complete the analysis. FTA TERM Rating was used to determine facility condition.

Table 1: Regional Baseline (2018) Inventory and Targets for the KYOVA Planning Area

ASSET CATEGORY	ASSETS	CURRENT CONDITION	KYOVA 2018 BASELINE/TARGET
Rolling Stock (Revenue vehicles)	BU – Buses = 34 (includes 3 Trolley Buses)	2 buses exceed default Useful Life Benchmark (ULB)	No more than 50% of bus fleet exceed ULB
	CU – Cutaway Buses = 15	0 Cutaway buses exceed default ULB	No more than 50% of cutaway bus fleet exceed ULB
	MB – Minibus = 2	1 Minibus exceed default Useful Life Benchmark (ULB)	No more than 50% of minibus fleet exceed ULB
	MV – Minivans = 9	0 minivans exceed default ULB	No more than 50% of minivan fleet exceed ULB
Equipment (Non-revenue vehicles)	Truck = 2	0 trucks exceeds default ULB	No more than 50% of truck fleet exceed ULB
	SUV = 5	3 SUV's exceeds the default ULB	No more than 60% of SUV exceed ULB
Facilities	Administration Buildings = 4	3 rated in Good Condition, but no longer new; 1 rated Marginal; Moderately defective or deteriorated components	No more than 50% rated below a 3.0 on the FTA TERM Scale
	Maintenance = 2	1 rated in Good Condition, but no longer new; and 1 rated in Adequate Condition with Moderately defective or deteriorated components	No more than 50% rated below a 3.0 on the FTA TERM Scale
	Passenger Facility = 3	3 rated in Excellent Condition; no visible defects, near new condition	No more than 50% rated below a 3.0 on the FTA TERM Scale

Source: Tri-State Transit Authority/Ashland Bus System/Lawrence County Transit

Table 2: 2018-2023 Regional Transit Asset Management Targets for the KYOVA Planning Area

ASSET CATEGORY	PERFORMANCE MEASURE	ASSET	KYOVA 2018-2023 TARGET
Rolling Stock	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Buses	No more than 50% exceed ULB
		Cutaways	No more than 50% exceed ULB
		Minivans	No more than 50% exceed ULB
Equipment	Age - % of non-revenue vehicles that have meet or exceeded their Useful Life Benchmark (ULB)	Trucks	No more than 50% exceed ULB
		SUV	No more than 50% exceed ULB
		Cars	No more than 50% exceed ULB
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administration	No more than 50% rate below 3.0
		Maintenance	0% (none) rated below 3.0
		Service	0% (none) rated below 3.0
		Passenger	0% (none) rated below 3.0

Section 5310 Program Vehicles

Table 3:
Regional Baseline (2018) Inventory and Targets for Huntington, WV-KY-OH Section 5310 Program

ASSET CATEGORY	ASSETS	CURRENT CONDITION	KYOVA 2018 BASELINE/TARGET
FTA Section 5310 (Revenue Vehicles)	MV – Minivan = 1	0 Minivans exceed the default ULB	No more than 50% of bus fleet exceeds ULB
	CU – Cutaway Buses = 5	0 Cutaway buses exceed default ULB	No more than 50% of cutaway bus fleet exceed ULB

Source: Tri-State Transit Authority

Table 4:
2018-2023 Regional Transit Asset Management Targets for Huntington, WV-KY-OH Section 5310 Program

ASSET CATEGORY	PERFORMANCE MEASURE	ASSET	KYOVA 2018-2023 TARGET
FTA Section 5310 (Revenue Vehicles)	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Cutaways	No more than 50%
		Minivans	No more than 50%

Transit Investment Prioritization

The following table outlines the identified needs for transit projects and/or vehicles. Actual investments will be determined based on available funds.

