Addendum 1 - Chapter 7 - PERFORMANCE MEASURES

National Performance Measures

Transit Asset Management

The performance measures assess the condition in which a transit capital asset is able to operate at a full level of performance. A capital asset is in a state of good repair when that asset:

is able to perform its designed function;
does not pose a known unacceptable safety risk; and
its lifecycle investments must have been met or recovered.

Benchmarks will be reported within the Rochester Genesee Regional Transportation Authority's (RGRTA) Transit Asset Management (TAM) Plan in October 2018.

For age-based assets, the target represents the percentage of assets per class that exceed the RGRTA-defined Useful Life Benchmarks (ULB). RGRTA has opted to adjust the industry-standard Expected Useful Life (EUL) to reflect RGRTA's anticipated useful life based on operational experience. These targets will be used in capital planning to highlight where additional investment is needed.

Rolling Stock

The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.

Asset	Description	EUL (years)	ULB (years)
40' Bus	RTS fixed-route service	12	12
60' Articulated Bus	RTS fixed-route service	12	12
Paratransit IA	RTS Access service	4	5
Regional Type III	24' rural service bus	5	5
Regional Type VI	29' rural service bus	7	7

Image credit: RTS

Facilities

RGRTA owns eight (8) facilities, including:

RTS Administration Building
RTS Operations Building
RTS Service Building
RTS Transit Center
RTS Access Administration/Maintenance Facility
RTS Access Bus Storage Facility
RTS Livingston Facility
RTS Wyoming Facility

The facilities are rated to FTA's Transit Economic Requirements Model (TERM) – Lite scale of 1 (poor) to 5 (excellent). The performance target represents the percentage of assets rated below a 3.
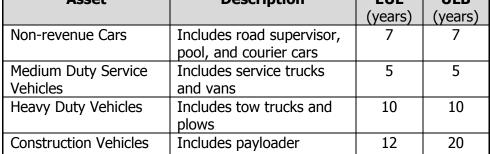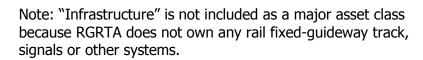
Equipment

The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their ULB.

Asset	Description	EUL (years)	ULB (years)
Non-revenue Cars	Includes road supervisor, pool, and courier cars	7	7
Medium Duty Service Vehicles	Includes service trucks and vans	5	5
Heavy Duty Vehicles	Includes tow trucks and plows	10	10
Construction Vehicles	Includes payloader	12	20

Note: "Infrastructure" is not included as a major asset class because RGRTA does not own any rail fixed-guideway track, signals or other systems.

Exhibit 35

LRTP 2040 National Performance Measures: Transit Asset Management			
Performance Measure	**What it Evaluates**	**LRTP 2040 Target (EUL)**	**LRTP 2040 Benchmark**
Rolling Stock: Percent of revenue vehicles within asset classes that have met or exceeded useful life			*LRTP 2040 Benchmarks will be reported within the Rochester Genesee Regional Transportation Authority's Transit Asset Management (TAM) Plan in October 2018.*
40' Bus	System Preservation	15%	
60' Articulated Bus	System Preservation	15%	
Paratransit IA	System Preservation	15%	
Regional Type III	System Preservation	15%	
Regional Type VI	System Preservation	15%	
Equipment: Percent of vehicles that have met or exceeded useful life			
Non-revenue Cars	System Preservation	15%	
Medium Duty Service Vehicles	System Preservation	35%	
Heavy Duty Vehicles	System Preservation	30%	
Construction Vehicles	System Preservation	0%	
Facilities: Percent of facilities with a condition rating below 3.0 on TERM Lite (1-5) scale			
Condition	System Preservation	20% less than 3	