



## ***Transit Performance Measures***

Moving Ahead for Progress in the 21st Century (MAP-21) granted the Federal Transit Administration (FTA) the authority to establish and enforce a comprehensive framework to oversee the safety of public transportation throughout the United States. MAP-21 expanded the regulatory authority of FTA to oversee safety, providing an opportunity to assist transit agencies in moving towards a more holistic, performance-based approach to Safety Management Systems (SMS). This authority was continued through the Fixing America's Surface Transportation Act (FAST Act).

In compliance with MAP-21 and the FAST Act, FTA promulgated a Public Transportation Safety Program on August 11, 2016 that adopted SMS as the foundation for developing and implementing a Safety Program. FTA is committed to developing, implementing, and consistently improving strategies and processes to ensure that transit achieves the highest practicable level of safety. SMS helps organizations improve upon their safety performance by supporting the institutionalization of beliefs, practices, and procedures for identifying, mitigating, and monitoring safety risks.

There are several components of the national safety program, including the National Public Transportation Safety Plan (NSP), that FTA published to provide guidance on managing safety risks and safety hazards. One element of the NSP is the Transit Asset Management (TAM) Plan. Public transportation agencies implemented TAM plans across the industry in 2018. The subsequent final ruling by FTA to implement the NSP is the Public Transportation Agency Safety Plan (PTASP) rule, 49 CFR Part 673, and guidance provided by FTA.

### **PTASP PERFORMANCE MEASURES**

Safety is a core business function of all public transportation providers and should be systematically applied to every aspect of service delivery. For the transit agencies within the RGVMAB, all levels of management, administration and operations are dedicated to and responsible for the safety of their clientele and themselves. To improve public transportation safety to the highest practicable level in the State of Texas and comply with FTA requirements, the Texas Department of Transportation (TxDOT) has developed individual Agency Safety Plans (ASP) in collaboration with the Rio Grande Valley Metropolitan Planning Organization (MPO), and the three primary Section 5307 Public Transportation Providers in the RGVMAB.

To ensure that the necessary processes are in place to accomplish both enhanced safety at the local level and the goals of the NSP, The City of Brownsville and B-Metro, City of McAllen and Metro McAllen, and the Lower Rio Grande Valley Development Council (LRGVDC), dba Valley Metro all have recently adopted their respective PTAPs and the tenets of SMS including a Safety Management Policy (SMP) and the processes for Safety Risk Management (SRM), Safety Assurance (SA), and Safety Promotion (SP), per 49 U.S.C. 5329(d)(1)(A).<sup>2</sup> Though the RGVMPO is not yet required to report these targets, they have been included and considered throughout the planning process.

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<sup>2</sup> Federal Register, Vol. 81, No. 24

Table 9-11: Rio Grande Valley 5307 Agencies: PTASP Performance Measures Table 9-11 displays the five-year average safety performance measures by mode of service provided by each agency. The modes of service represented in the table are fixed route, flex route, and demand response (DR). As the development and implementation of SMS is a relatively new requirement, each agency has also elected to maintain the benchmark performance as the first reporting year's target.

**Table 9-11: Rio Grande Valley 5307 Agencies: PTASP Performance Measures**

Measure/Target	B Metro		Metro McAllen		Valley Metro	
	Fixed Route	DR	Fixed Route	DR	Flex Route	DR
Total number of reportable fatalities	0	0	0	0	0	0
*Rate of reportable fatalities per total vehicle revenue miles by mode	0	0	0	0	0	0
Total number of reportable injuries	5.8	2	35	0	5.6	1
*Rate of reportable injuries per total vehicle revenue miles by mode	0.78	1.26	1.5	0	0.28	0.72
Total number of reportable events	0	0	36	0	6.2	1.2
*Rate of reportable events per total vehicle revenue miles by mode	0	0	1.5	0	0.31	0.87
Mean distance between major mechanical failures by mode	4,175	18,468	4,114	81,795	82,200	57,738

\*rate = total number x 100,000/total revenue vehicle miles traveled

**ASSESSMENT OF PROGRESS**

Because the rule establishing safety performance targets for urban transit agencies is a new requirement, as of yet there is no measurable assessment of progress. RGVMPO coordination and participation in the RTAP will help provide a clearinghouse for transit capacity and safety grant coordination and will ensure ongoing maintenance and evaluation of these metrics.

**TRANSPORATION ASSET MANAGEMENT (TAM) PERFORMANCE MEASURES**

Following the FAST Act, a 2015 FTA study found that about 40 percent of buses and 23 percent of rail transit assets were listed in marginal or poor condition, with a total backlog of around 90 billion dollars. Thus, the FTA took action to prevent further deterioration of public transit networks. In July 2016, TAM plans were codified as a legal requirement for transit agencies receiving FTA funding that provide open public transportation. Given limited funding, this framework establishes procedures and guidance for all public transportation networks to move towards a state of good repair.

The majority of transit assets owned or managed by the qualifying FTA-funded (Federal Transit Administration) public transportation providers in the RGVMAB are in good condition.

