2020 Performance Targets Report for

DRCOG Regional Transportation Committee

Introduction

Section 20019 of Moving Ahead for Progress in the 21st 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 (2012). 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 performance measures, and recipients must set performance targets based on the measures. 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. (Transit Asset Management; National Transit Database, 2016)

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 Useful Life Benchmark (ULB). This performance measure is applicable to all asset classes of revenue vehicles. Each performance target would quantify the percentage of rolling stock in each class that has met or exceeds the transit provider's ULB for that asset class. (Transit Asset Management; National Transit Database, 2016)

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. RTD received FTA approval to use 40 years as the ULB for light rail vehicles as a result of a mid-life service that renews the condition of the asset and extends the useful life. For all other revenue vehicles, RTD uses the FTA's default ULB. (U.S. Department of Transportation, 2016).

Table 1 presents the total number of revenue vehicles, their ULB, and the percentage of assets that meets or exceeds their ULB as of 11/04/2019 or is anticipated to meet or exceed their ULB in 2020.

Revenue Vehicle Type	ULB (Years)	# of Assets (11/04/2019)	2019 Actual % Met or Exceeding ULB	# of Assets Anticipated 2020	2020 Target % Met or Exceeding ULB
Articulated Bus - AB	14	116	0.0%	116	0.0%
Over-the-Road Bus - BR	14	160	0.0%	160	0.0%
Bus - BU	14	768	10.4%	768	16.2%
Cutaway - CU	10	409	1.2%	397	0.0%
Light Rail Vehicle -LR	40	187	0.0%	201	0.0%
Commuter Rail Self-propelled Passenger car - RS	39	66	0.0%	66	0.0%

Table 1: Performance Targets for Rolling Stock

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

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 non-revenue, support-service, and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their ULB. (Transit Asset Management; National Transit Database, 2016)

RTD uses the FTA's default ULB for non-revenue service vehicles. (U.S. Department of Transportation, 2016).

The table below presents the total number of non-revenue service vehicles, their ULB, and the percentage of assets that meets or exceeds their ULB as of 11/26/2019 or is anticipated to meet or exceed their ULB in 2020.

Non-Revenue Service Vehicle Type	ULB (Years)	# of Assets (11/26/2019)	2019 Actual % Met or Exceeding ULB	# of Assets Anticipated 2020	2020 Target % Met or Exceeding ULB
Automobile	8	50	34.0%	50	44.0%
Truck & Other Rubber Tire	14	340	13.8%	340	14.7%
Steel Wheel Vehicles	25	4	0.0%	4	0.0%

Table 2: Performance Targets for Equipment

RTD has years of non-revenue service vehicle data and standing practices regarding the expected useful life of these assets. The target percentage of each asset class will change each year based on the age of each asset class, the service demand for each class 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 on a scale where a "1" is "poor" and a "5" is "excellent" (U.S. Department of Transportation, 2018).

Table 3 below presents the total number of facility assets and the percentage of facilities with a condition rating below 3.0 on the TERM Scale or anticipated to rate below 3.0 on the TERM Scale in 2020.

Type of Facility	# of Assets (11/04/2019)	Actual % with Condition Rating Below 3.0	# of Assets Anticipated 2020	2020 Target % with Condition Rating Below 3.0
Stations & Parking	121	9.9%	121	9.9%
Maintenance & Administration	15	6.7%	15	0.0%

Table 3: Performance Targets for Facilities

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 2020 target percentage of facilities with a condition rating below 3.0 on the TERM Scale. Succeeding year's targets will be adjusted based on condition and age of facility elements 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 is applicable to all rail fixed guideway infrastructure. (Transit Asset Management; National Transit Database, 2016)

The table below presents the total number of track miles by asset and the percentage of performance restrictions or anticipated performance restrictions in 2020. RTD uses the FTA method for measuring assets under performance restrictions (U.S. Department of Transportation, 2017).

Mode of Fixed Guideway	Total Track Mile (11/04/2019)	2019 Actual % with Performance Restrictions*	Total Track Mile Anticipated 2020	2020 Target % with Performance Restrictions
Light Rail	111.3	3.2%	111.3	3.2%
Commuter Rail	71.9	1.5%	71.9	1.5%

Table 4: Performance Targets for Fixed Guideway

*Based on data available 11/26/2019

RTD has historical records of performance restrictions on its fixed guideway. This data is the source for establishing the 2020 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.

Signature

APPROVED BY - FTA DESIGNATED ACCOUNTABLE EXECUTIVE:

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Signature   Date

David A. Genova

General Manager and CEO

References

Moving Ahead for Progress in the 21st Century Act, Pub. L. No. 112-141, 126 Stat. 405 (2012).

Transit Asset Management; National Transit Database, 49 CFR Parts 625 and 630 (2016).

U.S. Department of Transportation. (2016). *Default Useful Life Benchmark (ULB) Cheat Sheet*. Washington, D.C.: U.S. Department of Transportation.

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U.S. Department of Transportation. (2018). *TAM Facility Performance Measure Reporting Guidebook: Condition Assessment Calculation.* Washington, D.C.: U.S. Department of Transportation.