



## Nashua Regional Planning Commission Transit Asset Management Targets

### Background

On July 26<sup>th</sup> 2016 the Federal Transit Administration published the [final rule](#) on Transit Asset Management (49 CFR Part 625). The rule requires that public transportation providers develop targets for Transit Assets by January 1<sup>st</sup>, 2017 for the following fiscal year. The targets deal with 4 broad areas of interest/asset categories: Equipment, Rolling Stock, Infrastructure, and Facilities.

On May 17, 2017 the NRPC Executive Committee voted to adopt the initial Nashua Transit System Transit Asset Management (TAM) Targets for 2018, as mandated by the Fixing America's Surface Transportation Act. These include performance measures that include the useful life of rolling stock and equipment, as well as the condition of buildings and facilities. The Initial TAM Targets and Methodology can be found on the NRPC website at the following link: [MPOTargets\\_Adopted20170517.pdf](#).

It is not necessary for MPOs to update their targets annually when transit systems conduct their updates. The Federal Transit Administration provided MPOs with the following guidance:

*While transit agencies must update and report their targets annually, MPOs are not required to update their targets annually. **The MPO's targets must be revisited at least with every MTP update (4 years).** You may want to consider updating them with TIP updates, if you so choose. Depending on how each MPO's cycle aligns with the 4 year cycle of the TAM plan, there may be value in coordinating MPO target updates with the TAM plan cycle. The timing of setting new metropolitan targets is a local decision that should be coordinated (and documented) between the MPOs and transit agencies.*

With the update of the NRPC Metropolitan Transportation Plan (MTP) in December, it was an appropriate time to adopt the most current NTS TAM targets, which were received by NRPC on September 6, 2018. The targets are shown below, along with the previously adopted 2018 targets. The NRPC Executive Committee, acting as the Nashua MPO Policy Committee, adopted the new targets at its October, 2018 meeting.

### 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 (ULB) methodology. Targets for facilities are determined for assets anticipated to be included in the NTS Transit Asset Management 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 [NHDOT's State Management Plan](#) and are primarily determined from the minimums set forth in FTA Circular [5010.1E](#)\*:

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.

### 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 the NTS and are categorized by the asset classes listed below:

- Passenger
- Administrative
- Maintenance

### Targets

The following NTS TAM targets were adopted by the Nashua MPO Policy Committee in October, 2018.

Asset Category	2017 Baseline			2018 Target			2019 Target		
	Assets Over ULB on 10/1/2017			Assets Over ULB on 10/1/2018			Assets Over ULB on 10/1/2019		
	Total #	# Over ULB	% Over ULB	Total #	# Over ULB	% Over ULB	Total #	# Over ULB	% Over ULB
<b>Revenue Vehicles</b>									
Transit Buses	9	7	78%	10	0	0%	12	1	8%
Trolleys	3	0	0%	3	3	100%	1	1	100%
Paratransit Vans	9	9	100%	9	3	33%	9	0	0%
<b>Equipment</b>									
Non-Revenue/Service Vehicles	2	1	50%	2	1	50%	2	1	50%
Trucks and other Rubber Tire Vehicles	4	2	50%	4	2	50%	4	0	0%
<b>Facilities</b>									
Administrative Offices	1	0	0%	1	0	0%	1	0	0%
Passenger Facility	1	0	0%	1	0	0%	1	0	0%
Maintenance Garage	1	0	0%	1	0	0%	1	0	0%