

Initial Transit Asset Management Targets & Methodology for the Nashua Metropolitan Planning Organization

Adopted May 17, 2017

Background

On July 26th 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 1st, 2017 for the following fiscal year. The targets deal with 4 broad areas of interest/asset categories: Equipment, Rolling Stock, Infrastructure, and Facilities.

Under the joint FHWA-FTA final rule on planning (23 CFR Part 450, 49 CFR Part 613), Metropolitan Planning Organizations (MPOs) are required to set regional transit asset management targets within 180 days of the date that the State or public transportation provider sets their performance targets. On May 17, 2017, the Nashua MPO adopted the following transit asset targets established in coordination with the Nashua Transit System (NTS), the only public transportation provider based and operating in the Nashua region. Targets were not set for infrastructure as that requirement pertains only to fixed-guideway/rail systems, which NTS does not operate.

Targets

The following table shows the targets for the State of Good Repair performance measures for Transit Assets that are anticipated to be included in the NTS' Transit Asset Management (TAM) Plan:

Asset Category*	Performance Measure	Asset Class	Baseline	Target
Rolling Stock	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Class 1	NA	NA
		Class 2	100%	33%
		Class 3	100%	100%
		Class 4	88%	0%
		Class 5	100%	20%
		Class 6	NA	NA
Equipment	Age - % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	All vehicles	20%	20%
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Passenger	0%	0%
		Administrative	0%	0%
		Maintenance	0%	0%
		Storage	NA	NA

*The category for Infrastructure deals solely with fixed guideway/rail systems, which are not operated by the Nashua Transit System.

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 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.

Nashua Transit System: Rolling Stock						
Class	Baseline: Assets in Class over ULB on 10/1/2017			Target: Assets in Class over ULB on 10/1/2018		
	Total #	# Over ULB	% Over ULB	Total #	# Over ULB	% Over ULB
1	0	--	--	0	--	--
2	9	9	100%	9	3	33%
3	3	3	100%	3	3	100%
4	8	7	88%	5	0	0%
5	1	1	100%	5	1	20%
6	0	--	--	0	--	--

Nashua Transit System: Equipment					
Baseline: Equipment Assets over ULB on 10/1/2017			Target: Equipment Assets over ULB on 10/1/2018		
Total #	# Over ULB	% Over ULB	Total #	# Over ULB	% Over ULB
5	1	20%	5	1	20%

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
- Storage

The baseline for all facility classes is 0% because all of NTS' transit facilities that are anticipated to be included in the TAM plan are in good or adequate condition. The target for all facility classes is 0% because the conditions of facilities change much more slowly over time than equipment and rolling stock. NTS does not own any storage facilities, so there is no baseline or target for that asset class.

Nashua Transit System: Facilities					
Baseline: Facility Assets Below 3.0 on 10/1/2017			Target: Facility Assets Below 3.0 on 10/1/2018		
Total #	# Below 3.0	% Below 3.0	Total #	# Below 3.0	% Below 3.0
3	0	0%	3	0	0%

Nashua Transit System Asset Inventory (as of June 30, 2017)

Rolling Stock Baseline Inventory <i>Assets on October 1, 2017</i>				
Class	ULB (years)	Item	# of Vehicles	Age (years) Over ULB
Class 2	6	2001 FORD FORD AERO Paratransit Van	1	16
		2009 ARBOC ARBOC/CHEVY Paratransit Van	8	8
Class 3	7	2010 MOLLY CORP 2009 Freight Trolley Bus	3	7
Class 4	10	2001 Gillig 30' Low Floor Bus	7	15
		2014 Eldorado EZ Rider 30' CNG Low Floor Bus	1	4
Class 5	12	2005 Gillig 35' Low Floor Bus	1	12

Rolling Stock Target Inventory <i>Anticipated Assets on October 1, 2018</i>				
Class	ULB (years)	Item	# of Vehicles	Age (years) Over ULB
Class 2	6	2009 ARBOC ARBOC/CHEVY Paratransit Van	3	9
		New Paratransit Van	6	<1
Class 3	7	2010 MOLLY CORP 2009 Freight Trolley Bus	3	8
Class 4	10	2014 Eldorado EZ Rider 30' CNG Low Floor Bus	1	5
		2017 Gillig 30' CNG Bus	4	<1
Class 5	12	2005 Gillig 35' Low Floor Bus	1	13
		2017 Gillig 35' CNG Bus	4	<1

Nashua Transit System Asset Inventory (as of June 30, 2017)

Equipment Inventory		
<i>Anticipated Assets on October 1, 2017</i>		
<i>No replacements/purchases anticipated before October 1, 2018</i>		
Item	ULB (years)	Age (years) Over ULB
2016 Ford Escape	10	2
1999 Chevy Lumina	10	18
2009 Chevy K3500 Pickup Truck	10	8
2009 Bobcat Toolcat	10	8
2009 Trailer	15	8
1996 Chevy K3500 Pickup Truck	10	21*
2009 Bobcat Skid Steer	10	8*

**Not being replaced*

Facilities Inventory		
<i>Anticipated Assets on October 1, 2017</i>		
<i>No replacements/improvements anticipated before October 1, 2018</i>		
Item	Age (years)	TERM Below 3.0
Maintenance Facility	10	4.0 - 4.7 (Good)
Administration Facility	10	4.0 - 4.7 (Good)
Transit Passenger Facility	18	3.0 - 3.9 (Adequate)