

CITY OF MADERA MADERA METRO TRANSIT ASSET MANAGEMENT PLAN

**(TAM PLAN)
UPDATED OCTOBER 2022**



Updated and Developed By City Staff – October 2022

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Table of Contents

EXECUTIVE SUMMARY4

TRANSIT ASSET MANAGEMENT PLAN4

TAM AND SGR POLICY4

MADERA METRO - SAFETY MANAGEMENT SYSTEM POLICY4

CAPITAL IMPROVEMENT DEVELOPMENT POLICY5

PROCUREMENT POLICY – TRANSIT5

INTRODUCTION.....7

OVERVIEW OF MADERA METRO TRANSIT.....7

City of Madera Transit Mission Statements:7

Transit Division Staffing7

Transit Assets.....8

TAM APPROACH9

TAM Plan Elements (Tier II).....11

TAM PLAN REQUIREMENTS11

An Inventory of Assets12

TABLE 1 – Vehicle Asset Condition (ULB).....12

TABLE 2 – FACILITY ASSETS.....13

Decision Support Tools and Investment Prioritization.....14

Maintenance Strategy.....15

Unplanned Maintenance15

Revenue Vehicles Overhaul Strategy.....15

Revenue Vehicles Disposal Strategy.....15

Acquisition and Renewal Strategy.....15

Figure 6 Illustrates the City 5-Year Capital Investment Planning Process.....16

FIGURE 6 – 5-YEAR CAPITAL INVESTMENT PLAN PROCESS.....16

Prioritizing List of Investments17

STATE OF GOOD REPAIR PERFORMANCE MEASURES.....18

TAM REPORTING REQUIREMENTS.....19

TAM APPROACH AND VISION20

Appendix A – Vehicle Asset Condition Data.....22

Appendix B – Facilities Asset Condition Data.....22

Appendix C – Proposed Investment Projects23

EXECUTIVE SUMMARY

TRANSIT ASSET MANAGEMENT PLAN

Federal law requires recipients and sub-recipients of Federal financial assistance to develop a Transit Asset Management (TAM) Plan. The City's Madera Metro Transit Advisory Board and City Council adopted the updated Transit Asset Management Plan on March 1, 2023. The TAM Plan outlines the City's transit asset management approach and highlights key capital project and system enhancements.

City staff developed a Transit Asset Improvement Management Team to improve and modernize the City's transit system to comply with the TAM regulation, 49 CFR Part 625. The Team includes key personnel from departments within the City that play a critical role in the City's Transit System.

Asset improvement management is an ever-changing environment with advances in technology, changes in regulation, funding availability and asset management best practices. Therefore, the TAM Plan is considered a "living document" reviewed and revised as necessary. Revisions are implemented by the TAM Team with inputs from various internal and external stakeholders.

TAM AND SGR POLICY

The City's Transit Service State of Good Repair Policy is to operate all fleet and facility assets at their full level of performance while maintaining economical, sustainable, and safe operating functionality.

MADERA METRO - SAFETY MANAGEMENT SYSTEM POLICY

The Federal Public Transportation Agency Safety Plan (PTASP) rule was implemented to improve public transportation safety by guiding transit agencies to more effectively and proactively manage safety risks in their systems.

The first component of the Madera Metro's SMS is the Safety Management Policy, which is the foundation of Madera Metro's safety management system. It clearly states the organization's safety objectives and sets forth the policies, procedures, and organizational structures necessary to accomplish the safety objectives. The Safety Management Policy clearly defines management and employee responsibilities for safety throughout the organization. It also ensures that management is actively engaged in the oversight of the system's safety performance by requiring regular review of the Safety Management Policy, budget and program by the designated Accountable Executive. Safety is a core value at Madera Metro, and managing safety is a core business function. Madera Metro will develop, implement, maintain, and continuously improve processes to ensure the safety of our customers, employees, and the public. Madera Metro's overall safety objective is to proactively manage safety hazards and

their associated safety risk, with the intent to eliminate unacceptable safety risk in our transit operation.

