DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

RESOLUTION SUPPORTING TARGETS FOR TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES

A motion was made by MPO Board member _____ and seconded by MPO Board member _____ for the adoption of the following resolution; and upon being put to a vote, was duly adopted.

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, the FAST Act continued the implementation of performance based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation, and metropolitan planning organizations; and

WHEREAS, the Federal Transit Administration (FTA) issued a final rule on transit asset management to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, under which providers of public transportation receiving federal funds were required to set their initial asset management targets by January 1, 2017; and

WHEREAS, the Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs shall establish performance targets within 180 days of a State or transit provider setting targets; and

WHEREAS, the transit agencies or jurisdictions operating public transportation in the MPO's planning area have developed information and targets toward compliance with the law and regulation and have communicated their current targets for transit asset management to the MPO; and

WHEREAS, 49 CFR Part 625, the FTA Transit Asset Management Rule, which became effective on October 1, 2016, requires transit operators to develop and adopt a Transit Asset Management Plan that addresses State of Good Repair for rolling stock, infrastructure, equipment, and facilities.

NOW THEREFORE, BE IT RESOLVED, that the DCHC MPO Board supports the GoTriangle, GoDurham and Chapel Hill Transit targets, and as part of the State targets, the Orange Public Transportation and Chatham Transit Network, and agrees to plan and program projects that contribute toward the accomplishment of the transit agency's targets as noted in the attached table called "2022 TAM Targets for DCHC MPO."

(Continued – Resolution Adopting TAM Targets)

_____
Jenn Weaver, DCHC MPO Board Chair

Hillsborough, North Carolina

I certify that Jenn Weaver personally appeared before me this day to affix her signature to the forgoing document.

Date: September 14, 2022

_____
David R. Miller, Notary Public
My commission expires: February 13, 2027

2022 TAM Targets for DCHC MPO

Performance Measure	Asset Category	Example ULB (1)	Targets:			
			GoDurham	GoTriangle	Chapel Hill Transit (2)	State (3)
Percent of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Revenue Vehicles	8 - 14 years	44%	20%	0%	20%
Percent of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Equipment	8 years	78%	87%	0%	20%
Percent of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale (4)	Facilities	TERM: 5-excellent 1-poor	0%	0%	0%	20%

Note: These footnotes are for the MPO review process and will not be included in the final, signed resolution.

(1) Systems use varying year and mileage thresholds for different asset classes. These are examples.

(2) CHT data is from the FTA National Transit Database (NTD).

(3) Orange Public Transportation and Chatham Transit Network chose to join the State consortium lead by NCDOT/IMD.

(4) Facilities do not have a Useful Life Benchmark such as "years." The TERM condition scale is used instead of years.