NOTICE OF PUBLIC MEETING OF THE
SVMPO TAC (TECHNICAL ADVISORY COMMITTEE)

Pursuant to A.R.S. § 38-431.05, notice is hereby given to the members of the Sierra Vista Metropolitan Planning Organization (SVMPO) Technical Advisory Committee (TAC) and to the general public that the SVMPO TAC will hold a meeting open to the public on Thursday, September 6, 2018, at 10:00 a.m. in the Main Conference Room, Public Works Pete Castro Center, 401 Giulio Cesare Ave.

A copy of the agenda for the meeting will be available at www.SVMPO.org

Dated this 30th day of August, 2018

SVMPO

By Karen L. Lamberton
SVMPO Administrator

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Karen L. Lamberton at 520-515-8525 or email SVMPO@SierraVistaAZ.gov or through Arizona Relay Service at 1-800-367-8939, or by dialing 7-1-1. Requests should be made as early as possible to arrange the accommodation.

Post by: September 4, 2018

TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

Sierra Vista Metropolitan Planning Organization
Technical Advisory Committee
Regular Meeting
Thursday, September 6, 2018
10:00 AM
Web: www.SVMPO.org
Email: SVMPO@SierraVistaAZ.gov
To attend the meeting via telephone,
call 1-415-655-0001. Meeting number 807998048.
Enter # for Attendee ID

Public Works, Pete Castro Center
Main Conference Room
401 Giulio Cesare Avenue
Sierra Vista, AZ 85635

SVMPO TAC MEMBERS
(One or more members may participate via teleconference)

Chair	Matt McLachlan, Director Community Development, City of Sierra Vista
Vice-Chair	Sharon Flissar ,P.E., Director Public Works, City of Sierra Vista
Member	Jackie Watkins, P.E., County Engineer
	Designated Alternate: Brad Simmons, P.E., Civil Engineer
Member	Jing Luo, P.E., City Engineer
Member	Mark Hoffman, Arizona Department of Transportation
Member	Jennifer Fuller, Town Clerk, Town of Huachuca City
SVMPO Administrator	Karen L. Lamberton

Please let the Chair know <u>before</u> the meeting begins if you wish to speak about an item that is ON the agenda.

1. CALL TO ORDER AND ROLL CALL

- *SVMPO Administrator began work on August 27, 2018*
- *Cochise County new TAC members*

2. ACCEPTANCE OF THE AGENDA

3. CALL TO THE PUBLIC

This is the time set aside for the public to comment. Members of the Board may not discuss items that are not specifically identified on the agenda. Therefore, pursuant to A.R.S. § 38-431.01 (H) action taken as a result of public comment is limited to directing staff to study the matter, responding to any criticism or scheduling the matter for further consideration and decision at a later date.

4. APPROVAL OF MEETING MINUTES

TAC Regular Meeting of August 1, 2018

NEW BUSINESS: PRESENTATION/DISCUSSION/POSSIBLE ACTION

5. TIP: Current Status

Summary: To discuss the current funding amounts in the SVMPO TIP and identify any actions that may need to be taken in this fiscal year to implement approved funds. Project Status reports from jurisdiction Project Leads are requested.

6. WORK PROGRAM ADMENDMENT: MS2 Capability Upgrade and Budget Updates

Summary: To discuss and make recommendations regarding ongoing regional planning costs for consultant services for the MS2 capability updated development. The SVMPO is investigating if cost sharing from ADOT is appropriate for enhancing the traffic signal pedestrian count capabilities.

To discuss and make recommendations regarding the Work Program Budget. Three updates are needed in order to adjust funds; increase in-kind match amounts and adjust carry forward amounts. Adjustments will be made to carry-over funds not yet billed in FY18 into FY19 in order to fully complete approved projects. This Amendment is not adding any new projects to the Work Program.

7. NATIONAL HIGHWAY SYSTEM PERFORMANCE MEASURES

Summary: To discuss and make recommendations regarding required support or establishment of performance targets for the National Highway System. ADOT adopted performance targets effective May 20, 2018. The SVMPO is required to respond by mid-November 2018 with MPO targets for bridges, pavements condition, freight reliability, travel time and emissions reduction measures.

8. TRANSPORTATION ASSET MANAGEMENT (TAM) Performance Measures Charter

Summary: To discuss with the Transit staff and ADOT regarding mandated Performance Measures, the ability of the City to provide this data and develop recommendations to the SVMPO Board regarding the requested Charter.

9. PRESENTATION/DISCUSSION Federal Functional Classification (FFC) Rebalancing

Summary: To review and discuss and, potentially, finalize, ADOT FFC rebalancing of roadways within the SVMPO boundary.

10. LONG-RANGE TRANSPORTATION PLAN UPDATE

Summary: To discuss and develop a tentative update schedule for the SVMPO Long-Range Transportation Plan. The Administrator seeks TAC guidance on the Scope of Work and availability of TAC members for this mandated MPO effort.

11. BICYCLE & PEDESTRIAN ADVISORY COMMITTEE ACTIVITIES

Summary: This advisory committee was created in November of 2016. The last meeting of this committee was held October 16, 2017. Advocacy groups in the Sierra Vista area have continued to bring issues of concern and recommendations forward to jurisdiction staff for resolution. Status updates on known projects and information about the pending NAMI Sky Island Tour (Sept. 28th Ride) will be discussed. The Administrator seeks TAC guidance on the activities of this committee.

12. UPCOMING SCHEDULED MEETINGS

- SVMPO Board: September 20, 2018, 3:30 p.m., City Hall

Summary: To discuss and identify future TAC meeting dates for 2018: The Administrator seeks TAC guidance on setting standing TAC meetings vs. setting meetings as needed throughout the year.

13. ANNOUNCEMENTS AND UPDATES

Announcements and updates may be provided by TAC Members, SVMPO Administrator or other invitees.

Summary:

- *Final SAFETY Plan and State Adopted Safety Performance Measures Status*
- *Every Day Counts ADOT/FHWA Stakeholder Group Meeting September 27, 2018*

14. ADJOURNMENT

For special needs and accommodations, please contact Karen Lamberton before the meeting or activity. Ms. Lamberton can be reached at 520-515-8525 or email SVMPO@SierraVistaAZ.GOV or through Arizona Relay Service at 1-800-367-8939, or by dialing 7-1-1.

TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING MINUTES - FINAL

Sierra Vista Metropolitan Planning Organization
Technical Advisory Committee
Regular Meeting Minutes - Final
Wednesday, August 1, 2018
10:30 AM
Web: www.SVMPO.org
Email: SVMPO@SierraVistaAZ.gov
To attend the meeting via telephone,
call 1-415-655-0001. Meeting number 807998048.
Enter # for Attendee ID

Public Works, Pete Castro Center
Main Conference Room
401 Giulio Cesare Avenue
Sierra Vista, AZ 85635

SVMPO TAC MEMBERS IN ATTENDANCE

Chair	Matt McLachlan, Director Community Development, City of Sierra Vista
Vice-Chair	Sharon Flissar, Director Public Works, City of Sierra Vista
Member	Alternate: Karen Lamberton, Transportation Planner, Cochise County
Member	Jing Luo, City Engineer
Member	Mark Hoffman, Arizona Department of Transportation
Member	Jennifer Fuller, Town Clerk, Town of Huachuca City

SVMPO Interim Administrator Andrea Castañon

OTHERS PRESENT:

James Meyer – ADOT
Jothan Samuelson – Works Consulting
Tricia Gerrodette – Member of the public

Please let the Chair know <u>before</u> the meeting begins if you wish to speak about an item that is ON the agenda.

1. CALL TO ORDER AND ROLL CALL

Chair McLachlan called the meeting to order at 10:35 a.m.

2. ACCEPTANCE OF THE AGENDA

Chair McLachlan asked for a motion to accept the agenda of March 6, 2018. Vice-Chair Flissar moved to accept, member Hoffman seconded. The motion passed, unanimously.

3. CALL TO THE PUBLIC

This is the time for the public to comment. Members of the Board may not discuss items that are not specifically identified on the agenda. Therefore, pursuant to A.R.S. § 38-431.01 (H) action taken as a result of public comment will be limited to directing staff to study the matter, responding to any criticism or scheduling the matter for further consideration and decision at a later date.

No one spoke at the call to the public

4. APPROVAL OF MEETING MINUTES

TAC Regular Meeting of June 5, 2018

Chair McLachlan asked for a motion to accept the minutes of June 5,2018. Member Lamberton moved to accept, Vice Chair Flissar seconded. The motion passed, unanimously.

5. ANNOUNCEMENTS AND UPDATES

Announcements and updates may be provided by Members, SVMPO Administrator or other invitees.

Summary:

- ***SVMPO approval of Transportation Improvement Program (TIP) –****TIP approved by the SVMPO Board on July 19, 2018.*
- ***Work Program and budget –*** *The SVMPO Work Program and budget for fiscal year 2019 was approved by the Board on May 17, 2018.*
- ***SVMPO selected Administrator –*** *Ms. Lamberton was selected and approved as the SVMPO Board Administrator on July 19, 2018. Her start date is scheduled for August 27, 2018.*
- ***Transportation Asset Management (TAM) Performance Measures Charter –*** *Ms. Castañon informed the TAC the SVMPO Board did not approve the Charter and instead moved and voted to table the vote until additional information could be provided.*
- ***Project updates –*** *Chair McLachlan requested an update on the HURF exchange administered by the City of Sierra Vista and the HSIP project, administered by ADOT. Ms. Flissar explained IGAs for both projects have arrived for review/approval. She indicated there are some challenges and concerns with each. The City is reviewing them and has requested some changes in the language. The timeliness of the results of those discussions will determine when the IGAs are presented to Council, and therefore approved. Ms. Flissar expects to have them to Council before their September 13 meeting.*

NEW BUSINESS: PRESENTATION/DISCUSSION/POSSIBLE ACTION

6. PRESENTATION/DISCUSSION: Federal Functional Classification (FFC) Rebalancing
James Meyer

Summary: Working session to review and discuss ADOT FFC rebalancing draft and suggested changes. Ms. Flissar and Ms. Lamberton provided input on several segments proposed for change in the FFC rebalancing draft. The TAC discussed with the consulting team and the group reach consensus on roadway classification for the following segments.

1. Giulio Cesare Ave (N) from SR-90 to Begin/End/Cul-de-sac should remain a Minor Arterial, based mostly on School traffic but also based on use as a bypass for the 90/92.
   Works Consulting response: *The comment makes sense to us for the portion of the road south of Charleston Rd. However, we still feel that the spur north of the Charleston Rd should be a Major Collector, mostly because it's short and dead ends. Note that Major Collectors often exist in urban areas as four lane roads with a center-lane.*
2. Avenida Del Sol from Snyder Blvd to SR-90 is the south portion of the same Giulio Cesare Ave and should stay Minor Arterial for the same reasons.
   Works Consulting response: *This makes plenty of sense. Note that the connecting Snyder Blvd from Avenida Del Sol to SR-92 could for the same reasons remain a Minor Arterial. We think that is justified for the reasons discussed in relation to Avenida Del Sol.*
3. Coronado Dr (N) from N Moorman Ave to SR-90 should remain a Minor Arterial, based on connectivity between Hwy 90 (Principal Arterial) and MLK/Coronado (Minor Arterial).
   Works Consulting response: *This makes sense and will be changed accordingly.*
4. San Xavier Rd site should possibly be classified a Minor Collector.
   Works Consulting response: *For now, this roadway will be left the way it's currently suggested until additional review and input is provided.*

7. UPCOMING SCHEDULED MEETINGS

- SVMPO Board: September 20, 2018, 3:30 p.m., City Hall

8. ADJOURNMENT

Chair McLachlan adjourned the meeting at 11:54 a.m.