Madera Metro will:

- Clearly, and continuously explain to all staff that everyone working within Madera Metro must take part and be responsible and accountable for the development and operation of the Safety Management System (SMS).
- Work continuously to minimize safety risks. Work to comply with and, wherever possible, exceed legislative and regulatory requirements and standards for passengers and employees.
- Work to ensure that all employees are provided appropriate safety information and training, are competent in safety matters, and assigned tasks commensurate with duties and skills.
- Reaffirm that responsibility for making our operations safer for everyone lies with all employees – from executive management to frontline employees. Each manager is responsible for implementing the SMS in their area of responsibility and will be held accountable to ensure that all reasonable steps are taken to perform activities established through the SMS.

CAPITAL IMPROVEMENT DEVELOPMENT POLICY

The City of Madera 5-Year Capital Improvement Plan (CIP) is updated annually with new projects and revisions to current projects. As the CIP is approved, it is then presented to the Planning Commission anytime there are new projects for conformity with the General Plan.

PROCUREMENT POLICY – TRANSIT

The City of Madera is a recipient of FTA funding. Each FTA recipient is responsible for managing its programs and projects in compliance with applicable Federal requirements., The FTA is responsible for ensuring that recipients comply with those requirements. This also applies to each subrecipient, under an FTA grant or cooperative agreement that enters into contracts with other parties financed with FTA assistance. Each recipient and subrecipient must comply with applicable Federal laws and regulations including, but not limited to, 2 CFR 200.318 through 2 CFR 200.327, and FTA Circular 4220, FTA regulations, and other Federal laws and regulations that contain requirements applicable to FTA recipients and their FTA assisted procurements. The following process was developed to assist the City’s FTA funded procurements in complying with these federal

requirements.

2022 CITY OF MADERA - MADERA METRO TAM PLAN

The City's Grants/Transit department administers these FTA funded procurements with support from various staff, including the Procurement Services Manager. Except as otherwise indicated in these guidelines, all rights, powers, duties and authorities relating to the procurement of supplies, services and construction are vested as indicated in the City's Purchasing Policy as adopted by the City Council of the City of Madera. It is expected that when guidance is needed for FTA funded procurements, responsible staff will make use of not only these Guidelines and City Purchasing Policies, but also the source documents for FTA regulations – specifically the current and updated versions of Federal guidelines published in 49 CFR Part 18.36, "Procurement"; "FTA Circular E 4220.1F – Third Party Contracting Requirements; FTA Best Practices Procurement Manual; and FTA Circular C 5010.1D – Grant Management Guidelines. Authoritative policies relating to all procurements for the City are those authorized by the Madera City Council as the City of Madera Purchasing Policy. These Guidelines are intended to supplement the City's official purchasing policy by providing references and guidance based on FTA procurement requirements for FTA grant recipients.

Staff will use the City's procurement thresholds and methods when the City's requirements are more restrictive than FTA guidelines; otherwise, staff will use the most applicable FTA type of procurement method indicated below for specific purchases.

- Micro Purchase <\$3,500
- Small Purchase >\$3,500 and <\$100,000
- Competitive Proposal (RFP)
- Competitive Sealed Bid (IFB)
- Sole Source Procurement
- Piggyback Procurement
- Qualifications Based Procurement (as required for Architectural and Engineering Services)
- Special Circumstances

INTRODUCTION

OVERVIEW OF MADERA METRO TRANSIT

The City of Madera (population 63,000) is located in central California in a region known as the San Joaquin Valley and is the largest incorporated city in Madera County (population 153,000). Madera Metro is the largest provider of transit services in the County, with over 140,000 annual boardings. Madera Metro operates Dial A Ride (DAR), ADA/Paratransit (ADAP), and three fixed routes within city limits.

Madera Metro has three major hubs: the Intermodal Bus Depot, Madera Community Hospital, and Madera Marketplace. The City strives to meet the community's need for effective and responsive transit services particularly due to population growth and a focus on reducing greenhouse gas emissions.

In April 2021, the Madera City Council approved an agreement with WSP USA, Inc for the Consulting of Transit Services for the development of the Madera Transit Plan. The goal in producing the Madera Transit Plan is to evaluate the City's transit system and devise operational and policy changes that will improve Madera Metro transit services. Goals include improving connectivity with other modes of transportation and systems to advance multi-modal transportation within the region. Other goals are to evaluate the changes (routes and service) that should be implemented or enhanced, in order to improve the efficiencies and the connectivity with current and planned transportation systems.

The Madera Transit Plan is scheduled to be completed July 2023 which will include the structuring of its three fixed routes, the introduction of a new North end service route, updating schedules, improving headways, reducing miles traveled, increasing ridership, and devise new service boundaries.

