STAFF REPORT

MEETING DATE:	**April 23, 2019**
SUBJECT:	**Accept RABA Transit Asset Management Plan Performance Measures and Targets**
AGENDA ITEM:	**5-6**
STAFF CONTACT:	**Julie McFall, Associate Transportation Planner**

SUMMARY:

The Redding Area Bus Authority (RABA) and Shasta County are required to develop a Transit Asset Management (TAM) Plan with performance measures. A TAM Plan shows how a transit agency will operate, maintain, and improve its public transit assets. Once a plan is adopted, SRTA as the region's Metropolitan Planning Organization (MPO), must accept the TAM Plan and incorporate the performance measures and targets into SRTA's planning documents.

STAFF RECOMMENDATION:

It is recommended that the board of directors accept the TAM Plan, including the transit asset performance measures and targets, as prepared by RABA and Shasta County.

DISCUSSION:

As direct recipients of Federal Transit Administration (FTA) funds, RABA and Shasta County must develop a TAM Plan. RABA and Shasta County developed and adopted a group TAM Plan (link to TAM Plan included as attachment) on October 15, 2018. As the designated MPO for the Shasta Region, SRTA must accept the performance measures and targets included in the TAM Plan or adopt other performance measures. Performance measures and targets included in the TAM Plan have been summarized in the table on the following page.

Following acceptance of the TAM Plan, SRTA will incorporate the performance measures and targets into the Federal Transportation Improvement Program (FTIP) and Regional Transportation Plan (RTP). The FTIP and RTP will demonstrate how regional projects help meet the TAM Plan transit asset performance measures and targets.

The TAM Plan can be amended as needed and must be updated at least every four years. Staff recommends that the board of directors accept the RABA transit asset performance measures and targets as presented, as they are reasonable and consistent with regional goals to support and maintain public transit assets.

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
REVENUE VEHICLES						
% of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark	Bus	1%	1%	1%	1%	1%
	Cutaway Bus	30%	20%	20%	20%	20%
EQUIPMENT						
% of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	40%	40%	40%	30%	30%
FACILITIES						
% of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Maintenance	1%	1%	1%	1%	1%

ALTERNATIVES:
The board of directors may elect to not accept the transit asset performance measures and targets prepared by RABA and instead direct staff to prepare separate performance targets. Staff has identified no issues to warrant such an action.

OTHER AGENCY INVOLVEMENT:
SRTA provided technical assistance and coordination with federal and state agencies. RABA and Shasta County developed and adopted the TAM Plan. The Technical Advisory Committee (TAC) concurs with the staff recommendation.

FISCAL IMPACT:
There is no fiscal impact with this action.

Daniel S. Little, AICP, Executive Director

Attachment: https://www.srta.ca.gov/DocumentCenter/View/4613/5-6_2018_Attach_-RABA_TAM_Plan