Sierra Vista Metropolitan Planning Organization
Transportation Improvement Program
FY 2019-2023

TIP YEAR/NO	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF IMP - WK - STRU	FUNCTIONAL CLASSIFICATION	LANES BEFORE	LANES AFTER	FED AID TYPE	HURF EXCHANGE	FEDERAL FUNDS	LOCAL MATCH	OTHER FUNDS	TOTAL COST
2019														
SVMPO18-01	City of Sierra Vista	North Garden/Fry Blvd. Phase 1	North Garden Avenue. Fry Blvd. between North Garden and Fab Ave.	.65 miles	Construction	Minor Arterial	5	3		$2,285,356		$0		$2,285,356
SVMPO18-02	City of Sierra Vista	Adaptive Signal Control	Phase 1	N/A	Construction	Urban Collector/Arterial	N/A	N/A	HSIP		$841,253	$0		$841,253
	TOTAL FOR 2019									**$2,285,356**	**$841,253**	**$0**	**$0**	**$3,126,609**
2020														
TBD	TBD											$0		
	TOTAL FOR 2020										**$0**	**$0**	**$0**	**$0**
2021														
TBD	TBD											$0		$0
	TOTAL FOR 2021										**$0**	**$0**	**$0**	**$0**
2022														
TBD	TBD											$0		$0
	TOTAL FOR 2022										**$0**	**$0**	**$0**	**$0**
2023														
TBD	TBD											$0		$0
	TOTAL FOR 2023										**$0**	**$0**	**$0**	**$0**
	TOTAL FOR FIVE YEAR PROGRAM										**$938,963**	**$0**	**$0**	**$3,488,361**

Previous	**Year Authorization**													
SVMPO18-01	City of Sierra Vista	North Garden/Fry Blvd. Phase 1	North Garden Avenue. Fry Blvd. between North Garden and Fab Ave.	.65 miles	Design	Minor Arterial	5	3		$264,042		$0		$264,042
SVMPO18-02	City of Sierra Vista	Adaptive Signal Control	Phase 1	N/A	Design	Urban Collector/Arterial	N/A	N/A	HSIP		$97,710	$0		$97,710
	TOTAL FOR PREVIOUS YEAR (FY18)									**$264,042**	**$97,710**	**$0**	**$0**	**$361,752**

O & M 2019	**PROJECTED MAINTENANCE EXPENDITURES**													
	Jurisdiction	**Projected FY 2019**												
	City of Sierra Vista	$2,200,000				SVMPO TAC Recommended	3/18/2018							
	Cochise County	$8,500,000				SVMPO EX. BD. Approved	7/19/2018							
	Huachuca City	$155,000												
	Total	$10,855,000												

SVMPO Transit TIP FY 2019 - 2023

ID #	SPONSOR	PROJECT Description	TYPE WORK	FED AID TYPE	APPORTIONMENT YEAR	FED FUNDING	LOCAL MATCH	TOTAL COST	FED ALI CODE
	FISCAL YEAR 2019 (7/1/18 - 6/30/19)								
SVT18-01	City of Sierra Vista	Personnel - Planning	Planning	5307	2016/2017	$102,277	$25,569	$127,846	44.20.00
SVT18-02	City of Sierra Vista	Personnel - Project Administration	Capital	5307	2016/2017	$24,550	$6,138	$30,688	11.79.00
SVT18-03	City of Sierra Vista	Employee Education and Training	Capital	5307	2016/2017	$2,985	$746	$3,731	11.7D.02
SVT18-04	City of Sierra Vista	ADA 10% Provision-ADA Nonfixed route	Capital	5307	2016/2017	$74,630	$18,657	$93,287	11.7C.00
SVT18-05	City of Sierra Vista	Personnel	Operations	5307	2016/2017	$277,774	$277,774	$555,548	30.09.01
SVT18-06	City of Sierra Vista	Other Operating (Fuel and Oil, Utilities etc)	Operations	5307	2016/2017	$76,849	$76,849	$153,697	30.09.01
SVT18-07	City of Sierra Vista	Vehicle Preventative Maintenance	Capital	5307	2016/2017	$131,600	$32,900	$164,500	11.7A.00
	Volunteer Interfaith Caregiver Program	VICaP Volunteer - Inter and Intra-city Transportation	Operations	5310	2018	$50,000	$50,000	$100,000	
		Total Net Expenditure	$1,229,297						
		Estimated Fare Revenues	$ 114,000						
		TOTAL GROSS EXPENDITURES	**$ 1,343,297**						
			Fiscal Year Total			**$740,664**	**$488,633**	**$1,229,297**	
	FISCAL YEAR 2020 (7/1/19 - 6/30/20)								
SVT19-01	City of Sierra Vista	Personnel	Planning	5307	2016/2017	$76,000	$19,000	$95,000	44.20.00
SVT19-02	City of Sierra Vista	Other Expenses (Travel and Training)	Planning	5307	2016/2017	$8,000	$2,000	$10,000	44.20.00
SVT19-03	City of Sierra Vista	Planning- Projects	Planning	5307	2016/2017	$0	$0	$0	
SVT19-04	City of Sierra Vista	Personnell	Operations	5307	2016/2017	$365,000	$365,000	$730,000	30.09.01
SVT19-05	City of Sierra Vista	Other Operating (Fuel and Oil, Utilities etc)	Operations	5307	2016/2017	$142,500	$142,500	$285,000	30.09.01
SVT19-06	City of Sierra Vista	Replacement Rolling Stock (2)	Capital	5307	2016/2017	$296,000	$74,000	$370,000	11.12.04
SVT19-07	City of Sierra Vista	Vehicle Preventative Maintenance	Capital	5307	2016/2017	$132,000	$33,000	$165,000	11.7A.00
SVT19-08	City of Sierra Vista	Expansion Rolling Stock	Capital	5307	2016/2017	$144,000	$36,000	$180,000	11.42.20
SVT19-09	City of Sierra Vista	Bus Shelters	Capital	5307	2016/2017	$20,000	$5,000	$25,000	11.33.10
SVT19-10	City of Sierra Vista	Bus Pull Out Construction	Capital	5307	2016/2017	$112,000	$28,000	$140,000	11.33.02
			Fiscal Year Total			**$1,295,500**	**$704,500**	**$2,000,000**	
	FISCAL YEAR 2021 (7/1/20 - 6/30/21)								
SVT20-01	City of Sierra Vista	Personnel	Planning	5307	2017/2018	$76,000	$19,000	$95,000	44.20.00
SVT20-02	City of Sierra Vista	Other Expenses (Travel and Training)	Planning	5307	2017/2018	$8,000	$2,000	$10,000	44.20.00
SVT20-03	City of Sierra Vista	Planning- Projects	Planning	5307	2017/2018	$0	$0	$0	
SVT20-04	City of Sierra Vista	Personnell	Operations	5307	2017/2018	$365,000	$365,000	$730,000	30.09.01
SVT20-05	City of Sierra Vista	Other Operating (Fuel and Oil, Utilities etc)	Operations	5307	2017/2018	$142,500	$142,500	$285,000	30.09.01
SVT20-06	City of Sierra Vista	Replacement Rolling Stock (2)	Capital	5307	2017/2018	$296,000	$74,000	$370,000	11.12.04
SVT20-07	City of Sierra Vista	Vehicle Preventative Maintenance	Capital	5307	2017/2018	$132,000	$33,000	$165,000	11.7A.00
SVT20-08	City of Sierra Vista	Expansion Rolling Stock	Capital	5307	2017/2018	$144,000	$36,000	$180,000	11.42.20
SVT20-09	City of Sierra Vista	Bus Shelters	Capital	5307	2017/2018	$20,000	$5,000	$25,000	11.33.10
			Fiscal Year Total			**$1,183,500**	**$676,500**	**$1,860,000**	