City of Madera Transit Mission Statements:

The City of Madera Transit Section seeks to provide transit customers in the City's transit service area with public transportation to specified destinations in a professional, courteous and timely manner with equipment that is accessible, affordable, and comfortable.

Transit Division Staffing

Transit program activities function under the supervision of the Grants Administrator which operates under the Finance Department.

The following positions are assigned direct responsibilities within the Transit Division: Grants Administration, Transit Program Manager, and the Grants Administrative Assistant.

The following positions are housed in other City departments are assigned direct responsibilities to assist the Transit Division: Financial Service Manager, Procurement Manager, Accountant II, Fleet Operations Manager, Maintenance Worker, and two Mechanic III.

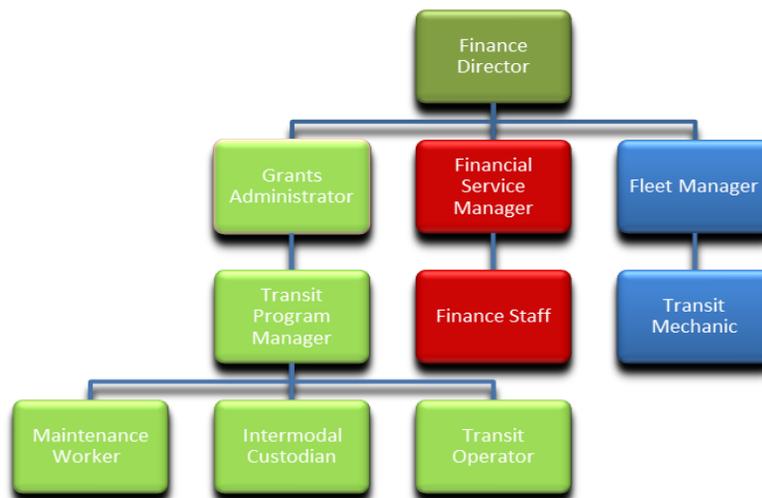
Transit Assets

Madera Transit Center – 1951 Independence Drive (Freedom Industrial Park)

Madera Intermodal Transit Center – 123 N. E Street

19 Transit Vehicles

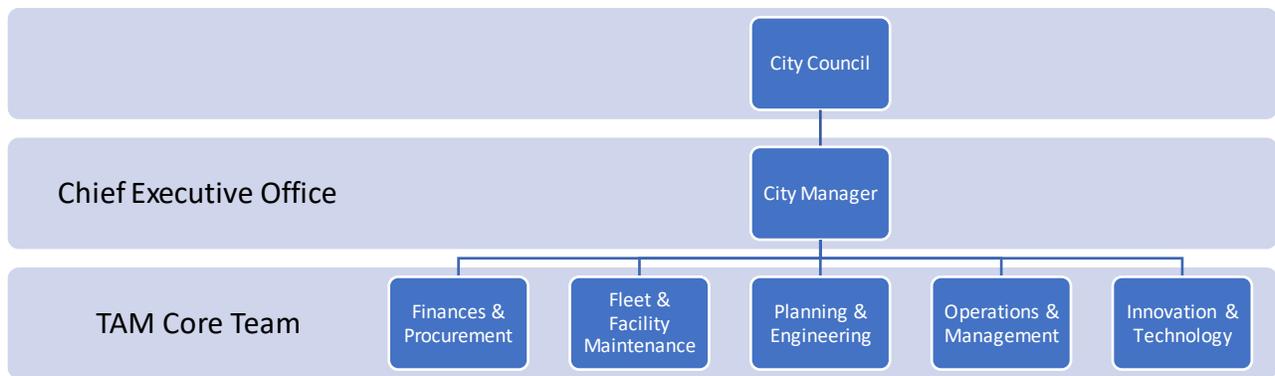
FIGURE 1 – City of Madera Finance Department Organizational Chart



TAM APPROACH

A Transit Asset Management Core Team was established to improve and modernize asset management programs and deliver an updated TAM Plan that complies with the FTA TAM Regulation and Board Policy No. 463. The TAM Core Team includes representation of key stakeholders from departments that play a critical role in the lifecycle management of the City of Madera CIP, Asset Management of the City’s Transit System, and have leadership oversight of frontline managers and employees that execute deliverables of the TAM Plan.

