

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

RESOLUTION SUPPORTING TARGETS FOR TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES

A motion was made by MPO Board member _____ and seconded by MPO Board member _____ for the adoption of the following resolution; and upon being put to a vote, was duly adopted.

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has been designated by the Governor of the State 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 metropolitan planning area; and

WHEREAS, the FAST Act continued the implementation of performance based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation, and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Transit Administration (FTA) issued a final rule on transit asset management to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, under which providers of public transportation receiving federal funds were required to set their initial asset management targets by January 1, 2017; and

WHEREAS, the Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs shall establish performance targets within 180 days of a State or transit provider setting targets; and

WHEREAS, the transit agencies or jurisdictions operating public transportation in the MPO’s planning area have developed information and targets toward compliance with the law and regulation and have communicated their current targets for transit asset management to the MPO; and

WHEREAS, 49 CFR Part 625, the FTA Transit Asset Management Rule, which became effective on October 1, 2016, requires transit operators to develop and adopt a Transit Asset Management Plan that addresses State of Good Repair for rolling stock, infrastructure, equipment, and facilities.

NOW THEREFORE, BE IT RESOLVED, that the MPO’s Board supports the GoTriangle, GoDurham and Chapel Hill Transit targets and agrees to plan and program projects that contribute toward the accomplishment of the transit agency’s targets as noted in the attached table called “TAM Targets for DCHC MPO.”

NOW THEREFORE, BE IT FURTHER RESOLVED, that the DCHC MPO’s 2045 Metropolitan Transportation Plan references this resolution to incorporate these targets into the 2045 MTP.
(continued)

(Continued – Resolution Adopting TAM Targets)

Damon Seils, DCHC MPO Board Chair

Durham County, North Carolina

I certify that Damon Seils personally appeared before me this day acknowledging to me that he signed the forgoing document.

Date: November 14, 2018

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2020

Note: Some of these values are still being worked out and thus are likely to change for the Technical Committee meeting.

TAM Targets for DCHC MPO

(November 14, 2018)

Technical Committee 10/24/2018 Item 13

		GoDurham:		Chapel Hill Transit:		GoTriangle:	
Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2019 Target	Useful Life Benchmark	2019 Target	Useful Life Benchmark	2019 Target
REVENUE VEHICLES							
Age -- % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AO - Automobile	0	N/A	8	20%	8	13%
	BU - Bus (61)	14	18%	14	10%	14	13%
	CU - Cutaway Bus (47)	32	55%	10	20%	10	13%
	MB - Mini-bus	0	N/A	10	20%	10	13%
	MV - Mini-van (3)	0	0%	8	20%	8	13%
	SV - Sport Utility Vehicle	0	N/A	8	20%	8	13%
	VN - Van	0	N/A	8	20%	8	13%
	Other	N/A	N/A	8	20%	8	13%
EQUIPMENT							
Age -- % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile (9 Ope+3 Adm)	2	0%	8	20%	8	22%
	Steel Wheel Vehicles	0	N/A	8	20%	8	22%
	Trucks and other Rubber Tire Vehicles (6)	1	0%	8	20%	8	22%
	Maintenance Equipment	5	50%	TBD	20%	TBD	22%
	Computer Software	5	50%	TBD	20%	TBD	22%
	Custom 1	(no custom assets)	N/A	TBD	20%	TBD	22%
FACILITIES							
Condition -- % of facilities with a condition rating above 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	(no benchmark)	100%	(no benchmark)	20%	(no benchmark)	100%
	Maintenance	(no benchmark)	100%	(no benchmark)	20%	(no benchmark)	100%
	Parking Structures	(no benchmark)	N/A	(no benchmark)	20%	(no benchmark)	100%
	Passenger Facilities	(no benchmark)	100%	(no benchmark)	20%	(no benchmark)	100%
	Shelter	(no benchmark)	50%	(no benchmark)	20%	(no benchmark)	100%
	Storage	(no benchmark)	100%	(no benchmark)	20%	(no benchmark)	100%
	Custom 1	(no benchmark)	N/A	(no benchmark)	20%	(no benchmark)	100%

Notes: Facilities do not have a Useful Life Benchmark such as "years." The TERM scale is used instead of years.

Useful Life Benchmark values are in years.