5307 Federal Share	$	690,664
Local Share	$	438,633
Net Amt	**$**	**1,129,297**

**Row 11 is 5310 funding

SVMPO Transit TIP FY 2019 - 2023

ID #	SPONSOR	PROJECT Description	TYPE WORK	FED AID TYPE	APPORTIONMENT YEAR	FED FUNDING	LOCAL MATCH	TOTAL COST	FED ALI CODE
	FISCAL YEAR 2022 (7/1/21 - 6/30/22)								
SVT21-01	City of Sierra Vista	Personnel	Planning	5307	2018/2019	$80,000	$20,000	$100,000	44.20.00
SVT21-02	City of Sierra Vista	Other Expenses (Travel and Training)	Planning	5307	2018/2019	$9,600	$2,400	$12,000	44.20.00
SVT21-03	City of Sierra Vista	Planning- Projects	Planning	5307	2018/2019	$16,000	$4,000	$20,000	44.20.00
SVT21-04	City of Sierra Vista	Personnell	Operations	5307	2018/2019	$367,500	$367,500	$735,000	30.09.01
SVT21-05	City of Sierra Vista	Other Operating (Fuel and Oil, Utilities etc)	Operations	5307	2018/2019	$145,000	$145,000	$290,000	30.09.01
SVT21-06	City of Sierra Vista	Replacement Rolling Stock	Capital	5307	2018/2019	$160,000	$40,000	$200,000	11.12.04
SVT21-07	City of Sierra Vista	Vehicle Preventative Maintenance	Capital	5307	2018/2019	$136,000	$34,000	$170,000	11.7A.00
SVT21-08	City of Sierra Vista	Expansion Rolling Stock	Capital	5307	2018/2019	$160,000	$40,000	$200,000	11.42.20
SVT21-09	City of Sierra Vista	Bus Shelters	Capital	5307	2018/2019	$20,000	$5,000	$25,000	11.33.10
			Fiscal Year Total			**$1,094,100**	**$657,900**	**$1,752,000**	
	FISCAL YEAR 2023 (7/1/22 - 6/30/23)								
SVT21-01	City of Sierra Vista	Personnel	Planning	5307	2019/2020	$80,000	$20,000	$100,000	44.20.00
SVT21-02	City of Sierra Vista	Other Expenses (Travel and Training)	Planning	5307	2019/2020	$9,600	$2,400	$12,000	44.20.00
SVT21-03	City of Sierra Vista	Planning- Projects	Planning	5307	2019/2020	$16,000	$4,000	$20,000	44.20.00
SVT21-04	City of Sierra Vista	Personnell	Operations	5307	2019/2020	$367,500	$367,500	$735,000	30.09.01
SVT21-05	City of Sierra Vista	Other Operating (Fuel and Oil, Utilities etc)	Operations	5307	2019/2020	$145,000	$145,000	$290,000	30.09.01
SVT21-06	City of Sierra Vista	Replacement Rolling Stock	Capital	5307	2019/2020	$160,000	$40,000	$200,000	11.12.04
SVT21-07	City of Sierra Vista	Vehicle Preventative Maintenance	Capital	5307	2019/2020	$136,000	$34,000	$170,000	11.7A.00
SVT21-08	City of Sierra Vista	Expansion Rolling Stock	Capital	5307	2019/2020	$160,000	$40,000	$200,000	11.42.20
SVT21-09	City of Sierra Vista	Bus Shelters	Capital	5307	2019/2020	$20,000	$5,000	$25,000	11.33.10
			Fiscal Year Total			**$1,094,100**	**$657,900**	**$1,752,000**	

Memorandum

To: SVMPO TAC

From: Karen L. Lamberton, AICP SVMPO Administrator

Date: September 6, 2018

Subject: FY19 SVMPO Work Program & Budget Amendments

The SVMPO Board of Directors adopted the Sierra Vista MPO, Fiscal Year 2019 Work Program & Budget at their regular Board meeting on May 17, 2018. Since that time, ADOT has received the FY19 apportionment information and the SVMPO now has updated carryover amounts from previous fiscal year. This Amendment to the FY19 makes no changes to planned projects.

Three adjustments to the FY19 Work Plan are needed in order to:

- Adjust PL and FTA 5305 apportionment and carryover amounts to reflect available funds for FY19.
- Increase in-kind match amounts required for the available funds from $52,024 to $66,714.
- Adjust carry forward on Item 7: Regional Planning to increase from $15,000 to $25,000 for the final deliverables from the Street Condition analysis.

Table 1 Revenue Summary Update

REVENUE SOURCE	APPORTIONMENT	OA	IN-KIND MATCH	BUDGET
PL/ FY18 (Carry Forward)	$ 110,723.00	$ 110,723.00	$ 6,693.00	$117,416.00
SPR / FY18 (Carry Forward)	$ 54,167.00	$ 54,467.00	$ 13,617.00	$ 68,084.00
PL / FY19	$ 123,213.00	$ 123,213.00	$ 7,448.00	$130,661.00
SPR / FY19	$ 125,000.00	$ 112,500.00	$ 28,125.00	$140,625.00
FTA 5305 FY17 (Carry Forward)	$ 20,230.00	$ 20,230.00	$ 5,058.00	$ 25,288.00
FTA 5305 FY18	$ 23,093.00	$ 23,093.00	$ 5,773.00	$ 28,866.00
TOTAL		**$ 444,226.00**	**$ 66,714.00**	**$510,940.00**

ADOT
Multimodal Planning

Douglas A. Ducey, Governor
John S. Halikowski, Director
Dallas Hammit, State Engineer
Gregory Byres, Division Director

June 1, 2018

Andrea Castanon, Interim Administrator
Sierra Vista Metropolitan Planning Organization
401 Giulio Cesare Avenue
Sierra Vista, AZ 85635

Subject: FTA Section 5305(d) funding for FFY 2018

Dear Ms. Castanon,

The Federal Transit Administration has allocated the annual apportionment of Metropolitan Planning Program – Section 5305(d) (Transit Planning Funding) grant funds for FFY 2018 to the State of Arizona. Under this program, Sierra Vista Metropolitan Planning Organization is eligible to receive **$23,093.**

The amount and the detailed budget should be included in the FY 2019 Unified Planning Work Program (UPWP) and will be available for use pending FTA grant approval. This funding is anticipated to be available for use in October of 2018. Below is your FFY 2018 designated Section 5305(d) funding for Work Program FY 2019:

Federal Portion	Local Match	Total Amount
$23,093	**$5,773**	**$28,866**

ADOT will notify you with a Billing Summary Report (BSR) when the funding is available for expenditure. Please coordinate with Sara Allred, the Transit Planning Program Manager, regarding in-kind match. If you have any questions, please do not hesitate to contact me at (602) 712-8243.