FIGURE 2 – TAM Organizational Structure



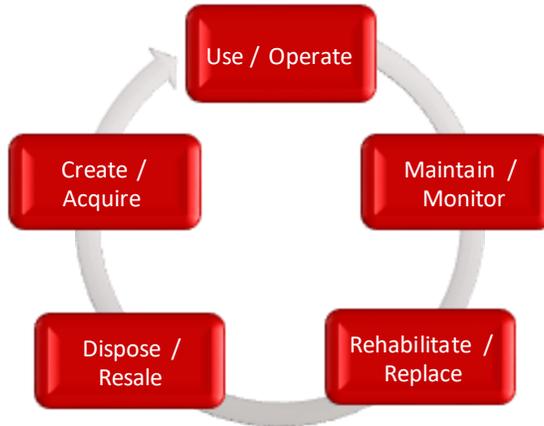
The City of Madera Transit System TAM Plan sets agency-wide objectives and strategies for delivering upon the commitments contained with Madera Metro Policy. In addition, this TAM Plan identifies activities to sustain Madera Metro’s TAM performance and specifies the lifecycle management activities outlined in the Fleet and Facilities Maintenance Plans (FMP’s) for each department that is responsible for the operations and/or maintenance of a given Asset Class.

TAM is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties in order to keep our transit networks in a State of Good Repair (SGR). SGR is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the assets:

1. Is able to perform its designed function
2. Does not pose a known unacceptable safety risk, and
3. Its lifecycle investment has been met or recovered

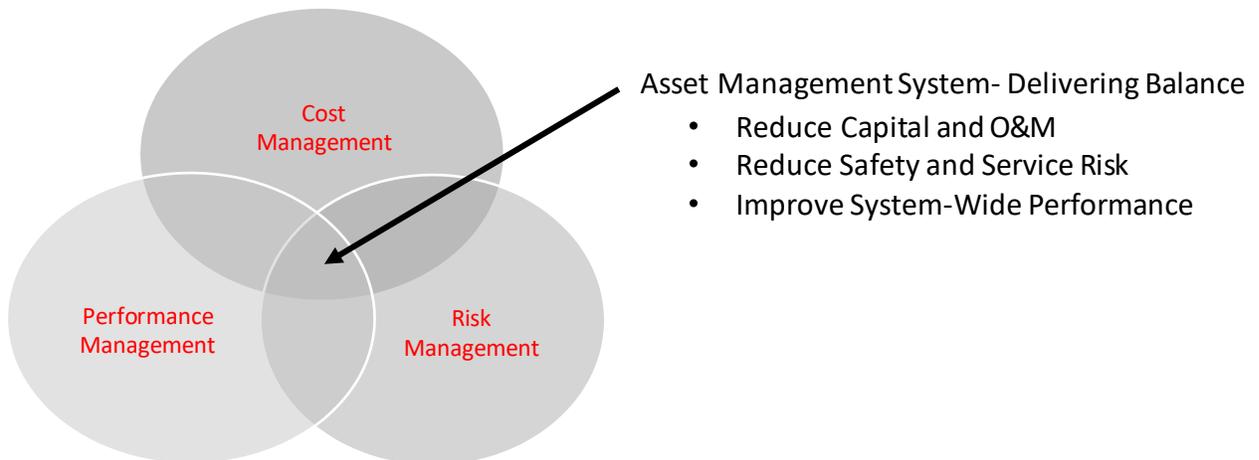
Madera Metro’s objective is to provide safe, reliable, affordable, and sustainable transportation services to its passengers. To accomplish this, Madera Metro must continually seek areas of improvement to its management of fleet and facilities. The TAM Plan is designed to improve coordination of all departments across all phases of an asset’s lifecycle as shown in Figure 4 to manage assets and required resources more efficiently.

FIGURE 3 - MADERA METRO TRANSIT ASSET LIFECYCLE



The TAM Plan aims to reduce maintenance cost and risks while simultaneously enhancing the performance of the City’s transit system. In addition, the TAM Plan enhances the City of Madera’s ability to communicate with the public, City Council, Boards and Commissions, and stakeholders about the City’s approach to asset management and the benefits of investing in the transit system and the consequences of underinvestment.

