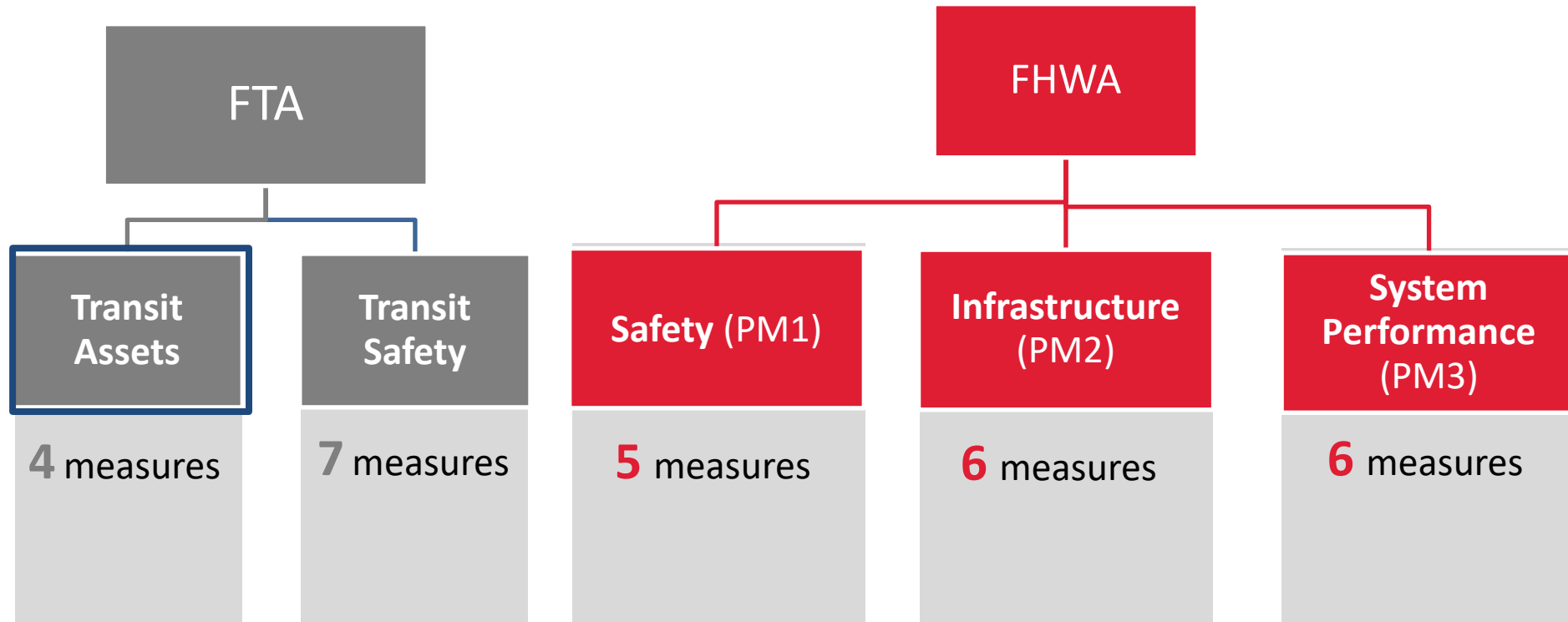


# AAMPO

## **Transit Asset Management: 2024 Target Setting**

Technical Advisory Committee | March 8, 2024

# Federal Performance Measure Target Dates



## Targets are updated:

Annually  
by transit  
providers

Annually  
by transit  
providers

Annually  
by DOTs  
and MPOs

Every two years  
by DOTs and  
MPOs

Every two years  
by DOTs and  
MPOs

# Equipment SGR (construction, service vehicles and maintenance)

**Definition:**  
 Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)

Asset Class	Useful Life Benchmark	FY 2022 Performance Target	FY 2024 Performance Target
<b>Automobiles</b>	<ul style="list-style-type: none"> <li>Standard: 7 years or 125K miles</li> <li>Police: 5 years or 80K miles</li> </ul>	44%	0%
<b>Trucks and Other Rubber Tire Vehicles</b>	<ul style="list-style-type: none"> <li>Standard: 7 years or 125K miles</li> <li>Police: 5 years or 80K miles</li> <li>Heavy Duty: 10 years or 150K miles</li> </ul>	36%	29%



# Rolling Stock SGR (railcars, buses, other passenger vehicles, ferries)

**Definition:** Percentage of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)

Asset Class	Useful Life Benchmark	FY 2022 Performance Target	FY 2024 Performance Target
Articulated Bus	15 years or 625K Miles	0.00%	0.00%
Bus	15 years or 625K Miles	4.00%	0.00%
Vans	7 years or 210K Miles	0.00%	0.00%



# Facilities SGR (support facilities, passenger facilities, parking facilities)

**Definition:** Percentage of facilities within an asset class rated below 3.0 (adequate) on the Transit Economic Requirements Model (TERM) Federal scale

Asset Class	FY 2022 Performance Target	FY 2024 Performance Target
Administrative and Maintenance	0.00%	0.00%
Passenger Facilities	0.00%	0.00%
Passenger Parking	0.00%	0.00%



# Infrastructure SGR (fixed guideway, signal systems, structures, power)

The performance measure is based on rail, fixed-guideway track, signals and systems.