Sincerely,

Jill Dusenberry
Transit Group Manager
Arizona Department of Transportation

cc: Alex Smith, FTA
Sara Allred, ADOT
Gregory Byres, ADOT
Angela Ringor, ADOT
Mark Hoffman, ADOT

ADOT
Multimodal Planning

An Arizona Management System Agency

Douglas A. Ducey, Governor
John S. Halikowski, Director
Dallas Hammit, State Engineer
Gregory Byres, Division Director

May 16, 2018

Andrea Castanon
Interim Administrator
Sierra Vista Metropolitan Planning Organization
401 Giulio Cesare Ave
Sierra Vista, AZ 85635

Subject: MAP-21 Performance Targets

Dear Ms. Castanon:

Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21), identified the following national transportation system goal areas:

- Safety
- Infrastructure Conditions
- Congestion Reduction
- System Reliability
- Freight Movement & Economic Vitality
- Environmental Sustainability

Performance measures were established for each of these goals. State Departments of Transportation (DOT) are required to establish performance targets for each measure. Metropolitan Planning Organizations (MPOs) must either support the State target for the performance measures that are applicable to their region or establish their own targets within 180 days of State target establishment. ADOT established safety performance targets in the summer of 2017 and Arizona's MPOs supported these targets. ADOT has established targets for the remaining performance measures as shown below:

- Percent of National Highway System (NHS) Bridges Classified as in Good Condition based on deck area: 2- and 4-year targets – 52%
- Percent of NHS Bridges Classified in Poor Condition based on deck area: 2- and 4-year targets – 4%
- Percent of Interstate Pavements in Good Condition: 4-year target – 48%
- Percent of Interstate Pavements in Poor Condition: 4-year target – 2%
- Percent of Non-Interstate NHS Pavements in Good Condition: 2- and 4-year targets – 31%
- Percent of Non-Interstate NHS Pavement in Poor Condition: 2- and 4-year targets – 6%
- Freight Reliability on the Interstate (Truck Travel Time Reliability Index): 2-year target – 1.21; 4-year target 1.23
- Interstate Travel Time Reliability (Percent of person-miles that have Reliable Travel Times on the Interstate): 2-year target 86%; 4-year target 85.8%
- Non-Interstate NHS Travel Time Reliability (Percent of person-miles that have Reliable Travel Times on the Non-Interstate NHS): 4-year target 74.9%
- Congestion Mitigation and Air Quality (CMAQ) Emissions Reductions (Kilograms per day)
    - Volatile Organic Compounds: 2-year target – 210; 4-year target – 385

- Carbon Monoxide: 2-year target – 3,720; 4-year target – 6,985
- Nitrogen Oxides: 2-year target – 418; 4-year target – 761
- Particulate Matter (≤10 microns): 2-year target – 873; 4-year target – 1,399
- Particulate Matter (≤2.5 microns): 2-year target – 69; 4-year target – 112

These ADOT performance targets are effective on May 20, 2018. ADOT requests a letter from each MPO within 180 days of the effective date indicating whether the MPO supports the State targets or identifying the MPOs targets for the measures specified below:

- Percent of NHS Bridges Classified in Good and Poor Condition (4-year target)
- Percent of Interstate and Non-Interstate NHS Pavements Classified in Good and Poor Condition (4-year target)
- Freight Reliability on the Interstate (4-year target)
- Interstate and Non-Interstate NHS Travel Time Reliability (4-year target)
- For the CMAQ Emissions Reduction Measure, MPOs in a non-attainment or maintenance area for criteria pollutants must establish a 4-year target for the applicable pollutant or precursor.

Please e-mail or post the letter to:

Thor Anderson
206 South 17th Avenue
Mail Drop 310B
Phoenix, Arizona, 85007
Tanderson@azdot.gov

Thank you for your assistance. If you have any questions, please call me at 602-712-4574.

Sincerely,

Thor Anderson

Thor Anderson
Performance/Asset Manager
Arizona Department of Transportation

CC: Jennifer Brown, FHWA System Performance

TRANSPORTATION PERFORMANCE MANAGEMENT

The Federal Highway Administration (FHWA) has finalized six interrelated performance rulemakings to implement the TPM framework established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act.

Collectively, the rules address challenges facing the U.S. transportation system, including:

- improving safety
- maintaining infrastructure condition
- reducing traffic congestion
- improving efficiency of the system and freight movement
- protecting the environment and
- reducing delays in project delivery.

The rules establish national performance measures; State Departments of Transportation (DOTs) and metropolitan planning organizations (MPOs) will establish targets for applicable measures. New and existing plans will document the strategies and investments used to achieve the targets; progress toward the targets will be reported through new and existing mechanisms.

Learn more at the FHWA TPM web site: (http://www.fhwa.dot.gov/tpm/

U.S.Department of Transportation
Federal Highway Administration

NHS Travel Time Reliability Measures

WHAT: Measurement of travel time reliability on the Interstate and non-Interstate National Highway System (NHS). Read the final rule in the *Federal Register* [82 FR 5970 (January 18, 2017)].

WHO: State DOTs, as well as MPOs with Interstate and/or non-Interstate NHS within their metropolitan planning area.