FIGURE 4 – ASSET MANAGEMENT OPTIMIZES COST, PERFORMANCE, AND RISK



TAM Plan Elements (Tier II)

The City of Madera (Madera Metro) TAM Plan complies with the FTA Regulation that meets the required TAM Elements as a Tier II Agency. These elements align with the TAM Policy and are described below and describe in this section.

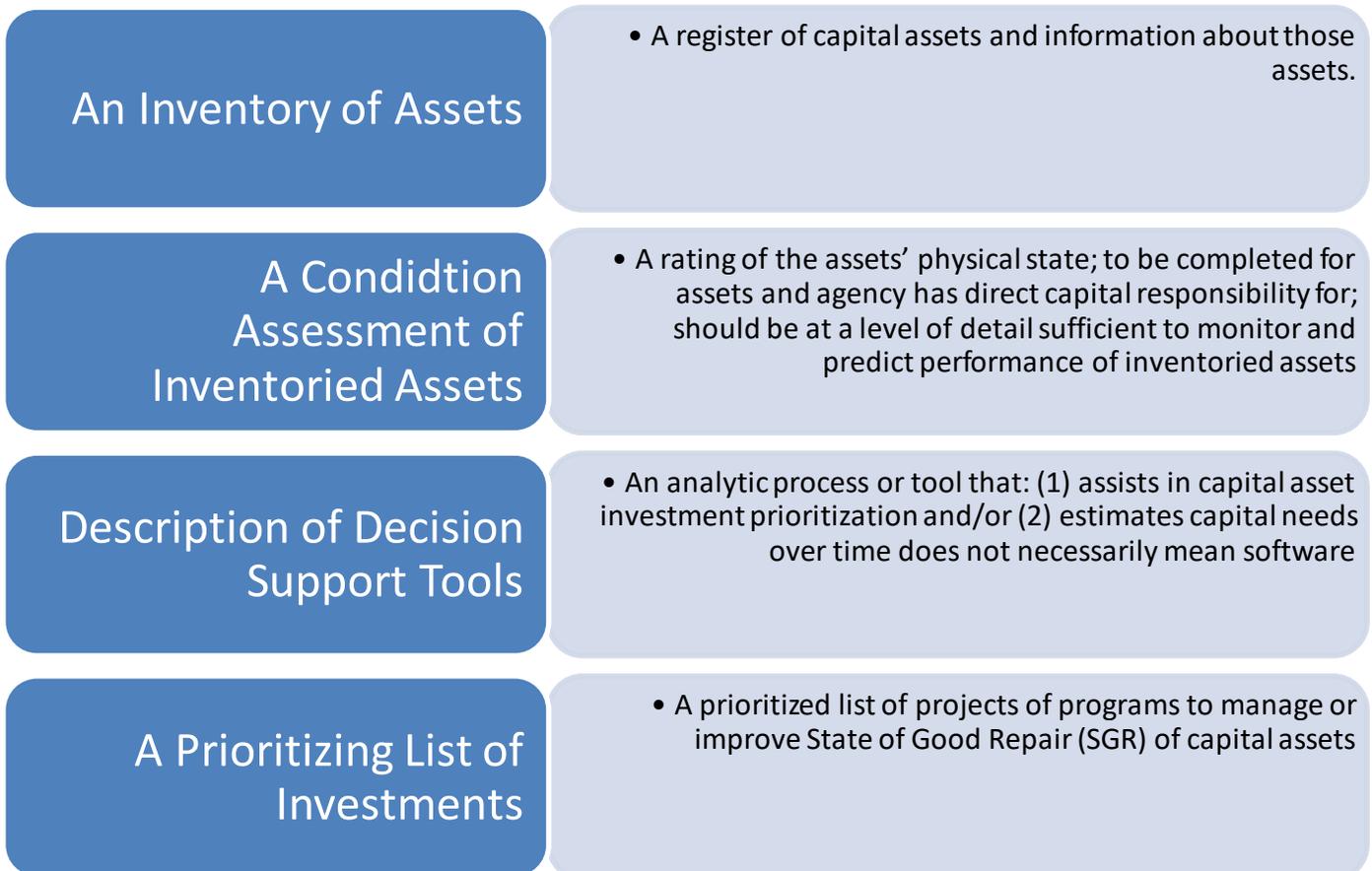
TAM PLAN REQUIREMENTS

As a Tier II provider, Madera Metro must develop its own TAM Plan that includes all four (4) elements of the Final Rule. These elements must:

- Include the capital asset inventory
- Provide asset condition assessment information
- Describe the decision support tools used to prioritize capital investment needs
- Identify project-based prioritization of investments

In order to provide a visual of the federal regulations and elements listed above, Figure 5 below reflects the strategies that Madera Metro plans to implement. This figure also describes the criteria for TAM Plan that will be addressed in the initially submitted TAM Plan.

