



## STAFF REPORT/RESOLUTION

**TO:** Southwest Washington Regional Transportation Council Board of Directors  
**FROM:** Matt Ransom, Executive Director   
**DATE:** May 30, 2017  
**SUBJECT:** **Transit Asset Management, Performance Targets, Resolution 06-17-09**

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### AT A GLANCE - ACTION

*The action requested is adoption of Resolution 06-17-09 to concur with and adopt C-TRAN's Transit Asset Management, State of Good Repair Performance Targets.*

### INTRODUCTION

The federal transportation act, MAP-21 (2012), established performance driven transportation planning and decision making, and these provisions were carried into the current federal transportation act, the FAST Act (2015). Provisions in MAP-21 are designed to improve performance of the transportation system through measurement and management. Performance management is a strategic approach that uses performance data to inform decision-making and outcomes. When implemented effectively, performance management can improve project and program delivery, inform investment decisions, focus on leadership priorities, and provide greater transparency and accountability.

In MAP-21, Congress set seven national goals and charged the USDOT to use these goals to establish performance measures. The national performance goals include: safety; infrastructure condition; congestion reduction; system reliability; freight movement; economic vitality; environmental sustainability; and a reduction in project delivery delays. State DOTs and transit agencies responsible for the relevant performance measures and goals have to set performance targets and develop performance plans for the targets.

RTC, as the region's Metropolitan Planning Organization (MPO), has a role in the target setting process. Once the Department of Transportation and transit agency establish performance targets, then the MPO needs to review the targets, certify them and also track projects over time to make sure projects are consistent with Plans and help to make progress toward the targets and national goals.

Public transit agencies must take specific actions to address the first two of the seven national goals; safety and infrastructure condition. This Resolution is focused on infrastructure condition with development of initial performance measures and targets for Transit Asset Management (TAM) State of Good Repair (SGR).

## **TRANSIT ASSET MANAGEMENT AND STATE OF GOOD REPAIR**

The Federal Transit Administration (FTA) published the Transit Asset Management Final Rule in the Federal Register on July 26, 2016. The purpose of the Final Rule is to help achieve and maintain a State of Good Repair for the nation's public transportation assets. Transit asset management is a business model that uses transit asset condition to guide the optimal prioritization of funding. The State of Good Repair is the condition in which a capital asset is able to operate at a full level of performance. A capital asset is in a state of good repair when that asset is able to perform its designed function, does not pose a known unacceptable safety risk and its lifecycle investments must have been met.

### **C-TRAN'S INITIAL TRANSIT ASSET MANAGEMENT STATE OF GOOD REPAIR PERFORMANCE TARGETS**

New Transit Asset Management measures require C-TRAN and RTC to coordinate and establish initial State of Good Repair (SGR) performance targets. C-TRAN reviewed SGR initial targets with its Board on December 13, 2016 to meet the January 1, 2017 deadline. Within 180 days of C-TRAN establishing targets, RTC must follow-up to establish regional targets. These performance measures and targets must be reflected in any Regional Transportation Plan or Transportation Improvement Program adopted by the Metropolitan Planning Organization (MPO) on or after October 1, 2018.

The FTA provides four different methods that can be used to determine whether transit assets are in a State of Good Repair. They range from simple age-based to condition based, performance based to a comprehensive assessment that may include age, reliability and maintenance history. The more comprehensive method tends to be more accurate but requires greater resources to develop and update.

C-TRAN has considered Transit Asset Management for the three required asset categories of: 1) rolling stock, 2) facilities and 3) equipment. After discussion between transit staff and coordination with RTC, C-TRAN established the targets summarized in the table below and RTC is recommended to establish the same.

The targets include 80% of C-TRAN's vehicles being within their useful life or younger. 70% of facilities should rate greater than or equal to 3 on the Transit Economic Requirements Model (TERM) scale; a fairly simple condition scale ranging from 1 which is excellent or nearly new condition to 5 which is poor condition with components needing immediate replacement or with significant deterioration. **C-TRAN believes these SGR targets represent a practical balance between capital requirements, safety and the reliability and maintenance costs of the asset.**

<b>State of Good Repair (SGR) Performance Targets</b>	
<b>Category</b>	<b>Target</b>
Rolling Stock	80% of Each Vehicle Class within Useful Life Benchmark
Facilities	70% of Each Facility Class $\geq 3$ on Transit Economic Requirements Model (TERM) Scale
Equipment	70% of Each Equipment Class within ULB

The Useful Life Benchmark (ULB) is 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. Using ULB, the transit agency must monitor the condition of the asset and allow time for replacement, through the procurement process and the asset's production. C-TRAN has typically been replacing larger vehicles in 16 years and so having a ULB of 14 years would allow time to plan for replacement. C-TRAN's benchmarks are consistent with what is emerging as the industry norm with use of the ULB.

### **POLICY IMPLICATION**

In a series of Rulemakings published in the Federal Register, the FHWA and FTA are establishing national performance measures in areas including safety and infrastructure condition. The FTA published the TAM final rule on July 26, 2016. Specific to transit asset management, the Rules establish new requirements for MPOs to coordinate with transit providers, set State of Good Repair performance targets within 180 days of the transit agency, and integrate those performance targets and performance plans into the MPO's planning documents; the Regional Transportation Plan and Transportation Improvement Program, for Plans and Programs adopted on or after October 1, 2018. C-TRAN will report annually on Transit Asset Management and the State of Good Repair.

The C-TRAN Board reviewed the initial SGR targets at the December 13, 2016 C-TRAN Board meeting. The Regional Transportation Advisory Committee reviewed the initial Transit Asset Management, State of Good Repair targets at its May 19 meeting and is recommending adoption by the RTC Board.

### **BUDGET IMPLICATION**

There is no direct budget impact to RTC. RTC will use performance management data and information to guide decision-making on how to invest transportation funds for needed transportation projects, infrastructure and assets in the long-range Regional Transportation Plan and in the regional Transportation Improvement Program (TIP).

**ACTION REQUESTED**

Adoption of Resolution 06-17-09, "Transit Asset Management, State of Good Repair Performance Targets ".

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_ 2017,  
by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON  
REGIONAL TRANSPORTATION COUNCIL

ATTEST:

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Jeanne E. Stewart  
Chair of the Board

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Matt Ransom  
Executive Director