WHY: Through MAP-21, Congress required FHWA to establish measures to assess performance in 12 areas, including performance on the Interstate and non-Interstate NHS. [See 23 CFR 490.507(a)]

WHEN: Implementation differs for the Interstate and non-Interstate NHS measures for the first performance period. State DOTs must establish 2- and 4-year targets for the Interstate, but only a 4-year target for the non-Interstate NHS, by **May 20, 2018.** Those targets will be reported in the State's baseline performance period report due by **October 1, 2018**. The State DOTs have the option to adjust 4-year targets in their mid performance period progress report, due **October 1, 2020.** For the first performance period only, there is no requirement for States to report baseline condition/performance or 2-year targets for the non-Interstate NHS before the mid performance period progress report. This will allow State DOTs to consider more complete data. The process will align for both Interstate and non-Interstate measures with the beginning of the second performance period on **January 1, 2022.**

MPOs must either support the State target or establish their own quantifiable 4-year targets within 180 days of the State target establishment.

HOW: Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile), using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles take into account the users of the NHS. Data to reflect the users can include bus, auto, and truck occupancy levels.

Note: The FHWA is preparing guidance on how all rules should be implemented.

U.S.Department of Transportation
Federal Highway Administration

Pavement
Performance Measures

TPM
HOW WE GET THERE

Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR 5886) a final rule establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures
✓ % of Interstate pavements in Good condition
✓ % of Interstate pavements in Poor condition
✓ % of non-Interstate NHS pavements in Good condition
✓ % of non-Interstate NHS pavements in Poor condition

About Condition

- **Good condition:** Suggests no major investment is needed.
- **Poor condition:** Suggests major reconstruction investment is needed.

Penalty Provisions

If FHWA determines the State DOT's Interstate pavement condition falls below the minimum level for the most recent year, the State DOT must obligate a portion of National Highway Performance Program (NHPP) and transfer a portion of Surface Transportation Program (STP) funds to address Interstate pavement condition.

Target Setting

State DOTs:

- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstate by May 20, 2018, and report by October 1, 2018.
- May adjust targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.

Pavement
Performance Measures

TPM
HOW WE GET THERE

Key Dates	
May 20, 2017	Final rule effective date.
January 1, 2018	1st 4-year performance period begins.
May 20, 2018	State DOT targets must be established.
January 1, 2018	State DOTs collect data for Interstate pavements that conform to the final rule (IRI, Rutting, Cracking %, Faulting, and Inventory).
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support state target or establish separate quantifiable target.
October 1, 2018	Baseline Performance Period Report for 1st Performance Period due. State DOTs report 4-year targets for Interstate and 2-year and 4-year targets for non-Interstate NHS; etc.
April 15, 2019, and each April 15 thereafter	State DOTs submit first Interstate data that conform to the final rule.
January 1, 2020	State DOTs collect data for non-Interstate NHS pavements that conform to the final rule~~s~~.
October 1, 2020	Mid Performance Period Progress Report for the 1st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
June 15, 2021, and each June 15 thereafter	State DOTs submit non-Interstate NHS data that conform to the final rule.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1st Performance Period due. State DOTs reports 4-year condition/performance; progress toward achieving 4-year targets, etc. Baseline Performance Period Report for 2nd Performance Period due. State DOTs report 2-year and 4-year targets for Interstate and non-Interstate NHS; baseline condition; etc.

Visit www.fhwa.dot.gov/tpm/ to learn about training, guidance, and other implementation-related information.

Bridge
Performance Measures

TPM
HOW WE GET THERE

Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal* Register (82 FR5886) a final rule establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures
✓ % of NHS bridges by deck area classified as in Good condition
✓ % of NHS bridges by deck area classified as in Poor condition

Condition-Based Performance Measures

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for item 58 - Deck, 59 - Superstructure, 60 - Substructure, and 62 - Culvert.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if is less than or equal to 4, the classification is poor. (Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.)
- Deck area is computed using NBI item 49 - Structure Length, and 52 - Deck Width or 32 - Approach Roadway Width (for some culverts).

Target Setting

State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on- and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.

Bridge
Performance Measures

Key Dates	
May 20, 2017	Final rule effective date.
January 1, 2018	1st 4- year performance period begins.
May 20, 2018	Initial 2- and 4-year targets established.
October 1, 2018	Baseline Performance Period Report for the 1st Performance Period due. State DOTs report 2-year and 4-year targets; etc.
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support State target or establish separate quantifiable target.
October 1, 2020	Mid Performance Period Progress Report for the 1st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1st performance period due. State DOTs report 4-year condition/ performance; progress toward achieving 4-year targets; etc. Baseline report due for 2nd performance period due. State DOTs report 2- and 4-year targets; baseline condition, etc.

Other Specifics

- State DOT targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset management objectives.
- The rule applies to bridges carrying the NHS, including bridges on on- and off-ramps connected to the NHS.
- If for 3 consecutive years more than 10.0% of a State DOT's NHS bridges' total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS.
- Deck area of all border bridges counts toward both States DOTs' totals.

Visit www.fhwa.dot.gov/tpm/ to learn about training, guidance, and other implementation-related information.

U.S. Department of Transportation
Federal Highway Administration

CHARTER FOR

SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION (SVMPO), VISTA TRANSIT AND THE ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT) PERFORMANCE MEASURE TARGET SETTING AND DATA SHARING

This Charter is made and entered into by and among ADOT as the Designated Recipient for Federal formula funds in the non-urbanized areas, S V M P O as the designated Metropolitan Planning Organization, and the City of Sierra Vista as operator of Vista Transit and the Designated Recipient for Federal formula funds in the urbanized area, referred to collectively as the "PARTIES" or individually as a "PARTY".

This CHARTER shall become effective as of the date it has been approved by all PARTIES.

I. Purpose of the Charter

SVMPO, ADOT, and VISTA TRANSIT shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the establishment of performance targets, the reporting of performance targets, the reporting of performance measures to be used in tracking progress toward attainment of critical outcomes for the SVMPO region, and the collection of data for the State asset management plan for the National Highway System.

This Charter is pursuant to planning agreement requirements for performance-based planning as defined in applicable federal regulations (see 23 CFR Part 450.314(h)(1) and 23 CFR Part 450.314(h)(2)(ii)). Provisions outlined within this Charter do not modify or replace those outlined in other agreements between PARTIES.

