



**TOPIC:** Transit Asset Management – Scoring Criteria Policy

**DATE:** September 22, 2016 (REVISED)

**Summary:**

The Federal Transit Administration (FTA) has published a final rule to define the term *state of good repair* (SGR) and to establish minimum Federal requirements for transit asset management that will apply to all recipients and subrecipients of chapter 53 funds that own, operate, or manage public transportation capital assets. This final rule requires public transportation providers to develop and implement transit asset management (TAM) plans.

TAM plans must include an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the state of good repair of their capital assets. Standard scoring criteria for condition assessments for regional public transportation assets needs to be established.

Staff has researched other transit providers scoring criteria and has created a policy to facilitate consistency and accuracy for scoring criteria. FTA is requiring that an inventory of all Public Transportation Assets and the corresponding condition assessment be submitted by October 1, 2016.

The next item that will be required is a prioritized list of investments with a decision support tool, which is due January 2017. The third item that will also be required is a Transit Asset Management (TAM) Plan.

A Transit Asset Management (TAM) Plan will be based upon applicability. Applicability will be based upon:

- Operating Rail;
- Number of vehicles across all fixed route modes; or
- Number of vehicles in one non-fixed route mode.

An agency will be considered Tier I if it: operates rail, has 101 or more vehicles across all fixed route modes, or has 101 or more vehicles in one non-fixed route mode. An agency will be considered Tier II if it: is a sub-recipient of 5311 Funds, is considered an American Indian Tribe, has 100 or less vehicles across all fixed route modes, or has 100 or less vehicles in one non-fixed route mode.

A Tier I plan will comprise of:

1. Inventory of all Capital Assets
2. Condition Assessment
3. Decision Support Tool
4. Investment Prioritization
5. TAM & SGR Policy
6. Implementation Strategy

7. List of Key Annual Activities
8. Identification of Resources
9. Evaluation Plan

A Tier II Plan will comprise of items 1 – 4 above.

Individual agencies may have their own TAM plan or can participate in a “Group” plan. Group plans should be compiled by a sponsor. A sponsor is generally the State Department of Transportation or a Designated/Direct Recipient.

**Staff Recommendation/Request:**

Review and adopt the proposed Policy for Scoring Criteria for Public Transportation Assets.

**Implication (policy and/or financial):**

An inventory of assets and their corresponding SGR score will be reported to the Federal Transit Administration by the October 1, 2016 based upon the Scoring Criteria for Public Transportation Assets Policy.

**Highlights:**

August 2016

- Executive Board - Information Item

September 2016

- Board of Directors – Action Item – Scoring Criteria for Regional Public Transportation Policy

January 2017

- Board of Directors – Action Item – Approval Performance Targets for capital assets based on the SGR measures

January - September 2017

- Review and Update TAM plan for the region.

September 2017

- Board of Directors – Action Item – Approve regional TAM plan

**More Information:** Rhonda Jalbert, Development Director, 208.258.2707, [rjalbert@valleyregionaltransit.org](mailto:rjalbert@valleyregionaltransit.org)



*This policy supersedes all prior policy statements written, verbal, or otherwise*

<b>Section</b>	<b>Policy No. 1.28.00</b>
<b>Policy Title: Scoring Criteria for Regional Public Transportation Assets</b>	<b>Page 1 of</b>
<b>Policy Date: 09/26/16</b>	<b>Policy Adopted:</b>
<b>Approved By:</b>	
_____, Chair	<b>Kelli Fairless, Executive Director</b>

## Valley Regional Transit Scoring Criteria for Regional Public Transportation Assets Policy

### **Purpose**

The purpose of the Scoring Criteria for Regional Public Transportation Assets Policy is to provide guidance to public transportation providers and other agencies receiving Federal Transit Administration (FTA) funds in Ada and Canyon Counties for setting their State of Good Repair Condition Rating Scores for all assets purchased with FTA funding.

The objectives of defining and adopting a Regional Scoring Criteria are to:

- Provide guidance for scoring criteria that will coordinate with a Transit Asset Management (TAM) Policy;
- Set a common basis for setting of State of Good Repair Condition Rating Scores which will establish capital investment priorities; and
- Recognize that there is a regional interest in a universal scoring criterion for all public transportation assets.

### **Scope**

The Scoring Criteria for Regional Public Transportation Assets applies to providers of public transportation services in Ada and Canyon Counties and all other agencies that receive Federal Transit Administration funds for capital projects, including but not limited to: equipment, rolling stock, infrastructure and facilities for public transportation.

### Transit Asset Review Schedule

Providers of public transportation services in Ada and Canyon Counties and all other agencies that receive Federal Transit Administration funds will review and monitor assets on an annual basis as part of its internal process to ensure that assets are maintained properly and condition ratings are accurate. This information will be updated in the Transit Asset Management Plan, whether an agency has its own plan or is part of a regionally sponsored plan. This information will also be submitted to the Federal Transit Administration as required.

