



City of Grand Island

Tuesday, May 23, 2017

Council Session

Item G-11

#2017-153 - Approving City Performance Measures for Transit Asset Management (TAM)

Staff Contact: John Collins, P.E. - Public Works Director

Council Agenda Memo

From: John Collins PE, Public Works Director

Meeting: May 23, 2017

Subject: Approving City Performance Measures for Transit Asset Management (TAM)

Presenter(s): John Collins PE, Public Works Director

Background

As a result of the City's status as a metropolitan statistical area, the City became eligible for receipt of urban transportation funds for public transit services from the United States Department of Transportation, Federal Transit Administration. Commencing July 1, 2016, public transportation trips originating or terminating within the urbanized area of the City of Grand Island must be funded utilizing urban transportation funds from the Federal Transit Administration.

The Moving Ahead for Progress in the 21st Century Act required the US Secretary of Transportation to develop rules to establish a system to monitor and manage public transportation assets, to improve safety and increase reliability and performance, and to establish performance measures; with the Fixing America's Surface Transportation Act reaffirming this requirement.

The Transit Asset Management (TAM) Final Rule 49 CFR Part 625 became effective October 1, 2016 and established the following State of Good Repair (SGR) performance measures for capital assets:

<i>ASSETS</i>	<i>PERFORMANCE MEASURE</i>
Equipment (non-revenue support service and maintenance vehicles)	Percentage of vehicles met or exceeded Useful Life Benchmark (ULB)
Rolling Stock (revenue vehicles by mode)	Percentage of vehicles met or exceeded ULB
Infrastructure (only rail fixed-guideway, track, signals, and system)	Percentage of assets in SGR
Facilities (maintenance and administrative facilities; and passenger stations (building) and parking facilities)	Percentage of assets with condition rating below 3.0 on the Federal Transit Administration Transit Economic Requirements Model (TERM) scale

The regulations apply to all Transit Providers that are recipients or subrecipients of Federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage transit capital assets used in the provision of public transportation. Transit providers were required to establish SGR performance targets by January 1, 2017.

In December 2016, the deadline of January 1, 2016 came to the attention of City staff. Since the City is the recipient of urban transportation funds, performance targets must be established. According to the TAM Final Rule, the City has the option to support a State Transit Asset Management (TAM) target or establish its own target. City staff agreed to support the TAM targets of the Nebraska Department of Roads (NDOR). The NDOR TAM targets were provided to the City on December 29, 2016 to comply with the deadline.

After the transit provider and/or State establish performance targets, metropolitan planning organizations must establish performance targets within 180 days, or by June 30, 2017. The Policy Board of the Grand Island Area Metropolitan Planning Organization (GIAMPO) adopted the MPO targets for TAM performance measures on May 23, 2017. The MPO targets are the same targets established by NDOR and the City.

Discussion

The City of Grand Island is the transit provider for the Grand Island Urbanized Area and has the option to support a State Transit Asset Management (TAM) target or establish its own TAM target. City staff agreed to support the TAM targets of NDOR, which are the following:

<i>CATEGORY</i>	<i>CLASS</i>	<i>DEFAULT *ULB</i>	<i>PERFORMANCE TARGET</i>
Rolling Stock	Cutaway bus	10 years	50% of fleet exceeds default ULB
	Minivan	8 years	50% of fleet exceeds default ULB
	Van	8 years	50% of fleet exceeds default ULB
Equipment	Automobile	8 years	75% of fleet exceeds default ULB
Facilities	Admin/Storage	40 years	70% of facilities rated under 3.0 on TERM scale

TAM targets must be reset each year by a transit provider. There is no penalty for missing a target and there is no reward attaining a target.

Alternatives

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Move to approve
2. Refer the issue to a Committee
3. Postpone the issue to future date
4. Take no action on the issue

Recommendation

City Administration recommends that the Council approve the City Performance Measure for Transit Asset Management (TAM).

Sample Motion

Move to approve the resolution.

RESOLUTION 2017-153

WHEREAS, the City of Grand Island, is the designated recipient of urban transportation funds for public transit service to the Grand Island Urbanized Area from the United States Department of Transportation, Federal Transit Administration; and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) required the U.S. Secretary of Transportation to develop rules to establish a system to monitor and manage public transportation assets, to improve safety and increase reliability and performance, and to establish performance measures, and the Fixing America's Surface Transportation (FAST) Act reaffirmed this requirement; and

WHEREAS, the Transit Asset Management (TAM) Final Rule 49 CFR Part 625 became effective October 1, 2016 and established the following state of good repair (SGR) performance measures for capital assets:

Assets	Performance Measure
Equipment (non-revenue support service and maintenance vehicles)	Percentage of vehicles met or exceeded Useful Life Benchmark (ULB)
Rolling Stock (revenue vehicles by mode)	Percentage of vehicles met or exceeded ULB
Infrastructure (only rail fixed-guideway, track, signals, and system)	Percentage of assets in SGR
Facilities (maintenance and administrative facilities; and passenger stations (buildings) and parking facilities)	Percentage of assets with condition rating below 3.0 on the Federal Transit Administration Transit Economic Requirements Model (TERM) scale

WHEREAS, transit providers have three months from the effective date of the TAM Final Rule to set the SGR targets for the next fiscal year. Therefore, the initial targets must be set by January 1, 2017, and then every fiscal year thereafter; and

WHEREAS, the City of Grand Island is the transit provider for the Grand Island Urbanized Area. Since the City of Grand Island is categorized as a Tier II provider according to the TAM Final Rule, the City of Grand Island has the option to support a State TAM target or establish its own TAM target. The TAM targets for the Nebraska Department of Roads are the following:

Category	Class	Default *ULB	Performance Target
Rolling Stock	Cutaway bus	10 years	50% of fleet exceeds default ULB
	Minivan	8 years	50% of fleet exceeds default ULB
	Van	8 years	50% of fleet exceeds default ULB
Equipment	Automobile	8 years	75% of fleet exceeds default ULB
Facilities	Admin/Storage	40 years	70% of facilities rated under 3.0 on TERM scale

NDOR Performance Targets (set January 1, 2017). The performance targets are subject to change.

WHEREAS, the City of Grand agreed to establish City targets for TAM performance measures which are the same targets established by NDOR; and

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the City Targets for Transit Asset Management (TAM) Performance Measures is hereby approved.

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Adopted by the City Council of the City of Grand Island, Nebraska, May 23, 2017.

Jeremy L. Jensen, Mayor

Attest:

Nicki Stoltenberg, City Clerk Pro Tem

Approved as to Form ☐ _____
May 19, 2017 ☐ City Attorney