Table 5: Rolling Stock Investment Priority Schedule

Project Year	Asset Category	Project Name	Asset Class	Quantity	Cost-Estimated per vehicle	Total Project Cost	Priority
2018	Revenue Vehicles	Bus Acquisition	BU – Bus	3	\$450,000	\$1,350,000	HIGH
2018 PROJECTED PROJECT TOTALS				3		\$1,350,000	
2019	Revenue Vehicles	Bus Acquisition	BU - Bus	3	\$450,000	\$1,350,000	HIGH
2019	Revenue Vehicles	Bus Acquisition	CU - Cutaway	2	\$98,000	\$196,000	HIGH
2019	Revenue Vehicles	Minivan Acquisition	MV - Minivan	4	\$46,000	\$184,000	MODERATE
2019	Revenue Vehicles	Van Acquisition	VN - Van	2	\$62,000	\$124,000	MODERATE
2019 PROJECTED PROJECT TOTALS				11		\$1,854,000	
2020	Revenue Vehicles	Bus Acquisition	BU – Bus	3	\$450,000	\$1,350,000	HIGH
2020	Revenue Vehicles	Bus Acquisition	CU - Cutaway	1	\$98,000	\$98,000	HIGH
2020	Revenue Vehicles	Minivan Acquisition	MV - Minivan	2	\$46,000	\$92,000	LOW
2020	Revenue Vehicles	Van Acquisition	VN - Van	4	\$62,000	\$248,000	MODERATE
2020 PROJECTED PROJECT TOTALS				10		\$1,788,000	
2021	Revenue Vehicles	Bus Acquisition	BU – Bus	3	\$450,000	\$1,350,000	HIGH
2021	Revenue Vehicles	Bus Acquisition	CU - Cutaway	1	\$98,000	\$98,000	HIGH
2021	Revenue Vehicles	Minivan Acquisition – 1	MV - Minivan	2	\$46,000	\$92,000	LOW
2021	Revenue Vehicles	Van Acquisition	VN - Van	1	\$62,000	\$62,000	MODERATE
2021 PROJECTED PROJECT TOTALS				7		\$1,602,000	
2022	Revenue Vehicles	Bus Acquisition	BU – Bus	4	\$450,000	\$1,800,000	HIGH
2022	Revenue Vehicles	Minivan Acquisition	MV - Minivan	1	\$46,000	\$46,000	MODERATE
2022	Revenue Vehicles	Van Acquisition	VN - Van	1	\$62,000	\$62,000	MODERATE
2022 PROJECTED PROJECT TOTALS				6		\$1,908,000	
2023	Revenue Vehicles	Bus Acquisition	BU – Bus	4	\$450,000	\$1,800,000	HIGH
2023	Revenue Vehicles	Bus Acquisition	CU - Cutaway	2	\$98,000	\$196,000	HIGH
2023	Revenue Vehicles	Minivan Acquisition	MV - Minivan	1	\$46,000	\$46,000	MODERATE
2023	Revenue Vehicles	Van Acquisition	VN - Van	1	\$62,000	\$62,000	LOW
2023 PROJECTED PROJECT TOTALS				8		\$2,104,000	
2018-2023 PROJECTED NEEDS				45		\$10,606,000	

Table 6: Section 5310 2018-2023 Projected Needs

Project Year	Asset Category	Project Name	Asset Class	Quantity	Cost-Estimated per vehicle	Total Project Cost	Priority
2018	FTA Section 5310	Minivan Acquisition	MV - Minivan	2	\$45,000	\$90,000	HIGH
2018	FTA Section 5310	Cutaway Bus Acquisition	CU - Cutaway Bus	2	\$98,000	\$196,000	HIGH
2018 PROJECTED PROJECT TOTALS				4		\$286,000	HIGH
2019	FTA Section 5310	Minivan Acquisition	MV - Minivan	3	\$45,000	\$135,000	HIGH
2019	FTA Section 5310	Cutaway Bus Acquisition	CU - Cutaway Bus	1	\$98,000	\$98,000	HIGH
2019 PROJECTED PROJECT TOTALS				4		\$233,000	HIGH
2020	FTA Section 5310	Minivan Acquisition	MV - Minivan	2	\$45,000	\$90,000	HIGH
2020	FTA Section 5310	Cutaway Bus Acquisition	CU - Cutaway Bus	2	\$98,000	\$196,000	HIGH
2020 PROJECTED PROJECT TOTALS				4		\$286,000	HIGH
2021	FTA Section 5310	Minivan Acquisition	MV - Minivan	3	\$45,000	\$135,000	HIGH
2021	FTA Section 5310	Cutaway Bus Acquisition	CU - Cutaway Bus	1	\$98,000	\$98,000	HIGH
2021 PROJECTED PROJECT TOTALS				4		\$233,000	HIGH
2022	FTA Section 5310	Minivan Acquisition	MV - Minivan	2	\$45,000	\$90,000	HIGH
2022	FTA Section 5310	Cutaway Bus Acquisition	CU - Cutaway Bus	2	\$98,000	\$196,000	HIGH
2022 PROJECTED PROJECT TOTALS				4		\$286,000	HIGH
2023	FTA Section 5310	Minivan Acquisition	MV - Minivan	3	\$45,000	\$135,000	HIGH
2023	FTA Section 5310	Cutaway Bus Acquisition	CU - Cutaway Bus	2	\$98,000	\$196,000	HIGH
2023 PROJECTED PROJECT TOTALS				5		\$331,000	
2018-2023 5310 PROJECTED NEEDS				25		\$1,655,000	

KYOVA is committed to working closely with the local transit providers, Ohio Department of Transportation, Kentucky Transportation Cabinet, West Virginia Department of Highways, and the Federal Transit Administration in achieving established performance targets and measures as well as development of future targets. KYOVA promotes program investments that support the TAM Targets. All projects are subject to fiscal constraint and federal eligibility.