### Asset Categories and Classes

In order to ensure consistency, these assets will be defined according to Federal Transit Administration's Final Rule: Transit Asset Management Plans. All assets will be categorized according to the Asset Categories and Classes defined below:

- **Equipment:** Includes, but is not limited to: Construction Products, service vehicles and maintenance.
- **Rolling Stock:** Railcars, Buses, Ferries, and other Passenger Vehicles
- **Infrastructure:** Fixed Guideway, Signal Systems, Structures and Power  
(*Note: At this time there are no Infrastructure Assets within Ada and Canyon counties purchased or operated with FTA funding.*)
- **Facilities:** Support Facilities, Passenger Facilities, and Parking Facilities

### Condition Scoring Criteria Guidance

In order to ensure consistency and accuracy, all assets will be scored on an average of at least two (2) criteria, with age always being one (1) of the criteria. Listed below are the criteria for which an asset may be scored:

- **Age** will be scored based on percentage of useful life remaining. Useful life will be determined by Federal Transit Administration Circular 5010.1D, GAAP Guidelines and/or Industry Standards. See Attachment A for the Useful Life Standards.

Score	Definition
5.0	Asset has 100 - 80% useful life remaining.
4.0	Asset has 79.99 - 60% useful life remaining.
3.0	Asset has 59.99 - 40% useful life remaining.
2.0	Asset has 39.99 - 20% useful life remaining.
1.0	Asset has 19.99 - 0% useful life remaining.
0.5	Asset is beyond its useful life.

- **Mechanical/Technical scoring** is based on how close an asset or component is to replacement or major overhaul. Scores will not have a greater granularity than a half point. Refer to individual asset group inspection Standards Documents for confidence in reliability and specific examples.

Score	Definition
5.0	New or like new, 95% to 100% confidence in reliability; no visible defects, no damage, cosmetically looks new. *An asset is only new once, after rebuild some old parts are not new and therefore the highest score after a rebuild is 4.5.
4.5	The Inspector is 90% to 95% confident in the reliability of the component/asset.
4.0	The Inspector is 80% to 90% confident in the reliability of the component/asset. The asset shows minimal signs of wear, no major defects. Some minor defects with only minimal signs of deterioration. Cosmetic defects/minor wear.
3.5	The Inspector is 70% to 80% confident in the reliability of the component/asset.
3.0	The Inspector is 60% to 70% confident in the reliability of the component/asset. Some moderately defective or deteriorated components; expected maintenance needs. Cosmetically "fair" but all devices are functioning as designed. Small repairs or minor refurbishment.
2.5	The Inspector is 50% to 60% confident in the reliability of the component/asset. Asset near overhaul or retirement, but in serviceable condition.
2.0	The Inspector is 40% to 50% confident in the reliability of the component/asset. Asset has numerous defects or deteriorated component(s). Significant or multiple repairs needed.
1.5	The Inspector is 30% to 40% confident in the reliability of the component/asset.
1.0	The Inspector is less than 30% confident in the reliability of the component/asset. Critical defects exist that may affect function or safety. Asset is in need of multiple major repairs or refurbishment; numerous defects.
0.0	Not safe to use or operate, multiple major repairs or Asset is set for disposal/retirement.

- **Appearance scoring** is based on how an asset or component appears visually. Scores will not have a greater granularity than a half point. Refer to individual asset group inspection Standards Documents for specific examples.

Score	Definition
5.0	New or like new, 95% to 100% in original condition; no visible defects, no damage, cosmetically looks new. *An asset is only new once, after rebuild some old parts are not new and therefore the highest score after a rebuild is 4.5.
4.5	The Asset appears to be 90% to 95% in original or like new condition.

4.0	The Asset appears to be 80% to 90% of the original condition of the component/asset. The asset shows minimal signs of wear, no major visual defects. Some minor visual defects with only minimal signs of deterioration. Cosmetic defects/minor wear.
3.5	The Asset appears to be 70% to 80% of the original condition of the component/asset.
3.0	The Asset appears to be 60% to 70% of the original condition of the component/asset. Some moderately visual or deteriorated components; expected maintenance needs. Cosmetically "fair" but all devices are functioning as designed.
2.5	The Asset appears to be 50% to 60% of the original condition of the component/asset. Asset near visual overhaul or retirement, but in serviceable condition.
2.0	The Asset appears to be 40% to 50% of the original condition of the component/asset. Asset has numerous visual defects or deteriorated component(s). Significant or multiple visual repairs needed.
1.5	The Asset appears to be 30% to 40% of the original condition of the component/asset.
1.0	The Asset appears to be less than 30% of the original condition of the component/asset. Critical visual defects exist that may affect function or safety. Asset is in need of multiple major visual repairs or refurbishment; numerous defects.
0.0	Not safe to use or operate, multiple major visual repairs or Asset is set for disposal/retirement.

