

ATTACHMENT 1

RPC TAC MEETING

Minutes
May 25, 2017
RPC Conference Room

Members Present: Richard McDermott, Hampton Falls; Robert Clark, Atkinson; Joan Whitney, Kensington; Tim Moore, Plaistow; Steve Gerrato, Greenland; Eric Eby, Portsmouth; Richard Hartung, Hampstead; Chris Cross, Newington; Andre Garron, Salem; Dave Sharples, Exeter; Greg Mikolaities, Rye; Tony Komornick, MVPC; and Leigh Levine, FHWA.

Staff Present: Dave Walker, Scott Bogle and Roxanne Rines, RPC.

Meeting Opened at 9:05 a.m.

1. Introductions

Attendees introduced themselves and stated what municipality they were from or the agency they represented.

Walker stated Art Ditto, Rye, has **retired. Rye's new rep is Greg Mikolaities**, Walker welcomed Greg.

2. Minutes of April 24, 2017, TAC Meeting

Corrections to the minutes were given.

Motion: Clark made a motion to approve the minutes of April 24, 2017, as corrected. Hartung seconded the motion. Motion carried.

3. TAC Chair Selection

Motion: Gerrato made a motion to nominate Richard McDermott as Chair. Hartung seconded the motion. Motion carried.

Motion: Gerrato made a motion to nominate Dave Sharples as Vice-Chair. Hartung seconded the motion. Motion carried.

4. TIP Amendment #2

Walker stated a 10-day public comment period will begin when a location is secured for the July MPO meeting. There are 17 regional and two statewide projects with changes included in the amendment;

these changes include: additional funding needs, changes in scope, as well as projects being added or deleted. He reviewed the attached table of changes. The net increase in cost is about \$8 million. Walker gave corrections to projects listed in the tables.

Clark asked for the cost overrun amount is for the Sarah Long project. Walker stated that the project is being funded by Maine and NH and Maine is the lead. The amount listed is the total amount which will be split between the 2 states. He then reviewed a state report which lists the costs for each state. Discussion ensued about the amount of cost overrun. Walker stated there will be a public information meeting on May 31 in Kittery, ME, 4-6 pm. He will send the details of the meeting to the TAC members via email.

Motion: Gerrato made a motion to endorse TIP Amendment #2 with amended tables and recommend approval to the MPO Policy Committee. Clark seconded the motion. Motion carried.

5. Long Range Transportation Plan Progress Update

Walker stated staff intends to have a full draft of the plan at the next TAC meeting on June 22nd. He gave a powerpoint presentation explaining the work that staff is continuing to complete: updating the needs assessment data; population and employment projections, along with historic changes; changes in workforce; planning for traffic and growth changes; how tourism drives economy; increase in travel; etc. Discussion ensued.

Bogle reviewed the commuter flow changes against comparisons of the 2000 vs 2012 numbers with a powerpoint presentation. Staff will send draft chapters to members when completed.

McDermott asked that staff send both presentations to members. Staff agreed.

6. Project Updates

Walker stated there is no handout. Both himself and Bogle gave some brief updates of current projects.

Walker stated that Cliff Sinnott is retiring August 1st. The new Executive Director will be Tim Roache of Nashua Planning Commission and he will start August 1st.

Meeting adjourned at 10:32 a.m.

Respectfully submitted,

Roxanne M. Rines
Recording Secretary

ATTACHMENT #2

Rockingham Planning Commission

Initial Transit Asset Management Targets & Methodology

June 20, 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 Transit Agencies to set targets for Transit Assets by January 1st 2017 for the following fiscal year, and Metropolitan Planning Organizations (MPOs) to set regional targets 180 days after that. The targets deal with 4 broad areas of asset categories; Equipment, Rolling Stock, Infrastructure, and Facilities. The RPC region contains no relevant infrastructure as defined under 49 CFR part 625 (e.g. fixed guideway for light rail mass transit), and therefore the MPO is only required to set targets for equipment, rolling stock, and facilities.

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 primarily determined from the minimums set forth in FTA Circular [5010.1D](#):

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', trolley	10
Class 5	Heavy duty transit bus ≥ 35', trolley	12
Class 6	Over-the-road-coach	12

*The Service Life of Class 2 vehicles has been increased from 5 to 6 years.

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 passenger, administrative, maintenance, and storage facilities that are owned by direct recipients and were purchased using federal funds.

The baseline for all classes is 0% because all transit facilities in the region are in good condition. The target for all facility classes, including administrative facilities, is 0% because the conditions of facilities change much more slowly over time in comparison to equipment or rolling stock.

Target Development

The RPC MPO developed targets by reviewing the asset portfolios for the three transit providers in the region; Cooperative Alliance for Regional Transit (CART), Cooperative Alliance for Seacoast Transportation (COAST), and the University of New Hampshire Wildcat Transit. Calculation of regional targets for rolling stock and equipment was based on comparison of the existing regional inventory to anticipated additions and replacements. For each asset class, the total number of vehicles was compared to the number of vehicles at or above their Useful Life Benchmark (ULB). Regional baseline and target calculations will be updated on an annual basis as part of the RPC Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

Assets from the three transit agencies are recorded in the National Transit Database (NTD) and follow the remaining Useful Life Benchmark (ULB) methodology. Targets for transit facilities were determined by using the Transit Economic Resource Model (TERM) qualitative scale of condition. Per federal ruling, targets were based on realistic expectations and the best available data.

2017 - Baseline

Class	COAST	Wildcat	CART	Total	Percentage at/over ULB
1	5/7	0/2	0/1	5/10	50%
2	3/8	1/6	0/0	4/14	29%
3	0/1	0/0	5/7	5/8	63%
4	0/2	0/0	0/0	0/2	0%
5	7/23	0/26	0/0	7/49	14%
6	2/2	0/0	0/0	2/2	100%
Equipment	5/5	0/5	0/0	5/10	50%
Facilities	0/3	0/0	0/0	0/3	0%

2018 - Target

COAST	Wildcat	CART	Total	Percentage at/over ULB
4/7	0/2	0/1	4/10	40%
2/8	3/6	0/0	5/14	36%
0/1	0/0	3/7	3/8	38%
0/2	0/0	0/0	0/2	0%
7/23	8/26	0/0	15/49	31%
2/2	0/0	0/0	2/2	100%
5/5	0/5	0/0	5/10	50%
0/3	0/0	0/0	0/3	0%

Targets

The following table shows the combined regional targets for the State of Good Repair performance measures for Transit Assets that are anticipated to be included in the TAM Plans for the three providers in the RPC Region. The targets anticipate purchase of one Class 1 and one Class 2 vehicles by COAST during FY18 as replacements for their oldest vehicles in operation and two Class 3 vehicles by CART to replace their oldest in operation. No other replacement or additional vehicles are anticipated. These assumptions are consistent with those made by the Strafford Planning Commission, with whom the COAST and Wildcat service areas are shared, and the Southern New Hampshire Planning Commission, with whom the CART service region is shared.

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	50%	40%
		Class 2	29%	36%
		Class 3	63%	38%
		Class 4	0%	0%
		Class 5	14%	31%
		Class 6	100%	100%
Equipment	Age - % of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	All vehicles	50%	50%
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Passenger	N/A	N/A
		Administrative	0%	0%
		Maintenance	0%	0%
		Storage	N/A	N/A

*The category for Infrastructure deals solely with fixed guideway/rail systems, which are not owned by any FTA funding recipients in NH and are therefore not shown in this table.