

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2001-03: Supporting the FY 2020 Transit Asset Management Performance Measure Targets Set by the New Jersey Transit

WHEREAS, the South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) designated under federal law for the southern region of New Jersey including Atlantic, Cape May, Cumberland, and Salem Counties; and

WHEREAS, Title 23, Sections 134 and 150 of the United States Code requires that each MPO undertake a transportation planning process that shall provide for the establishment and use of a performance-based approach to transportation decision-making to support national goals; and that each MPO shall establish performance targets that address the performance measures to use in tracking progress toward attainment of critical outcomes for the region; and

WHEREAS, the Federal Transit Administration (FTA) published the final rule, (49 CFR Part 625), on Transit Asset Management (TAM) on July 26, 2016, requiring public transportation providers to develop and adopt annual transit asset management targets assessing percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB), the percentage of non-revenue service vehicles (by type) that exceed the ULB, the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements model (TERM) Scale, and the percentage of track segments (by mode) that have performance restrictions; and

WHEREAS, on May 27, 2016 the Federal Highway Administration (FHWA) and Federal Transit Association (FTA) issued a final rule on metropolitan planning (23 CFR 450 & 771 and 49 CFR 613), under which MPOs must adopt TAM targets no later than 180 days after the State transit providers establishes and reports targets to the National Transit Database on their A-90 Form, and each year thereafter; and

WHEREAS, the final rule also requires that MPOs coordinate with the State and other partners to set performance targets for the specified measures and integrate those targets into their planning documents and processes; and

WHEREAS, SJTPO coordinated with NJ TRANSIT, New Jersey Department of Transportation (NJDOT), and the other MPOs in New Jersey on developing State Fiscal Year (FY) 2020 TAM targets; and

WHEREAS, NJ TRANSIT, NJDOT, in consultation with New Jersey's three MPOs, agreed upon four 2020 quantitative targets for each of the four TAM performance measures identified above, and formally submitted them to the FTA on January 3, 2020; and

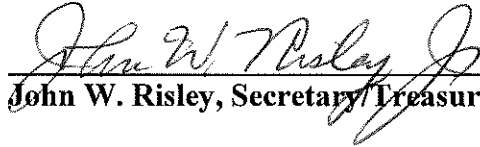
WHEREAS, the final TAM Rule (49 CFR Parts 625 and 630) states that MPOs have the option to (1) agree to program investments in support of NJ Transit's targets, or (2) set their own quantifiable targets; and

NOW, THEREFORE, BE IT RESOLVED, that the SJTPO hereby supports the FY 2020 statewide Transit Asset Management Performance Measure Targets set by NJ TRANSIT, as required by the Transit Asset Management Final Rule (23 CFR Part 490); and

BE IT FURTHER RESOLVED, that the SJTPO will program investments that support the achievement of the performance targets in support of the TAM performance measure targets.

Certification

I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of January 27, 2020.



John W. Risley, Secretary/Treasurer

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PROPOSAL

At its January 13, 2020 meeting, the SJTPO Technical Advisory Committee recommended that the Policy Board endorse and support the State Fiscal Year (FY) 2020 Transit Asset Management (TAM) Performance Measure Targets as established by NJ TRANSIT.

BACKGROUND

In the interest of improving accountability and transparency, Congress passed the MAP-21 and the FAST Act, which led to the promulgation of performance measures and targets covering the national goals for the Federal-Aid Highway System (23 USC 150). To that end, the Federal Transit Administration (FTA) enacted the Transit Asset Management Final Rule (49 USC 625), which establishes national performance measures for transit operators in operating, maintaining, and improving transit assets.

The four required transit asset management 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 Requirements Model (TERM) Scale
- Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 mile

NJ TRANSIT set annual targets for FY 2020 that were submitted by NJ TRANSIT to the National Transit Database on their A-90 Form as part of their 2019 Annual Submission on January 3, 2020. The attachment summarizes these performance measure targets for both FY 2019 and FY 2020.

The performance measure targets in the A-90 Form represent NJ TRANSIT's equipment and facilities used systemwide with difficulty in isolating equipment solely operating in the SJTPO region. Equipment, such as the Comet rail coaches and diesel locomotives used on the Atlantic City Rail Line, are shopped centrally and can be deployed anywhere on the commuter rail system. Specific classes of equipment are, however, pertinent to SJTPO based on the type of transit services that are operated in the region. Under Rolling Stock, for the rail mode, measures for Commuter Rail Locomotive and Commuter Rail Passenger Coach are relevant, as they are used on the Atlantic City Rail Line, while measures for Commuter Rail Self-Propelled Passenger Car and Light Rail Vehicle would not. Similarly, Bus and Over-the-road Bus would be pertinent, while Articulated Bus would not. Other classes of vehicles represent Access Link or non-revenue support vehicles which would have systemwide pertinence, while other modes reported on the form, like School Bus, Streetcar Rail, or Vintage Trolley would not be pertinent because they are not used by NJ TRANSIT.

The TAM targets were established based upon a collaborative process with NJ TRANSIT, New Jersey Department of Transportation (NJDOT), and the other MPOs in New Jersey.

MPOs are required to establish targets 180 days after their State transit provider, specific to the MPO planning area for the same performance measures for all public transit providers¹ in the MPO planning area, or by agreeing to plan and program projects that support the attainment of the state targets.

SJTPO supported the FY 2019 targets in May 2019.

SJTPO staff recommends, with the support of the TAC that the Policy Board endorse, and support State Fiscal Year 2020 TAM targets set by NJ TRANSIT.

¹ These particular measures and targets are only for Tier I transit providers, those that own, operate, or manage either 101 or more vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, or (2) rail transit. NJ Transit is the only Tier I transit provider within the SJTPO region. The TAM measures and targets for Tier II providers, those transit providers that own, operate, or manage 100 or fewer vehicles in peak revenue service, are covered under a different plan being prepared by NJ Transit.