

New Hampshire Department of Transportation Initial Transit Asset Management Targets & Methodology

December 23, 2016

Background

On July 26th 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 1st 2017 for the following fiscal year. The targets deal with 4 broad areas of interest/asset categories; Equipment, Rolling Stock, Infrastructure, and Facilities. As a sponsor of a Tier 2 plan the Department of Transportation (NHDOT) will develop targets for all 5310 and 5311 subrecipients in New Hampshire.

Targets

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

Asset Category*	Performance Measure	Asset Class	Baseline	Target
Rolling Stock	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%	37%
		Class 3	50%	67%
		Class 4	0%	0%
		Class 5	100%	33%
		Class 6	0%	0%
Equipment	Age - % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	All vehicles	50%	50%
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	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 5310 or 5311 subrecipients in NH.

The following 5310 and 5311 subrecipients are anticipated to be included in the plan:

- Community Action Partnership Of Strafford County
- Behavioral Health & Developmental Services dba Community Partners
- Easter Seals - Special Transit Service
- Genesis Behavioral Health
- Grafton County Senior Citizens Council, Inc.
- Granite State Independent Living
- Great Bay Services
- Homemakers Health Services
- Kimi Nichols Center
- Lamprey Health Care
- Wentworth Senior Living
- Monadnock Adult Care Center
- Northern Human Services
- Riverbend Community Mental Health
- Southern NH Services
- Belknap-Merrimack Community Action Program
- Community Alliance of Human Services
- Southwestern Community Services
- Tri-County Community Action Program
- VNA @ HCS

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 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)
Class 1	Minivan, van, sedan	4
Class 2	Light-duty small bus, minibus, small body-on-chassis	6
Class 3	Medium-duty transit bus < 30', trolley, sprinter	7
Class 4	Heavy duty transit bus < 35'	10
Class 5	Heavy duty transit bus ≥ 35'	12
Class 6	Over-the-road-coach	12

*The service life of Class 2 vehicles has been increased to 6 years instead of 5.

$$\text{Baseline} = \frac{\text{Anticipated Assets in Class under ULB on October 1, 2017}}{\text{Total Assets in Class anticipated on October 1, 2017}}$$

$$\text{Target} = \frac{\text{Anticipated Assets in Class under ULB on October 1, 2018}}{\text{Total Assets in Class anticipated on October 1, 2018}}$$

Facilities Methodology

Targets for facilities are developed by applying the Transit Economic Requirements Model (TERM) scale 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 in New Hampshire 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.