

## DCHC-MPO Transit Asset Management (TAM) Plan State of Good Repairs (SGR) Performance Measures and Targets

*June 14, 2017*

### Overview

Federal legislation (MAP21 and FAST ACT) mandated Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining and improving public transit assets effectively through their entire life cycle. Accordingly, FTA developed a Rule that establishes requirements for recipients of federal transit funds that own, operate, or manage transit assets to establish and implement asset management plans. A Transit Asset Management (TAM) Plan must include the following:

- Asset inventory
- Assessment of the condition of asset
- Prioritize list of repairs and improvements

The Rule also defines State of Good Repair and sets four performance measures to collect and report through the National Transit Database (NTD)

### Background

On July 26, 2016 the Federal Transit Administration published the Final Rule on Transit Asset Management (49 CFR Part 625). The rule requires targets for Transit Assets to be developed by January 1, 2017 for the following fiscal year. The targets deal with four broad areas of interest/asset categories; Equipment, Rolling Stock, Infrastructure, and Facilities. As a sponsor of a Tier-II plan NCDOT-PTD will develop targets for all 5310 and 5311 sub-recipients that elected to participate under PTD TAM.

The TAM Final Rule requires **group TAM plan sponsors** to set State of Good Repair (SGR) performance targets and measures within three months after the effective date of the Final Rule [49 CFR § 625.45 (b)(1)].

Accordingly, transit providers and group TAM plan sponsors must set initial SGR performance targets no later than January 1, 2017. Performance targets are expressed based on quantifiable indicator of a performance measure. The Planning Rule requires each MPO to establish targets no later 180 days after the date on which the State or providers of public transportation establishes its performance targets. **Transit providers must provide those performance targets to their respective MPOs so they can establish their SGR targets before June 30, 2017.**

### Group TAM

All agencies that are currently sub-recipients of NCDOT and considered Tier II Providers [49 CFR § 625.45] may participate in the NCDOT Group TAM Plan. Those agencies that are considered direct recipients of Federal Transit Administration funds may not participate in the NCDOT Group TAM Plan and must complete individual TAM Plans conducted internally. Hence Chapel Hill Transit, GoDurham and GoTriangle must develop their individual TAM plans. MPO Tier II providers are subrecipients to PTD, Chatham Transit Network, Orange Public Transportation (OPT) and Durham County Access have elected to participate in NCDOT-PTD Group TAM Plan, therefore must submit their TAM Inventory to NCDOT via Partner Connect. This inventory must be certified by the Accountable Executive [49 CFR § 625.5] for such an agency with each claim submitted and annually before TAM Plan submission to FTA.

The aforementioned MPO transit direct recipients shall submit their TAM inventory in a uniform spreadsheet to the DCHC MPO. This inventory must be certified by the Accountable Executive [49 CFR § 625.5] for such an agency with each claim submitted and annually before TAM Plan submission to FTA.

### Inventory and Data Source

Data for developing and tracking targets shall come from NT and NCDPT-PTD inventory tool. The NCDOT TAM Inventory is a tool created to uniformly gather data on the assets held by transit agencies. The inventory tracks asset data for the 3 asset categories: Rolling Stock, Equipment and Facilities. Collection of these accurately updated inventories will be required with every relevant asset claim requested from NCDOT. Instructions for the TAM Inventory are included as one of the spreadsheet tabs.

Equipment will be tracked using NTD and NCDOT tool and will be updated by routinely by the MPO beginning FY17. All other active asset categories will be assessed yearly in total before updating the TAM Plan and determining Performance Targets. Rolling Stock will be assessed using a combination of the NCDOT Vehicles Inventory database and the TAM Inventory Rolling Stock asset category. Facilities will be assessed using reported TERM Scale measures from the TAM Inventory.

### Performance Measures

**EQUIPMENT:** Percentage of equipment that have met or exceeded their Useful Life Benchmark (ULB). All tangible assets used in the provision of transportation (Replacement/Annual Rental Cost >\$100.00). All equipment shall be updated by the Transit System with each reimbursement claim. The equipment asset category also includes any asset valued at greater than \$50,000.

Percentage of equipment valued > \$50,000 (support/service vehicles) that have met useful life.

**ROLLING STOCK:** Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB. Tracking all revenue vehicles including NCDOT funded vehicles and locally-owned vehicle assets. All rolling stock shall be updated annually.

