

**Nashua Regional Planning Commission
Transit Asset Management**

The Federal Transit Administration describes transit asset management (TAM) as a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. It involves a set of strategic and systematic processes and practices for managing the performance, risks, and costs of transit assets over their entire lifecycle for providing safe, cost-effective, and reliable public transportation. Through asset management, transit agencies can more effectively use available funds to improve the physical condition and performance of their system. This, in turn, may result in increased ridership.

The NTS TAM Plan contains the following elements:

- **Asset Portfolio:** An inventory of the type and number of capital assets (rolling stock, equipment, and facilities) owned, operated and/or maintained by NTS that support the delivery of public transportation services. (Exception: Equipment with an acquisition value under \$50,000 that is not a service vehicle.)
- **Asset Condition Assessment:** A process of inspecting, evaluating, and reporting the visual and/or measured condition of NTS’ inventoried assets.
- **Management Approach:** The strategies, requirements, processes, and activities needed over the course of the life of the assets, from design/procurement, operation, maintenance, and rehabilitation to replacement and disposal.
- **Work Plans and Schedules:** The prioritized investments or projects needed to maintain a state of good repair or to enhance the condition and performance of NTS’ assets.

NTS has established specific, measurable, achievable, realistic, and time-bound (SMART) goals.

Table 1: Nashua Transit System TAM Goals and Objectives

TAM Goals	TAM Objectives
Maintain a state of good repair for the NTS Fleet	Update the Fleet Maintenance Plan every 4 years, concurrent with the TAM Plan.
	Review transit needs for inclusion in the City of Nashua's Capital Equipment Reserve Fund (CERF) annually by July to ensure that required improvements are included in September submittal
	Apply for all applicable grants to provide the Federal match for additional Rolling Stock purchases (ongoing)
Maintain a state of good repair for facilities and equipment	Update the Facilities and Equipment Maintenance Plan 4 years.
	Review transit needs for inclusion in the City of Nashua's CERF (for equipment) and/or Capital Improvement Program (for facilities) annually by July to ensure that required improvements are included in September submittal

Improve Customer Satisfaction	Educate the public about new fixed route and para-transit fleet replacements, through public meetings, social media, and educational materials (ongoing)
	Conduct annual rider surveys to assess customer satisfaction and use feedback as a basis for future projects that enhance the user experience.

Transit Asset Management (TAM) Targets

The Federal Transit Administration (FTA) [Final Rule on Transit Asset Management \(49 CFR Part 625\)](#). The rule required targets for transit assets to be developed by January 1, 2017 for the following fiscal year. The targets deal with four broad areas of asset categories: Rolling Stock, Equipment, Infrastructure, and Facilities. NTS is not required to set targets for infrastructure as that requirement pertains only to fixed-guideway/rail systems, which NTS does not operate.

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.*

Error! Reference source not found. details the NTS TAM target for 2023, adopted by the Nashua MPO Policy Committee concurrently with this FY 2023-2026 TIP and MTP Minor Update in February 2023. NTS set targets for rolling stock and equipment based upon the anticipated number of assets in each class that will have met or exceeded the Useful Life Benchmark (ULBs) on October 1, 2023, divided by the anticipated number of assets in each class for the target years. The ULBs for rolling stock are based on guidance from the FTA, with adjustments made based on NTS records and experience. Baseline conditions were calculated based upon the number of assets in each class that met or exceeded the ULB on October 1, 2017. ULBs for equipment are derived from the minimums documented in [FTA Circular 5010.1E](#) and are also adjusted based on historical records. Targets for facilities are developed by applying the FTA's 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.

Asset Category	2017 Baseline			FY2022 Target			FY2022 Actual			FY2023 Target		
	Assets Over ULB on 10/1/2017			Assets over ULB on 10/1/21			10/1/2022			10/1/2023		
Revenue Vehicles	Total #	# Over ULB	% Over ULB	Total #	# Over ULB	% Over ULB	Total #	# Over ULB	% Over ULB	Total #	# Over ULB	% Over ULB
Transit Buses	9	8	89%	12	0	0%	12	0	0%	12	0	0%
Trollys	3	3	100%	0	NA	NA	0	NA	NA	0	NA	NA
Paratransit Vans	9	9	100%	9	0	0%	9	2	22%	9	0	0%
Equipment	Total #	# Over ULB	% Over ULB	Total #	# Over ULB	% Over ULB	Total #	# Over ULB	% Over ULB	Total #	# Over ULB	% Over ULB
Non-Rev Service Veh.	2	1	50%	1	0	0%	1	0	0%	2	0	0%
Trucks/other Veh.	4	2	50%	5	3	60%	5	2	40%	5	4	80%
Facilities	Total #	# Over 3.0	% Over 3.0	Total #	# Below 3.0	% Below 3.0	Total #	# Below 3.0	% Below 3.0	Total #	# Below 3.0	% Below 3.0
Admin Offices	1	0	0%	1	0	0%	1	0	0%	1	0	0%
Passenger Facility	1	0	0%	1	0	0%	1	0	0%	1	0	0%
Maintenance Garage	1	0	0%	1	0	0%	1	0	0%	1	0	0%

Transit Asset Managemnt Investments

<u>Location</u>	<u>Project ID</u>	<u>Scope</u>	<u>FY 2023-2026 Funding</u>
Nashua	NTS 5307	Funding for NTS capital planning, PM, investments, ADA & opertaing assistance	\$7,053,156
Nashua	NTS 5310	Funding for NTS fleet replacement/rehab/purchases. Passenger enhancements & purchase of service to support enhanced mobility for seniors && individuals with disabilities	\$944,405
Nashua	NTS 5339	Funding for NTS capital projects, including fleet replacemetn, rehabilitation, purchases, passenger amenities & construction/rehab of bus-related facilities	\$559,423
NRPC Region Total:			\$7,997,561

NPC Estimated Share of Statewide Infrastucture System Performance Projects

Statewide Program	FTA 5307	Funding for Boston Express	\$214,398
Statewide Program	FTA 5310	STBG transfer to FTA 5310	\$1,580,800
NRPC Region Total:			\$214,398