Figure 5 – TAM Plan Elements



An Inventory of Assets

The TAM plan includes objectives and strategies that will optimize the management of Madera Metro’s assets to ensure alignment with the FTA reporting requirements for the National Transit Database (NTD). Madera Metro’s assets are monitored and serviced internally. Madera Metro currently uses excel spreadsheets to track and manage the vehicle asset lifecycle. During the asset procurement and receipt or acceptance process, specific asset identification, useful life, warranty and maintenance interval information data is collected from the Original Equipment Manufacturer (OEM). Fleet and facilities maintenance programs are updated with multiple scheduled maintenance activities required to meet OEM recommended maintenance intervals, along with safety and regulatory compliance. This practice ensures the asset data is properly recorded by personnel for effective and efficient lifecycle management. The City’s Fleet Maintenance and Transit Section is currently researching Asset Management Software to better track the vehicle asset lifecycle.

Condition Assessment of Inventoried Assets

In order to determine the facility asset’s condition, the FTA’s Transit Economic Requirements Model (TERM) scale is being used. A TERM scale condition rating ranges from (5) Excellent to (1) Poor. Per the FTA TAM Final Ruling, assets with a condition rating score of 3.0 and above are in a state of good repair. Assets with a condition score lower than 2.9 are not in a state of good repair and may require prioritization during capital programming to ensure safe, efficient, and reliable transit service. Tables 1 illustrates the condition of each asset.

Table 1 illustrates the City FTA Vehicle Assets that are recorded by personnel.

TABLE 1 – Vehicle Asset Condition (ULB)

YEAR	MAKE	MODEL	FUEL TYPE	LENGTH	IN SERVICE DATE	USEFUL LIFE REMAINING	SCHEDULED REPLACEMENT DATE
2012	Ford E-450	Elkhart	CNG	26 FT	7/5/2012	-2	FY 23/24*
2012	Ford E-450	Elkhart	CNG	26 FT	7/5/2012	-2	
2012	Ford E-450	Elkhart	Gas	26 FT	8/27/2012	-2	
2012	Ford E-450	Elkhart	CNG	26 FT	7/16/2012	-2	
2012	Ford E-450	Elkhart	CNG	26 FT	7/16/2012	-2	
2013	Ford E-450	Starcraft	CNG	26 FT	5/23/2014	-1	FY 24/25**
2013	Ford E-450	Starcraft	CNG	26 FT	5/6/2014	-1	
2013	Ford E-450	Starcraft	CNG	26 FT	5/6/2014	-1	
2013	Ford E-450	Starcraft	CNG	26 FT	5/23/2014	-1	
2019	Ford E-450	Starcraft	Gas	26 FT	1/22/20	8	FY28/29
2019	Ford E-450	Starcraft	Gas	26 FT	1/22/20	5	
2019	Chevy 4500	Arboc	Gas	26 FT	1/23/20	8	
2019	Chevy 4500	Arboc	Gas	26 FT	1/23/20	8	
2019	Chevy 4500	Arboc	Gas	26 FT	1/23/20	8	

2020	International	Starcraft	Diesel	32 FT	4/27/20	9	FY29/30
2020	International	Starcraft	Diesel	32 FT	3/20/20	9	
2019	Aero Elite 320	ElDorado	CNG	32 FT	4/20/2021	9	
2019	Ford F-550	ElDorado	CNG	32 FT	4/21/2021	9	
Fleet Status as of August 2022							