Percentage of revenue vehicles surpassing Useful Life Benchmarks (ULB) by Asset Class. The ULB for Vans= eight (8) years, Light Transit Vehicle (LTV) = Ten (10) years, Bus = fourteen (14) years.

- 3 Asset Classes
- Assessed according to Age based on Model Year
- Benchmarks determined by Capital Replacement Plan

**FACILITIES:** Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale (1=Poor to 5=Excellent). Includes entire existing inventory. All facilities shall be updated by the Transit System annually.

**TERM SCALE:** To determine median value across components. Calculate this by tabulating the number of components inspected at each condition rating, and use as the overall rating the lowest rating achieved by at least half of the components. Example: If 10 components were inspected and the results were evenly distributed between ratings (2 components with each of the 5 rating values), the overall rating would be 3, at

least half of the ratings would have a value of 3 or less.

Facilities are calculated according to percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale (1=Poor to 5=Excellent). This includes entire existing inventory. All facilities shall be updated by the Transit System with each reimbursement claim.

### Initial SGR Targets

The following table shows the targets for the State of Good Repair (SGR) performance measures for Transit Assets that are anticipated to be included in the Transit Asset Management (TAM) Plans:

Asset Category*	Performance Measure	Asset Class	Baseline	Target
<b>Rolling Stock</b>	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Class 1	0%	0%
		Class 2	40%	50%
		Class 3	50%	50%
<b>Equipment</b>	Age - % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	All vehicles	50%	50%
<b>Facilities</b>	Condition - % of facilities with a condition rating below 3.0 on the FTA <u>TERM Scale</u>	Passenger	0%	0%
		Administrative	0%	0%
		Maintenance	0%	0%
		Storage	0%	0%

\* The category for Infrastructure deals solely with fixed guideway/rail systems, which are not owned by any transit provider within DCHC MPO (yet).

### Target Development

Developing the targets involves accounting for existing inventories as well as anticipated additions and replacements. Targets for rolling stock and equipment are determined using assets stored in the National Transit Database (NTD) and the remaining Useful Life Benchmark methodology. Targets for facilities are determined for assets anticipated to be included in the Transit Asset Management (TAM) plan using the Transit Economic Resource Model (TERM) qualitative scale of condition. Per Federal ruling, targets must be based on realistic expectations and the best available data. Descriptions of each methodology are listed below.

### Rolling Stock and Equipment Targets Development Methodology

The acquisition dates stored in the NTD and anticipated service lives are used to determine ages and whether assets are over or under their Useful Life Benchmarks (ULB). Anticipated service lives are documented in the State Management Plan and are primarily determined from the minimums set forth in FTA Circular [5010.1D](#):

Asset Classification	Vehicle or Equipment Type	Useful Life (years)
<b>Class 1</b>	Minivan, van, sedan	8
<b>Class 2</b>	LTV, Light-duty small bus, minibus, small body-on-chassis	10
<b>Class 3</b>	Buses	14

Baseline=Anticipated Assets in Class under ULB on July 1, 2017  
 Total assets in Class anticipated on July 1, 2017

Target=Anticipated Assets in Class under ULB on July 1, 2018  
 Total Assets in Class anticipated on July 1, 2018

### Facilities Targets Development Methodology

Targets for facilities are developed by applying the Transit Economic Requirements Model (TERM) to facilities used in the provision of public transportation. The TERM scale is a 5-point scale ranging from poor condition (1.0) to excellent condition (5.0). The performance measure is the number of facilities with an overall condition below a 3.0, which means adequate. The inventory includes facilities that are owned by either the State or subrecipients included in the TAM plan and are categorized by the asset classes listed below:

- Passenger
- Administrative
- Maintenance
- Storage

The baseline for all classes is 0% because all transit facilities within the DCHC-MPO that are anticipated to be included in the TAM plan are in good or excellent condition. The target for all facility classes is 0% because the conditions of facilities change much more slowly over time than equipment and rolling stock

#### Update of Targets

The proposed initial targets will be revised and updated as part of the 2045 Joint CAMPO-DCHCMPO Metropolitan Transportation Plan (MTP). The DCHC MPO will coordinate with CAMPO on updating these initial performance targets. Revised SGR targets will be brought to the MPO Board for approval at a later date.