

# Safety, Security & Asset Management

## Physical Assets Performance Targets for 2019

### *Introduction*

Section 20019 of Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) amended Federal transit law by adding a new section 5326 to Chapter 53 of title 49 of the United States Code. The provisions of 49 U.S.C. § 5326 require the Secretary of Transportation to establish and implement a national Transit Asset Management (TAM) System which establishes annual reporting requirements.

The Secretary also must establish State of Good Repair (SGR) performance measures, and recipients must set performance targets based on the measures. 49 U.S.C. § 5326(c)(1) and (2). Each designated recipient must submit two annual reports to the Secretary:

- one report on the condition of their recipients' public transportation systems, including a description of any change in condition since the last report,
- and another describing its recipients' progress towards meeting performance targets established during that fiscal year and a description of the recipients' performance targets for the subsequent fiscal year.

The Accountable Executive for a transit provider that develops an individual TAM Plan must approve the provider's performance targets. (Federal Transit Administration, 2016)

### *2019 Performance Targets for Equipment*

Subsection 625.43(a) requires a measure for equipment, which is limited to non-revenue service vehicles. The performance measure for nonrevenue, support-service, and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their Useful Life Benchmark (ULB). (Federal Transit Administration, 2016)

Useful Life Benchmark (ULB) is defined as the expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment.

In compliance with this federal regulation, RTD establishes a ULB for equipment using FTA recommendations (nonrevenue, support-service and maintenance vehicles equipment) as:

Vehicle Class	ULB (Years)	# of Assets (11/9/2018)	Target % at or exceeding ULB
Automobile	8	82	15.9%
Truck & Other Rubber Tire	14	280	6.6%
Steel Wheel Vehicles	25	3	0.0%

RTD has years of vehicle data and standing practices regarding the expected useful life of vehicle assets. The target % of each asset class under the ULB will change each year based on the age of each asset class, the service demand for each class and economic factors.

### *2019 Performance Targets for Rolling Stock*

Subsection 625.43(b) requires a measure for rolling stock that is based on the percentage of rolling stock that have met or exceeded their ULB. This performance measure is applicable to all asset classes of revenue vehicles. For example, a transit provider operating buses, replica trolleys, paratransit vans, and light rail vehicles would establish a performance target for each asset class. Each performance target would quantify the percentage of rolling stock in each class that is over the transit provider's ULB for that asset class. (Federal Transit Administration, 2016)

In compliance with this federal regulation, RTD establishes a ULB for rolling stock (revenue vehicles) as:

<b>Vehicle Class</b>	<b>ULB (Years)</b>	<b># of Assets (11/9/2018)</b>	<b>Target % at or exceeding ULB</b>
Articulated Bus - AB	14	116	0.0%
Over-the-Road Bus - BR	14	170	5.3%
Bus - BU	14	770	14.8%
Cutaway - CU	10	405	2.5%
Light Rail Vehicle -LR	31	172	0.0%
Commuter Rail Self- propelled Passenger car -RS	39	66	0.0%

RTD has years of vehicle data and standing practices regarding the expected useful life of vehicle assets. The target percentage of each asset class under the ULB will change each year based on the age of each asset class, the service demand for each class and economic factors.

### *Performance Targets for Fixed Guideway*

Subsection 625.43(c) requires a measure for infrastructure based on the percentage of guideway track miles with performance restrictions. This performance measure would be applicable to all rail fixed guideway infrastructure. Most transit providers already collect data on slow zones-this performance measure would standardize their reporting. (Federal Transit Administration, 2016)

In compliance with this federal regulation, RTD establishes the number of track miles of guideway as:

<b>Mode of Guide Way</b>	<b>Total Track Mile (11/9/2018)</b>	<b>Target % with performance Restrictions</b>
Light Rail	106.7	1.7%
Commuter Rail	71.91	0.8%

RTD has historical records of performance restrictions on its fixed guideway. This data is the source for establishing the 2019 target percentage of fixed guideway with performance restrictions. Succeeding year's targets will be adjusted based on condition and age of the fixed guideway components, and economic factors.

### *Performance Targets for Facilities*

Subsection 625.43(d) requires a condition-based performance measure for facilities based on the percentage of facilities with a condition rating of less than 3.0 on the Transit Economic Requirements Model (TERM) Scale. The TERM Scale rates asset condition on a scale where a "1" is "poor" and a "5" is "excellent." This condition-based approach would require a transit provider to conduct periodic condition assessments of its assets using a set of standardized procedures and criteria. This approach directly identifies the condition of each asset based upon its actual usage and maintenance history. (Federal Transit Administration, 2016)

To clarify, FTA proposed a broad definition of facility that encompassed any buildings or structures used in providing public transportation, including passenger stations, operations, maintenance, and administrative facilities. In compliance with this federal regulation, RTD establishes the number of facilities as:

<b>Types of Facility</b>	<b>Number of facilities (11/9/2018)</b>	<b>Target % with condition rating below 3.0</b>
Stations & Parking	198	5.6%
Maintenance & Administration	12	0.0%

RTD has condition data on the facilities which are most critical to service delivery based on condition assessments performed by the Asset Management Division. This data is the basis for the 2019 target % of facilities with a condition rating below 3.0, using the TERM scale.

Succeeding year's targets will be adjusted based on the criticality of each facility and economic factors.

### Accountable Executive

General Manager and CEO

## *References*

Federal Transit Administration.(2016).*49 CFR Parts 625 and 630 Transit Asset Management; National Transit Database Final Rule*. Department of Transportation. Washington, DC: Department of Transportation.Retrieved 2016