**There are no transit assets of this type in the Alamo Area.**



# Proposed AAMPO TAM targets

Transit providers (or Group Plan sponsors) will share their targets annually, but **MPOs will revisit targets only when updating their MTP and/or TIP**

- VIA Metropolitan Transportation's CEO, Jeffrey Arndt, FY 2024 approved updated TAM targets on September 28, 2023



**TO:** Jeffrey C. Arndt, President and CEO      **FROM:** Anthony Burkett, EAM Administrator  
**SUBJECT:** FY24 Performance Targets      **DATE:** September 28, 2023

Please approve the following Fiscal Year 2024 Performance Targets.

These Performance Targets are based on the percentage of assets in each of the relevant classes which are expected to be at or beyond their useful life benchmark.

**Rolling Stock**

Articulated Buses	0%
Buses	0%
Paratransit Vans/Cutaways	0%

**Equipment**

Cars	0%
Trucks and Other Rubber Tires	29%

**Facilities**

Passenger Facilities	0%
Passenger Parking Facilities	0%
Admin and Maintenance	0%

\*Special Notes: Due to supply chain constraints, contract orders may continue to delay procurements, causing useful life benchmarks to increase, resulting in our inability to retire FY24 projected targeted vehicle replacements. As per NTD reporting requirements, "Buses" include inactive Rolling Stock such as contingency buses.

  
\_\_\_\_\_  
Jeffrey C. Arndt, President and CEO      Date      9/28/23

# Proposed AAMPO TAM targets

Transit providers (or Group Plan sponsors) will share their targets annually, but MPOs will revisit targets only when updating their MTP and/or TIP

- Resolution by TPB will be included in *Mobility 2050* and the FY 2025-2028 TIP



## A Resolution Adopting the Transit Asset Management Targets Established by VIA Metropolitan Transit

**WHEREAS**, the Alamo Area Metropolitan Planning Organization (AAMPO) is responsible for a multimodal transportation planning and programming process; and

**WHEREAS**, the AAMPO provides local direction for urban transportation planning and the allocation of federal transportation funds to entities within the region; and

**WHEREAS**, Moving Ahead for Progress in the 21st Century Act, Fixing America's Surface Transportation Act, and the Bipartisan Infrastructure Law require the implementation of Performance Measures to assist in the transportation planning process; and

**WHEREAS**, VIA Metropolitan Transit has adopted its Transit Asset Management Targets to maintain assets in a state of good repair; and

**WHEREAS**, VIA Metropolitan Transit has established targets for four Transit Asset Management Performance measures for:

1. **Equipment** – percentage of non-revenue vehicles that have either met or exceeded their useful life benchmark (ULB)
  - a. Automobiles: 0%
  - b. Trucks and Other Rubber tire Vehicles: 20%
2. **Rolling Stock** – percentage of revenue vehicles that have either met or exceeded their ULB:
  - a. Articulated Bus: 0%
  - b. Bus: 0%
  - c. Vans: 0%
3. **Infrastructure** – N/A, no passenger rail infrastructure
4. **Facilities** – percentage of facilities rated below condition 3 (adequate) on the TERM scale: |
  - a. Administrative: 0%
  - b. Maintenance: 0%
  - c. Passenger/Parking: 0%

**WHEREAS**, VIA Metropolitan Transit will share their targets annually, with AAMPO revisiting transit targets only when updating the Metropolitan Transportation Plan and/or Transportation Improvement Program.

**NOW, THEREFORE, BE IT RESOLVED** that the Alamo Area Metropolitan Planning Organization Transportation Policy Board hereby adopts VIA Metropolitan Transit's Transit Asset Management targets.

**BE IT FURTHER RESOLVED**, that the Transportation Policy Board will plan and program projects that contribute to the accomplishments of said targets.

**BE IT FURTHER RESOLVED**, that AAMPO will monitor the established targets and report achievements to the Transportation Policy Board in Fall 2024.

PASSED AND APPROVED this 22nd day of April 2024.

\_\_\_\_\_  
Melissa Cabello Havrda, Chair  
Alamo Area Metropolitan Planning Organization

# Proposed AAMPO TAM targets

Transit providers (or Group Plan sponsors) will share their targets annually, but MPOs will revisit targets only when updating their MTP and/or TIP

Performance Measure	2024 Target (VIA)	2024 Target (AAMPO)
<b>Equipment SGR</b>	Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB) = 0% for automobiles; 29% for trucks and other rubber tire vehicles	
<b>Rolling Stock SGR</b>	Percentage of revenue vehicles (articulated busses, busses and vans) that have met or exceeded their ULB = 0% Non-Articulated Busses, 0% Other	
<b>Facilities SGR</b>	Percentage of facilities within an asset class, rated below condition 3 (adequate) on the Transit Economic Requirements Model (TERM) Federal scale = 0%	
<b>Infrastructure SGR</b>	None (no rail)	

## *Information Only*

*Action on TAM performance targets to  
be requested in April 2024*

**Clifton L. Hall**

**Transportation Planning  
Program Manager**

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