

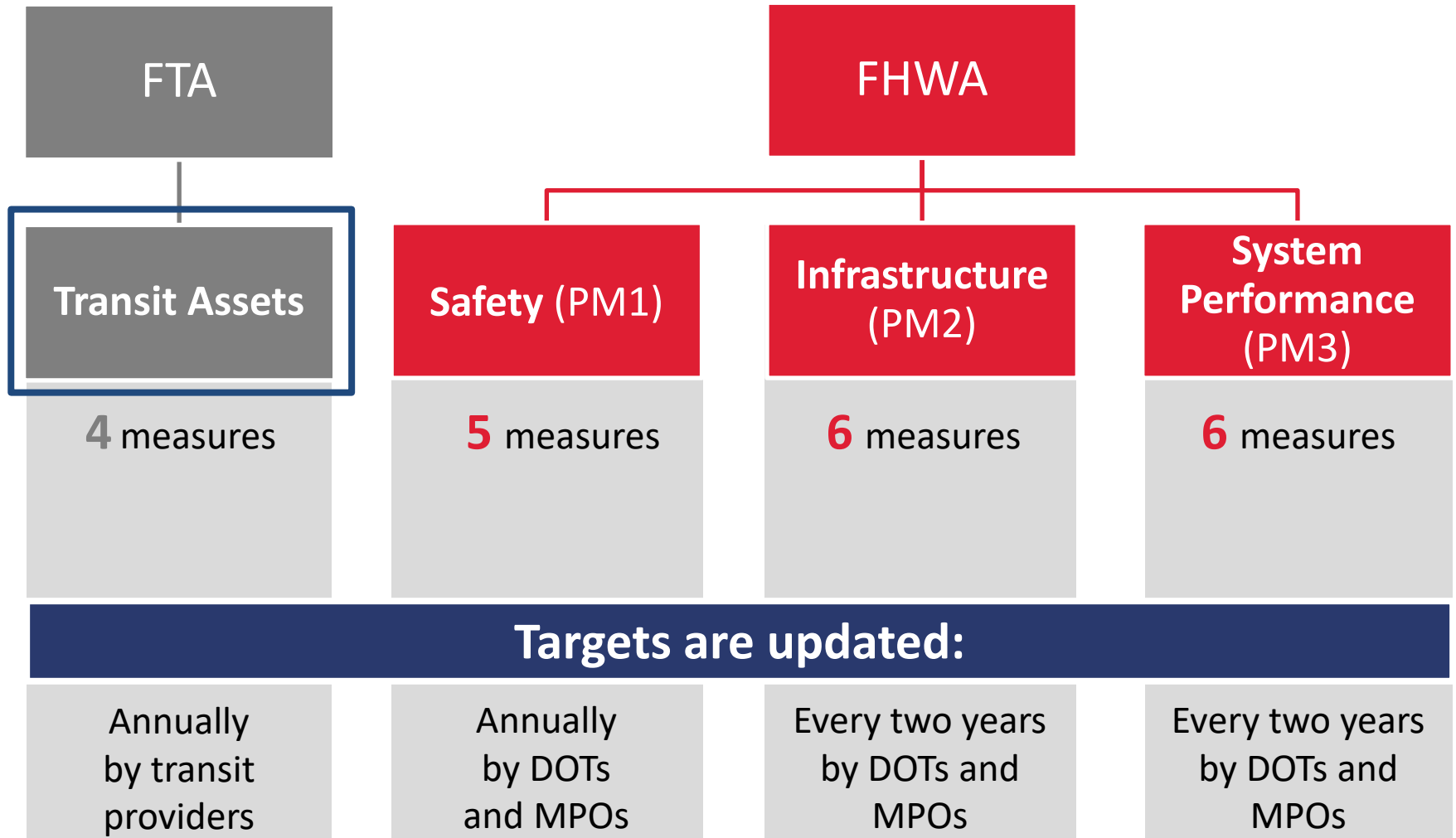
# AAMPO

The logo for AAMPO (Association of American Metropolitan Planning Organizations) features the acronym in a bold, white, sans-serif font. The letters 'A', 'A', and 'M' are positioned on a red background, while 'P', 'O', and 'O' are on a dark blue background. A thick, red, curved swoosh underlines the text.

## **Transit Asset Management: 2022 Target Setting**

Transportation Policy Board | April 21, 2022

# Federal Performance Measure Target Dates



# 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 2020 Performance Target	FY 2022 Performance Target
Automobiles	<ul style="list-style-type: none"> <li>Standard: 7 years or 125K miles</li> <li>Police: 5 years or 80K miles</li> </ul>	2.69%	44%
Trucks and Other Rubber tire Vehicles	<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>	5.91%	36%



# 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 2020 Performance Target	FY 2022 Performance Target
Articulated Bus	15 years or 625K Miles	0.00%	0.00%
Bus	15 years or 625K Miles	0.00%	4.00%
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 2020 Performance Target	FY 2022 Performance Target
Administrative	0.00%	0.00%
Maintenance	0.00%	0.00%
Passenger/ Parking	0.00%	0.00%



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

**N/A.** 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 2022 approved updated TAM targets on October 1, 2021.



To: Jeffrey Arndt, President and CEO  
From: Sam Marra, Vice President of Fleet and Facilities Maintenance  
Subject: FY/22 Performance Targets  
Date: September 29, 2021

Please approve the following Fiscal Year 2022 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	4%
Paratransit Vans/Cutaways	0%


Equipment

Cars	44%
Trucks and Other Rubber Tires	36%

Facilities

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

Approved by:

  
\_\_\_\_\_  
Jeffrey Arndt, President and CEO

October 6, 2021

Date

# 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 2023-2026 TIP
- Recommendation by TAC on April 1, 2022.



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

**WHEREAS**, the Alamo Area Metropolitan Planning Organization (MPO) is responsible for a multi-modal transportation planning and programming process; and

**WHEREAS**, the MPO 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 and subsequent Fixing America's Surface Transportation Act 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: 2.69%
  - b. Trucks and Other Rubber tire Vehicles: 5.91%
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, but the MPO will revisit 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 the MPO will monitor the established targets and report achievements to the Transportation Policy Board in Fall 2020.

PASSED AND APPROVED this 22nd day of June 2020.

\_\_\_\_\_  
Kevin Wolff, 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	2022 Target (VIA)	2022 Target (AAMPO)
<b>Equipment SGR</b>	Percentage of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB) = 44% for automobiles; 36% 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 = 4% Non-Articulated Busses, 0% Other	
<b>Infrastructure SGR</b>	None (no rail)	
<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%	

## *Action Requested*

*Approval of TAM performance targets  
by TPB as presented*

**Clifton L. Hall**

**Interim Transportation Planning  
Program Manager**

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