

Transit Asset Management (TAM) Performance Measures and Targets

Background

The Moving Ahead for Progress in the 21st Century (MAP-21) Act and the subsequent Fixing America's Surface Transportation (FAST) Act had set performance management requirements for transit capital assets. These transit requirements established four Transit Asset Management (TAM) performance measures:

- Revenue Vehicle: Percentage of Revenue Vehicles (by type) that exceed the Useful Life Benchmark (ULB);
- Non-Revenue Vehicle: Percentage of Non-Revenue Vehicles (by type) that exceed the Useful Life Benchmark (ULB);
- Facilities: Percentage of Facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale; and
- Infrastructure: Percentage of track segments (by mode) that have performance restrictions.

All transit providers are required to develop TAM Plans and report TAM Targets for the above-mentioned performance measures. The TAM Plans and Targets are intended to help the transit providers achieve and maintain a state of good repair (SGR) for their public transportation assets.

Transit Providers for Merced Region

For the Merced Region, the two transit providers are:

- Transit Joint Powers Authority (TJPA); and
- Yosemite Area Regional Transportation System (YARTS).

YARTS provides intercity bus transit to commuters and park visitors, whereas TJPA provides conventional bus transit service to the Merced County residents.

In October 2018, TJPA and YARTS had prepared their TAM Plans and had set their TAM Targets. For these transit providers, the Infrastructure performance measure was not applicable.

Metropolitan Planning Organization (MPO) Requirement

MPO's are required to establish TAM Targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO planning area within 180 days after the transit providers establish their targets.

The Merced County Association of Governments (MCAG) sets the region's two individual TAM Targets based on the distinct services of the two transit providers.

FACILITIES BY GROUP (Rated Less Than 3.0 on TERM Scale)	TJPA Targets				Regional Targets			
	2019	2020	2021	2022	2019	2020	2021	2022
Operations & Maintenance Facility	0%	0%	0%	0%	0%	0%	0%	0%
Administrative Facility	5%	5%	5%	5%	0%	0%	0%	0%
Dispatch/Training Modular	5%	5%	5%	5%	5%	5%	5%	5%
Operations Modular	5%	5%	5%	5%	5%	5%	5%	5%

TJPA completed the construction of their new operations and maintenance facility in November 2018 and moved in December 2018. TJPA and YARTS purchased a building in early 2018 to remodel to house management and administrative staff. The administrative facility will be remodeled and moved into in 2019. The two modular buildings are in good-excellent condition and will be eventually be used to house YARTS operational personnel.

TJPA does not own any infrastructure.

TAM Targets for YARTS

VEHICLES BY TYPE	#	Exceed ULB	% Exceed ULB	YARTS Targets				Regional Targets			
				2019	2020	2021	2022	2019	2020	2021	2022
Revenue Bus	10	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
Non-Revenue Vehicles	0	-	-	-	-	-	-	-	-	-	-

YARTS owns and operates ten buses. Regarding years of service, one bus has eight years, seven buses have six years, and two buses have three years. The FTA ULB for buses is 14 years.

FACILITIES BY GROUP (Rated Less Than 3.0 on TERM Scale)	YARTS Targets				Regional Targets			
	2019	2020	2021	2022	2019	2020	2021	2022
Park & Ride	0%	0%	0%	0%	0%	0%	0%	0%

The only facility, owned by YARTS, is the Park and Ride Lot in the City of Mariposa.

YARTS does not own any infrastructure.

FTIP Investment

In the 2019 FTIP, Federal investments were programmed that will contribute to the achievement of the region's TAM Targets.

There are also significant, non-Federal revenue sources that are invested in transit capital assets, and, due to being non-Federal, are not programmed in the 2019 FTIP. These revenue sources include Local Transportation Fund (LTF), Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), and State of Good Repair (SGR).

The following shows the TJPA's TAM investment priorities and their funding sources over the four-year target period.

	Total	FTA 5339	LTF	PTMISEA	Cal-OES	SGR
Replacing 14 Paratransit Cutaway Buses	\$ 1,631,287	\$ -	\$ 711,379	\$ 535,000	\$ -	\$ 384,908
Transit Maintenance/Operations Facility	\$ 9,238,639	\$ -	\$ 7,241,963	\$ 1,883,676	\$ 112,578	\$ -
Transit Administrative Facility	\$ 1,163,612	\$ 1,013,886	\$ 149,726	\$ -	\$ -	\$ -
Mobile Bus Lifts	\$ 195,094	\$ -	\$ -	\$ -	\$ -	\$ 195,094
Bus Shelter Pullout	\$ 750,000	\$ -	\$ 750,000	\$ -	\$ -	\$ -

As more Federal funds (e.g. FTA 5339 allocations and Congestion Mitigation Air Quality apportionment capacity) become available, the TJPA will be pursuing these monies to help pay for electrification infrastructure and more transit vehicle replacements.

Merced County Association of Governments (MCAG) Certification

Name of Executive	Title
Stacie Dabbs	MCAG Executive Director

Signature	Date
	3.22.19