II. Responsibilities of All Parties Pertaining to Target Setting & Data Sharing

a. All PARTIES acknowledge and agree to implement performance-based planning in accord with applicable federal regulations 23 CFR part 450, 23 CFR 490, 49 CFR 625 and 49 CFR 673.

b. SVMPO, ADOT, and Vista Transit shall coordinate on the establishment of targets to ensure consistency, to the maximum extent practicable.

c. The PARTIES will adopt performance targets for the metropolitan transportation planning process in accordance with Federal and State requirements.

d. The PARTIES will ensure any of their respective reporting of targets and performance shall conform to applicable federal regulations.

e. Performance Measure targets are required to be established by ADOT, and SVMPO shall have the option to agree and adopt them or calculate and establish SVMPO-specific targets.

III. Responsibilities of the Arizona Department of Transportation

a. ADOT will develop draft statewide required performance targets in coordination with SVMPO, as applicable. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. ADOT shall provide SVMPO with a reasonable opportunity to provide comments on statewide targets prior to the adoption of final statewide targets.

b. ADOT shall take action necessary to meet all State and Federal laws required as related to Performance Based Planning and Programming and shall involve Parties as necessary and appropriate.

c. Upon request, and when not contractually prohibited, ADOT will share with the PARTIES data obtained or collected to support the development of statewide targets and in support of ongoing performance measure tracking.

d. ADOT will report its performance targets to FHWA and FTA, as applicable. A copy of the report will be sent to the PARTIES at that time.

e. ADOT will be responsible for collecting bridge and pavement condition data. The data shall be used for but not limited to creation of the State Asset Management Plan for the National Highway System. Safety and other data to be collected as required.

f. To the maximum extent practicable, ADOT will include in its State Transportation Improvement Program (STIP) a description of the anticipated effect of the STIP toward achieving previously established and agreed upon performance targets.

g. ADOT's STIP will include a linkage from the investment priorities in the STIP to achievement of previously established and agreed upon performance targets.

IV. Responsibilities of the Sierra Vista Metropolitan Planning Organization

a. SVMPO, when it has not adopted State targets, will develop quantifiable targets for performance measures and will share documentation pertaining to the development, reporting and tracking of those targets with the PARTIES.

b. Upon request, and when not contractually prohibited, SVMPO will share with the PARTIES data obtained or collected in support of performance measure tracking.

c. The establishment of targets shall be developed in the SVMPO committee process with final approval by the SVMPO Executive Board.

i. SVMPO will receive Vista Transit performance targets for transit asset management, safety and other required transit performance targets for the urban transit program and barring a substantive reason, recommend them for adoption as the SVMPO target.

ii. SVMPO will receive ADOT performance targets for the rural areas and barring a substantive reason, recommend them for adoption as the SVMPO target.

d. SVMPO will report its performance targets to FHWA and FTA, as applicable. A copy of all reports will be sent to the PARTIES at that time.

e. SVMPO will, by reference in the RTP, prepare a System Performance Report to report the condition and performance of the transportation system with respect to performance targets, including progress achieved by SVMPO toward the previously established and agreed upon performance targets.

f. To the maximum extent practicable, SVMPO will include in its Transportation Improvement Program (TIP) a description of the anticipated effect of the TIP toward achieving previously established and agreed upon performance targets.

g. SVMPO's TIP will include a linkage from the investment priorities in the TIP to achievement of previously established and agreed upon performance targets.

V. Responsibilities of Vista Transit

a. Under FTA Section 5307, Vista Transit will establish transit asset management, safety and other required transit performance targets and share established targets with the PARTIES.

b. Upon request, and when not contractually prohibited, the Providers of Public Transportation will share with the PARTIES data obtained or collected in support of performance measure tracking.

c. Vista Transit will develop the measures as follows.

i. The Transit Asset Management Plan, safety and other required performance targets will be developed through the Vista Transit committee process. The City of Sierra Vista City Manager or designee as the governing and policy-making body for Vista Transit, will take final action.

d. Vista Transit will report performance targets to SVMPO. A copy of all reports will be sent to the PARTIES at that time.

VI. Conflict Resolution section

If disagreements arise regarding the implementation of this agreement, all PARTIES shall act in good faith to resolve the disagreement. If a resolution cannot be reached, the PARTIES to this agreement agree to meet and have a representative from the Federal Highway Administration or the Federal Transit Administration to assist in resolving the disagreement. In the event a resolution still cannot be reached, the parties hereto agree to abide by required arbitration as set forth for public works in Agreement in Arizona Revised Statutes Section 12-1518

VII. Term

This Charter shall become effective when fully executed by the PARTIES. It shall remain in full force and effect until it is terminated in writing by one or all the PARTIES, whichever date occurs first.

All terms of the Charter are hereby acknowledged and agreed, as certified by the signatures of the Designated Officers affixed hereto:

_____ Date _____

Michael Normand, Transportation Administrator
Vista Transit

_____ Date _____

Sharon G. Flissar, Public Works Director,
City of Sierra Vista

_____ Date _____

Frederick W. Mueller, Chair, Sierra Vista
Metropolitan Planning Organization

_____ Date _____

Greg Byres, Multimodal Planning Division
Director
Arizona Department of Transportation

FEDERAL TRANSIT ADMINISTRATION

TAM Performance Measures

Background

In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 USC 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures.

Performance Measures

Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).

Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.

Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.

TRANSIT ASSET MANAGEMENT

Data To Be Reported - Optional Report Year 2017, Mandatory Report Year 2018

Rolling Stock: The National Transit Database (NTD) lists 23 types of rolling stock, including bus and rail modes. Targets are set for each mode an agency, or Group Plan Sponsor, has in its inventory.

FTA default ULB or Agency customized ULB: Default ULBs represent maximum useful life based on the TERM model. Agencies can choose to customize based on analysis of their data OR they can use the FTA provided default ULBs.

Equipment: Only 3 classes of non-revenue service vehicles are collected and used for target setting: 1) automobiles, 2) other rubber tire vehicles, and 3) other steel wheel vehicles.

Facilities: Four types of facilities are reported to NTD. Only 2 groups are used for target setting 1) Administrative and Maintenance and 2) Passenger and Parking.

Infrastructure: The NTD lists 9 types of rail modes; the NTD collects data by mode for track and other infrastructure assets.

BRT and Ferry are NTD fixed guideway modes but are not included in TAM targets.

TAM Performance Metrics: The NTD collects current year performance data. The NTD will collect additional Asset Inventory Module (AIM) data but targets forecast performance measures in the next fiscal year.

TAM Narrative Report: The TAM Rule requires agencies to submit this report to the NTD annually. The report describes conditions in the prior year that led to target attainment status.

www.transit.dot.gov/TAM/ULBcheatsheet

TERM Scale: Facility condition assessments reported to the NTD have one overall TERM rating per facility. Agencies are not required to use TERM model for conducting condition assessment but must report the facility condition assessment as a TERM rating score.