The transit providers in the RGVMAB are dedicated to continuously providing transportation solutions for accessibility to employment, education, medical care, grocery stores, and other services. With limited funding and a growing backlog of needs, it is critical to maximize existing resources, maintain a State of Good Repair (SGR), and provide the tools necessary for Public Transportation providers to provide safe, reliable, and cost-effective services.



Though asset management is a data focused endeavor, developing a plan is a collaborative process, requiring coordination and data sharing from many different agencies with different operating systems and reporting processes. Table 9-12 through Table 9-14 represent the TAM targets of the three 5307 transit agencies in the RGVMAB.

**Table 9-12: B-Metro TAM Targets**

Measure	Asset Class	2021	2022
<b>Revenue</b>			
% of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark	Bus	0%	11%
	Cutaway	0%	7%
<b>Equipment</b>			
% of vehicles within a particular asset class that have met or exceeded their useful life benchmark	Non-revenue/service automobile	0%	0%
<b>Facilities</b>			
Condition - % of vehicles with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	5%
	Maintenance	0%	2%
	Parking Structures	0%	2%
	Passenger Facilities	5%	0%

**Table 9-13: Metro McAllen TAM Targets**

Measure	Asset Class	2021	2022	2023	2024
<b>Revenue</b>					
% of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark	Bus	0%	20%	12%	8%
	Cutaway	0%	0%	0%	0%
	Sport Utility Vehicle	0%	0%	0%	0%
<b>Equipment</b>					
% of vehicles within a particular asset class that have met or exceeded their useful life benchmark	Non-revenue/service automobile	0%	0%	0%	0%
	Trucks and other Rubber Tire Vehicles	0%	0%	0%	0%
<b>Facilities</b>					
Condition - % of vehicles with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	0%	0%	0%
	Maintenance	0%	0%	0%	0%
	Parking Structures	0%	0%	0%	0%
	Passenger Facilities	0%	0%	0%	0%

**Table 9-14: Valley Metro TAM Targets**

Measure	Asset Class	2021	2022	2023
<b>Revenue</b>				
% of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark	Bus	1%	1%	1%
	Cutaway	14%	14%	14%
	Van	36%	36%	36%
<b>Equipment</b>				
% of vehicles within a particular asset class that have met or exceeded their useful life benchmark	Non-revenue/service automobile	1%	1%	1%
<b>Facilities</b>				
Condition - % of vehicles with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) Scale	Administration	1%	1%	1%
	Maintenance	1%	1%	1%
	Parking Structures	1%	1%	1%

**ASSESSMENT OF PROGRESS**

As the goal of TAM targets is preservation of the conditions of public transportation vehicles and facilities and moving to a State of Good Repair priority, maintenance and capital projects for transit have a positive effect in moving TAM performance targets. Ultimately, Transit is an integral part of the multimodal network for the region and dependability is a key factor. Target achievement is based upon the actual conditions derived from the region’s public transit providers, as reported in Transit Asset Management Plans, as of July 2020. For all three reporting agencies, targets are manageable for all four transit asset performance areas, though with expected reductions in funding, in some instances future targets reflect a managed decline in SGR.

*\*RGVMPO Transit Asset Management and Public Transportation Agency Safety Plan Measures were approved as part of the 2045 MTP. Members of the Transportation Policy Board signed a resolution that is attached on the following page.*

**RESOLUTION 2020-16**

**APPROVAL OF 2045 METROPOLITAN TRANSPORTATION PLAN**

**{MTP}**

**WHEREAS**, the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) is the newly designated MPO for the Rio Grande Valley Metropolitan Area Boundary (RGVMAB). The RGVMPO 2045 MTP update is the first MTP using comprehensive methods and data for the newly aggregated RGV Metropolitan Area Boundary (RGVMAB) which consists of Cameron and Hidalgo counties; and

**WHEREAS**, this plan is driven by previous state, regional, and local plans; robust technical analysis on all aspects of the RGVMAB transportation system; as well as inclusive stakeholder and public outreach. The Plan is developed in coordination with the Texas Department of Transportation (TxDOT); and

**WHEREAS**, the RGVMPO is required to have a systematic way to gather citizen input on transportation issues; and

**WHEREAS**, these procedures have been duly discussed and gone through the required public comment period; and

**NOW THEREFORE, BE IT RESOLVED**, that the Rio Grande Valley Metropolitan Planning Organization Transportation Policy Board agreed by a majority vote to approve the 2045 Metropolitan Transportation Plan (MTP)

**PASSED AND APPROVED on this 10<sup>th</sup> day of DECEMBER 2020.**



**The Honorable Ambrosio "Amos" Hernandez**  
**City of Pharr**  
**Chairman of the RGVMPO Policy Board**

DocuSigned by:



**Pedro R. Alvarez, P.E.**  
**District Engineer**  
**TxDOT – Pharr District**



**Andrew A. Canon**  
**RGV MPO Executive Director**