- **Overall State of Good Repair scoring** will be an average of the scoring for Age, Mechanical/Technical and/or Appearance.

Age	Mechanical	Appearance	Overall SGR Score
5.0 – 0.5	5.0 – 0.0	5.0 – 0.0	Average of Scores 5.0 – 0.0

**ATTACHMENT A**  
**USEFUL LIFE STANDARDS**

<b>Asset</b>	<b>Useful Life</b>	<b>Useful Life</b>	<b>Source</b>
<b><u>Buses/Light Vehicles</u></b>			
Large heavy-duty transit buses 35'-40'	12 years/500,000 miles	<b>12</b>	FTA Circular 5010.1D
Small heavy-duty transit buses 30'	10 years/350,000 miles	<b>10</b>	FTA Circular 5010.1D
Medium medium-duty transit buses 25'-35'; Sprinter bus	7 years/200,000 miles	<b>7</b>	FTA Circular 5010.1D
Medium light-duty transit buses 25'-35', BOC vehicles, Expansion vans	5 years/150,000 miles	<b>5</b>	FTA Circular 5010.1D
Light-duty vehicles (vans, sedans, light-duty buses); Support vehicles; BOC (15-19 passenger), < 30 ft	4 years/100,000 miles	<b>4</b>	FTA Circular 5010.1D
<b><u>Trolleys</u></b>			
Fixed guideway steel-wheeled	25 years	<b>25</b>	FTA Circular 5010.1D
Fixed guideway electric, rubber tires	15 years	<b>15</b>	FTA Circular 5010.1D
Simulated trolleys (rubber tires, internal combustion engine)	Refer to bus useful life	<b>Refer to bus useful life</b>	FTA Circular 5010.1D
<b><u>Rail Vehicles</u></b>			
	25 years, see circular	<b>25</b>	FTA Circular 5010.1D
<b><u>Ferries</u></b>			
Passenger ferrries	25 years	<b>25</b>	FTA Circular 5010.1D

Other ferries (w/o refurbishment)	30 years	<b>30</b>	ITEM V-B FTA Circular 5010.1D
Other ferries (w/refurbishment)	60 years	<b>60</b>	FTA Circular 5010.1D

### **Facilities**

Buildings- concrete, steel and frame construction	40 years	<b>40</b>	FTA Circular 5010.1D
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### **Other Capital Equipment**

Fare boxes	10 years	<b>10</b>	Manufacturer/Industry stds.
Computer hardware	4 years	<b>4</b>	GAAP Guidelines/Industry Stds.
Computer hardware- Domain controllers	4 years	<b>4</b>	Industry Stds.
Mobile data computers (real-time dispatching)	7 years	<b>7</b>	Manufacturer
Computer software	4 years	<b>4</b>	GAAP Guidelines/Industry Stds.
Computer software- HASTUS	4 years	<b>4</b>	Manufacturer
Computer software- ADP	4 years	<b>4</b>	Industry Stds.
Scheduling/fleet management software	4 years	<b>4</b>	GAAP Guidelines/Industry Stds.
Communications equipment, mobile radios, base stations	10 years	<b>10</b>	GAAP Guidelines/Industry Stds.
Security/Surveillance equipment, cameras for vehicles	Same as useful life of vehicle	<b>Same as useful life of vehicle</b>	
Security/Surveillance equipment, cameras for buildings	10 years	<b>10</b>	Industry Stds.
Shop equipment- Alignment machines, bus washing, tire changers	10 years	<b>10</b>	Manufacturer
Bus lift	20 years	<b>20</b>	Manufacturer



			ITEM V-B
Wheelchair lift	Same as useful life of vehicle	<b>Same as useful life of vehicle</b>	
Bus shelters	15 years	<b>15</b>	Industry Stds.
Bus shelter/stop benches	10 years	<b>10</b>	Manufacturer
Office furniture	10 years	<b>10</b>	Manufacturer
Carpeting	5 years	<b>5</b>	Manufacturer
Repeater tower	25 years	<b>25</b>	Manufacturer
Engine for bus/trolley	4 years	<b>4</b>	Industry Stds.
Bus stop signage	10 years	<b>10</b>	Industry Stds.
HVAC parts	5 years	<b>5</b>	Grantee experience
Asphalt parking lot	15 years	<b>15</b>	GASB
Thermal diesel particle filter cleaner	10 years	<b>10</b>	Manufacturer
Commercial roofing	15 years	<b>15</b>	Industry Stds.