TERM Rating	Condition	Description
Excellent	4.8–5.0	No visible defects, near-new condition.
Good	4.0–4.7	Some slightly defective or deteriorated components.
Adequate	3.0–3.9	Moderately defective or deteriorated components.
Marginal	2.0–2.9	Defective or deteriorated components in need of replacement.
Poor	1.0–1.9	Seriously damaged components in need of immediate repair.

What You Need to Know About Establishing Targets

Include:

- Only those assets for which you have direct capital responsibility.
- Only asset types specifically referenced in performance measure.

Group Plans:

- Only one unified target per performance measure type.
- Sponsors may choose to develop more than one Group Plan.

MPOs:

- MPOs must establish 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 of when the transit provider establishes its targets.
- Opportunity to collaborate with transit providers.

Example Target Calculations

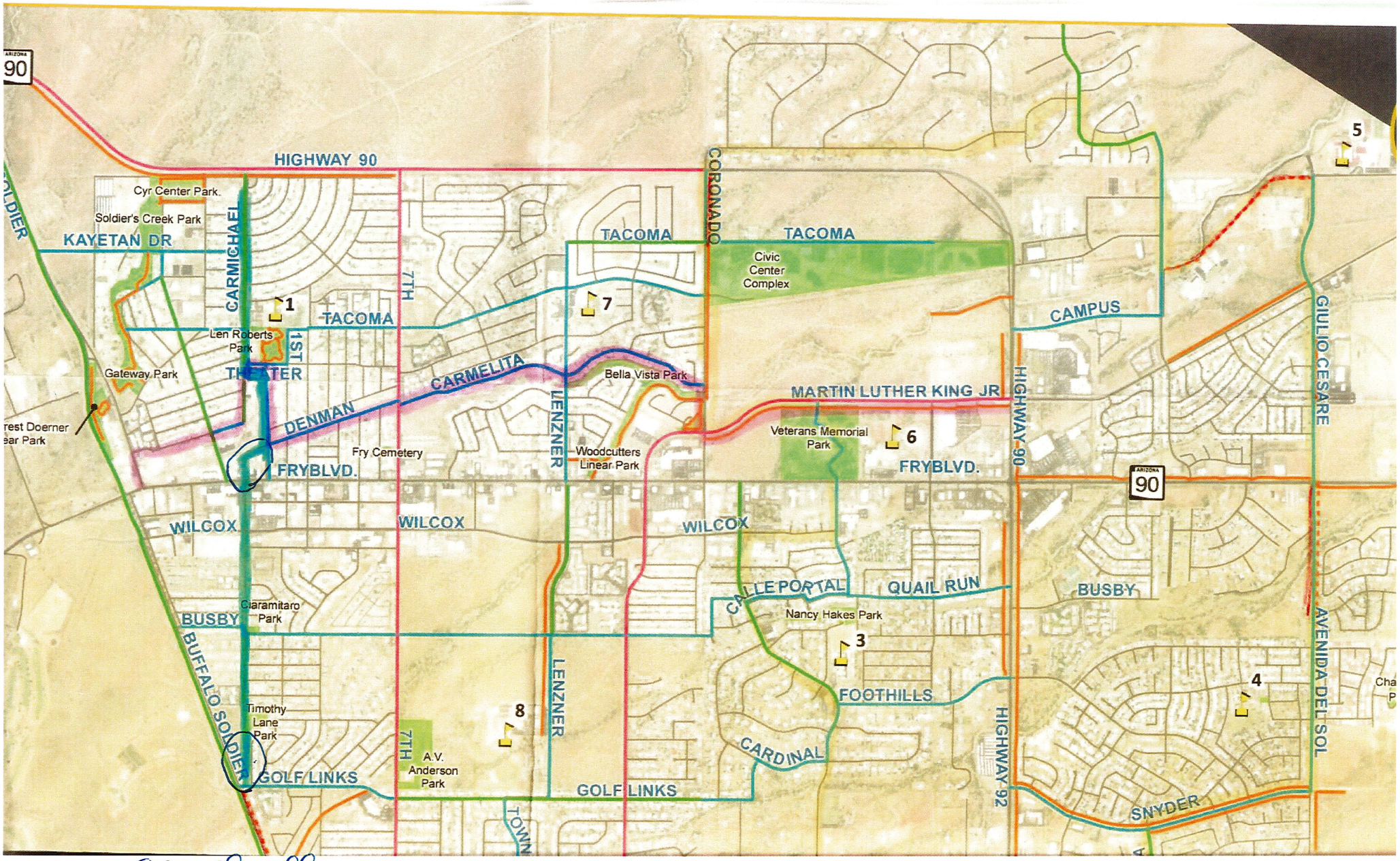
Rolling Stock and Equipment: Each target is based on the agency's fleet and age. Agencies set only one target per mode/class/asset type. If an agency has multiple fleets in one asset type (see example BU and CU) of different service age, it must combine those fleets to calculate the performance metric percentage of asset type that exceeds ULB and to set the following fiscal year's target. The performance metric calculation does not include emergency contingency vehicles.

Asset Category	*Vehicle Class/Type*	*Fleet Size*	*Vehicle age*	*default ULB*	*FY 16 Performance Metric (% Exceeding ULB)*	*FY17 Target*
Rolling Stock	Over the road bus (BU)	10	5	14 years	0%	60%
		15	13	14 years		
	Cutaway bus (CU)	19	8	10 years	21%	21%
		5	12	10 years		
	Mini Van (MV)	5	5	8 years	0%	0%
	Van (VN)	1	10	8 years	67%	67%
		2	5	8 years		
Equipment	Auto (AO)	5	4	8 years	0%	0%

This example assumes no new vehicle purchases in the calculation of targets for FY17, therefore the FY17 target for over the road bus (BU) increases due to the second fleet vehicles aging another year and exceeding the default ULB. If an agency is more conservative, then it might set higher value targets. If an agency is more ambitious or expects funding to purchase new vehicles, then it might set lower value targets.

There is no penalty for missing a target and there is no reward for attaining a target. Targets are reported to the NTD annually on the A-90 form. The fleet information entered in the inventory forms will automatically populate the A-90 form with the range of types, classes, and modes associated with the modes reported.

proposed east-west routes



gravel alleyway