

**Performance Management Written Procedures for Transit Asset Management (TAM)**

**among the**

**North Jersey Transportation Planning Authority (NJTPA),  
Delaware Valley Regional Planning Commission (DVRPC),  
South Jersey Transportation Planning Organization (SJTPO),**

**and New Jersey Department of Transportation (NJDOT), with the applicable Tier 1 transit  
agencies New Jersey Transit Corporation (NJ TRANSIT),**

**Port Authority of New York and New Jersey/Port Authority Trans-Hudson Corporation  
(PANYNJ/PATH), and**

**Delaware River Port Authority/Port Authority Transit Corporation (DRPA/PATCO)**

**December 2018**

**Background**

These performance management procedures serve to document agreement among NJDOT, and the three New Jersey Metropolitan Planning Organizations (NJTPA, DVRPC, and SJTPO), with the three New Jersey Tier 1 transit operating agencies (NJ TRANSIT, PATH, and DRPA/PATCO), regarding the performance based transportation planning and programming process required under the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act for transit asset management within the State of New Jersey. These procedures are written to enable compliance with the requirements of the US Department of Transportation (USDOT) Statewide and Metropolitan Transportation Planning Final Rule (23 CFR Part 450 and 49 CFR Part 613), and the Federal Transit Administration (FTA) Transit Asset Management Final Rule (49 CFR Part 625).

All three of the New Jersey Metropolitan Planning Organizations (MPOs) conduct continuing, comprehensive, and cooperative metropolitan transportation planning processes, pursuant to 23 USC 134. The final federal Planning Rule, adopted May 27, 2016, indicates in 23 CFR 450.314(h) that written procedures must be developed regarding the MAP-21 and FAST Act performance management requirements, and that these procedures be documented either through existing metropolitan planning agreements, or by another means, as determined cooperatively by the parties (23 CFR 450.314(h)(2)). By use of these written procedures, the parties listed above choose the latter option.

Provisions herein complement existing metropolitan planning agreements and may be supplemented by related agreements regarding performance management (such as covering urbanized areas extending beyond New Jersey and therefore involving other parties).

**Scope of Agreement**

The Final Planning Rule requires the development and use of a performance based planning and programming process. This process includes developing a framework of system condition assessment, including data acquisition, sharing, analysis, target setting, and reporting for the following national TAM performance measures specified by the FTA (49 CFR Part 625 Subpart D):

- *Rolling stock (revenue) vehicles*: percent (by asset class) met or exceeded useful life benchmark (ULB)
- *Service (non-revenue) vehicles*: percent met or exceeded ULB
- *Track segments*: percent with performance restrictions
- *Facilities*: percent (by asset class) rated below condition 3 on the Transit Economic Requirements Model (TERM) scale

Coordination among the transit operating agencies and MPOs is required where the operating agency's service area overlaps with the MPO planning area. Each transit operating agency provides service within the following MPO planning area(s), and these written procedures will pertain to these areas:

- NJ TRANSIT
  - NJTPA
  - DVRPC
  - SJTPO
- PATH
  - NJTPA
- DRPA/PATCO
  - DVRPC

### **Written Provisions**

The parties to this agreement—the MPOs (NJTPA, DVRPC, SJTPO), transit operating agencies (NJ TRANSIT, PATH, DRPA/PATCO), and NJDOT—agree to the provisions described below, for all elements where coordination is required within each Transit Agency's MPO area.

#### **1) Overall schedule and elements**

- a) The parties will collaboratively determine schedule(s) for data collection, analysis, target setting, sharing, and reporting for the TAM performance measures, following regulations and guidance from FTA, and allowing sufficient time for review.

#### **2) Transportation performance data**

- a) Primary responsibility for data collection associated with the TAM performance measures will reside with the transit operating agencies. The operating agencies will share this data with NJDOT and the applicable MPO, broken out by county and/or the MPO planning areas where possible and appropriate.

#### **3) Establishment of performance targets**

- a) Each transit operating agency will establish targets for each of the TAM performance measures, coordinating with NJDOT and the applicable MPO(s), to the maximum extent practicable.
- b) Within 180 days of receiving all of the final targets from each applicable transit operating agency (or any date specified by federal code), each MPO will establish targets for each TAM performance measure. For each performance measure, each MPO has the discretion to either agree to plan and program projects contributing toward the targets from each operating agency, or set a quantifiable target for the MPO planning area.

- c) For any TAM performance measure for which an MPO adopts its own quantitative planning area target, the MPO will develop draft targets in coordination with the applicable operating agency(ies) and NJDOT. The operating agency(ies) and NJDOT will be provided an opportunity to provide comments on draft MPO performance targets prior to final MPO adoption.
  - d) Coordination among the parties on draft performance targets may include communication about policies, trends, conditions or other factors that contribute to their determination.
- 4) Reporting of performance targets and performance to be used in tracking progress**
- a) The transit operating agencies will report TAM performance targets and performance to FTA, as required. NJDOT and the applicable MPO(s) will be notified when an operating agency has established targets, reported final targets, and reported performance.
  - b) Each MPO will report its TAM performance targets to the NJDOT and the applicable transit operating agency(ies). For each TAM performance measure, the MPO will provide the following information no later than 180 days after the date all applicable operating agencies establish performance targets, or the date specified by federal code. This reporting will include for each target a determination of whether the MPO:
    - i) agrees to plan and program projects so that they contribute toward the accomplishment of the transit agency's performance target, or
    - ii) sets a specified quantifiable target for that performance measure for the MPO planning area.
  - c) Documentation of an MPO target or support of the statewide target will be provided in the form of a letter, resolution or other formal correspondence.
  - d) Each MPO will include pertinent information regarding required performance-related content, in any metropolitan transportation plan (MTP) or Transportation Improvement Program (TIP) amended or adopted subsequent to this agreement. Any TIP update or amendment will include, to the maximum extent practicable, a description of the anticipated effects of the TIP toward achieving the established TAM performance targets.