

**Winston-Salem Area Metropolitan Planning Organization  
Transportation Advisory Committee  
Action Request**

**Meeting Date:** October 18, 2018      **Agenda Item Number:** 4

**Action Requested:** Consideration of Transit Performance Measures and Targets for Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) to be incorporated into the 2040 Metropolitan Transportation Plan (MTP)

**SUMMARY OF INFORMATION:**      **Attachments:** Yes X      No     

Metropolitan Planning Organizations (MPOs) are required to develop and report transit performance targets as noted in Title 23, Section 134 of the United States Code. Per the Final Rule on Transit Asset Management published by the Federal Transit Administration (FTA) on July 26, 2016, MPOs are required to coordinate with transit providers to set Transit Asset Management (TAM) performance targets and integrate these targets into their planning documents.

According to the Final Rule, MPO's have the option to 1) agree to program investments in support of the transit operator's targets, or 2) set their own quantifiable targets. Due to the varying characteristics between urban, rural, county, and regional transit agencies, the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO) staff, in consultation with NCDOT Public Transportation Division, Piedmont Authority for Regional Transportation (PART), Winston-Salem Transit Authority (WSTA), and Davidson County Transportation (DCT), recommends supporting the TAM targets adopted by each provider agency. The targets and measures will be incorporated into the 2040 Metropolitan Transportation Plan (MTP) as an appendix and included in the future MTP update.

Each transit agency prepared separate TAM plans based on the future projections and current facilities and equipment. Agencies designated as Tier II providers, or agencies with less than one hundred (100) vehicles were invited to participate in the NCDOT Group TAM plan as an option. Although all the agencies which serve this MPO are Tier II providers, only Davidson County Transportation participated in the State's Group TAM Plan. The targets and goals are included in Attachment A.

Per the WSUAMPO's Public Participation Policy, amendments to the MTP require a 30-day comment period, which was held from September 7, 2018 to October 10, 2018. The TAM Plan for each provider agency has also been adopted by each agency's board. This item is being presented for Action as the deadline for these materials and supplemental documents was October 1, 2018.

**Recommendations From:**

**TAC Vote: Motion by:** \_\_\_\_\_ **Second by:** \_\_\_\_\_

**Vote: For** \_\_\_\_\_ **Against** \_\_\_\_\_

**Motion Description:**



**RESOLUTION**  
**APPROVING TRANSIT PERFORMANCE MEASURES AND TARGETS FOR THE**  
**WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION**  
**(WSUAMPO) TO BE INCORPORATED INTO THE 2040 METROPOLITAN**  
**TRANSPORTATION PLAN (MTP)**

A motion was made by TAC Member \_\_\_\_\_ and seconded by TAC Member \_\_\_\_\_ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

**WHEREAS**, the Winston-Salem Urban Area Metropolitan Transportation Planning Organization (WSUAMPO) has been designated by the Governor of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing and cooperative transportation planning process for the MPO's planning area; and

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

**WHEREAS**, the Federal Transit Administration published the Final Rule on Transit Asset Management (TAM) on July 26, 2016, which requires MPOs to coordinate with transit providers to set TAM performance targets, and integrate those performance targets into their planning documents; and

**WHEREAS**, the WSUAMPO, in consultation with NCDOT Public Transportation Division, Piedmont Authority for Regional Transportation, Winston-Salem Transit Authority, and Davidson County Transportation, has decided to agree to adopt each transit agency's performance measures as described in Attachment A; and

**WHEREAS**, as required by the MPO's Public Participation Policy, modifications and amendments to the MTP were available for public review and comment for at least thirty (30) days from September 7, 2018 through October 10, 2018.

**NOW, THEREFORE BE IT RESOLVED** that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization adopts the described amendment and modification to the 2040 Metropolitan Transportation Plan (MTP) and adopts the Transit Performance Measures described in Attachment A.

Adopted on this the 18th day of October, 2018.

\_\_\_\_\_  
Larry T. Williams, Chairman  
Transportation Advisory Committee

\_\_\_\_\_  
Margaret C. Bessette, Secretary  
Transportation Advisory Committee



**Appendix Amendment to 2040 Metropolitan Transportation Plan**

Metropolitan Planning Organizations (MPOs) are required to develop and report transit performance targets as noted in Title 23, Section 134 of the United States Code. Per the Final Rule on Transit Asset Management published by the Federal Transit Administration (FTA) on July 26, 2016, MPOs are required to coordinate with transit providers to set Transit Asset Management (TAM) performance targets and integrate these targets into their planning documents. Performance-based planning ensures that the most efficient investment of Federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to the following national goals:

- Improving Safety;
- Maintaining Infrastructure Conditions;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and
- Reducing Delays in Project Delivery.

According to MAP-21 and the FAST Act, state DOT’s are required to establish statewide performance targets, and MPOs have the option to support the statewide targets or adopt their own targets. For transit agencies with one-hundred (100) or fewer vehicles, these agencies were given the opportunity to participate in the NCDOT Group TAM plan or create their own targets. Winston-Salem Transit Authority (WSTA) and the Piedmont Authority for Regional Transportation (PART) have established their own plans and targets. Davidson County Transportation has elected to participate in the State’s group plan. In consultation with NCDOT’s Public Transportation Division, PART, WSTA and Davidson County Transportation, the WSMPO has decided to adopt each transit providers’ performance measures as noted below:

		2019 Targets			
	Definition	Performance Measure	WSTA	PART	DCT
Rolling Stock	% of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AO – Automobile		-	20%
		BU - Bus	41%	4%	20%
		CU – Cutaway Bus		25%	20%
		MB – Mini-Bus		-	20%
		MV – Mini-Van		0%	20%
		SV – Sports Utility Vehicle		-	20%
		VN – Van		0%	20%
		OTHER		-	20%
Equipment	% of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-revenue/Service Automobile	47%	50%	20%
		In-Floor Bus Lift		0%	-
		Bus Wash		0%	-
		Steel Wheel Vehicles		-	20%
		Trucks and other Rubber Tire Vehicles		-	20%
		Maintenance Equipment		-	20%
		Computer Software		-	20%
		Custom 1		-	20%

	Definition	Performance Measure	2019 Targets		
			WSTA	PART	DCT
Facilities	% of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirement Model (TERM) Scale	Park and Ride Facilities		0%	-
		Passenger Facilities		0%	20%
		Administrative Building	75%	0%	20%
		Maintenance Facility		0%	20%
		Parking Structure		-	20%
		Shelter		-	20%
		Storage		-	20%
		Custom 1		-	20%

The WSMPO’s 2040 Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Program (MTIP) will reflect the MPO’s support for investment priorities, by including programming projects that support the goals and objectives of our transit agencies. The Transportation Improvement Program (TIP) process and funding will be used to fund projects that contribute to fulfilling above mentioned performance measures and targets. 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 MTP, linking investment priorities to those performance targets.