Table 2 illustrates the City FTA Facility Assets, Type, and Condition

TABLE 2 – FACILITY ASSETS

1	<p>Facility Name: Madera City Hall Address: 205 W. 4th Street, Madera, Ca. 93637 Condition Assessment: 3 Facility Type: Administrative Year Built: 1967 Sqft: 1,000</p>
2	<p>Facility Name: City Maintenance Yard Address: 1030 S. Gateway Drive, Madera, Ca. 93637 Condition Assessment: 3 Facility Type: Maintenance Facility – Service and Inspection Year Built: 1970 Sqft: 5,000</p>
3	<p>Facility Name: Madera Intermodal Transit Center Address: 123 N. E Street, Madera, Ca. 93637 Condition Assessment: 3 Facility Type: Administrative Office, Transit Services Year Built: 1970 Sqft: 1,000</p>
4	<p>Facility Name: Maintenance Yard Address: 1030 S. Gateway Drive, Madera, Ca. 93637 Condition Assessment: 3 Facility Type: Administration Year Built: 1970 Sqft: 500</p>
5	<p>Facility Name: Madera Transit Center Address: 1951 Independence Drive, Madera, Ca. 93638 Condition Assessment: 5 Facility Type: Administration, Fleet Yard Year Built: 2019 Sqft: 2,000</p>

Table 3 illustrates the percentage of assets that have met or exceeded the ULB

TABLE 3 – ASSET ULB/CONDITION PERCENTAGE

Table 3: City of Madera Vehicle Asset ULB and Facility Condition Percentage	
Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark	
CU - Cutaway	50%
Facility – Percent of facilities rated below 3 on the condition scale	
Administrative / Maintenance Facilities	0.00

Decision Support Tools and Investment Prioritization

Part of the asset management process is optimizing how funds are allocated based on the assessed asset inventory to help achieve and maintain a state of good repair. This includes both capital and operating funds.

Madera Metro Capital Plan coincides with City of Madera Capital Improvement Plan (CIP). The CIP is presented to the City of Madera City Council annually. The basic process for assembling a CIP is shown below.

Table 4 describes what tools are used in making investment decisions:

Table 4: Investment Decision Tools	
Process/ Tool	Brief Description
Bus Preventative Maintenance Schedule	PM standard schedule based on vehicle miles and OEM recommendations as outlined in Fleet Maintenance Policy. A and B inspection type standards used.
Preventative Maintenance Program for Facilities	Maintenance Policy and schedule for conducting facility PM and service on key facility buildings.

Maintenance Strategy

Table 5 describes the Vehicle and Facility Maintenance Strategy

Table 5: Maintenance Strategy			
Asset Category	Asset Class	Maintenance Activity	Frequency
Revenue Vehicle	CU – Cutaway Bus	OEM Recommended / PM Schedule	45 Days
Revenue Vehicle	CU – Cutaway Bus	A Level Service	3000 Miles
Revenue Vehicle	CU – Cutaway Bus	B Level Service	6000 Miles
Facilities	Administration	Inspections and Routine Maintenance	Annual
Facilities	Maintenance	Inspections and Routine Maintenance	Annual

Unplanned Maintenance

Repairs outside of the scheduled preventative maintenance are conducted as requested and determined by Fleet Operations Manager and/or Fleet Manager

Revenue Vehicles Overhaul Strategy

The vehicle overhaul strategy is in line with FTA guidance. Rolling stock must have accumulated at least 40% of its useful life and the overhaul is to ensure it reaches its maximum ULB.

Revenue Vehicles Disposal Strategy

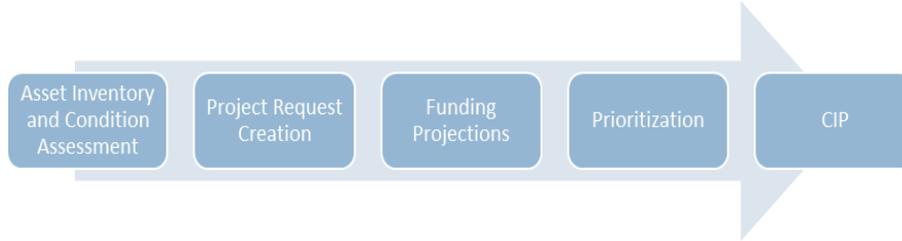
- 1) Approval received from both FTA and City Council to initiate disposal procedures (declared surplus by City)
- 2) Vehicles are inspected, and a vehicle condition form is completed by the maintenance department
- 3) Vehicles are placed out to bid via online auction site
- 4) Vehicle is sold to the highest bidder
- 5) The Fleet Operations Manager documents sale
- 6) The asset is written off the books by the City's finance department and removed from Tyler/Munis tracking
- 7) The highest bidder receives title, and removes the vehicle from the property

Acquisition and Renewal Strategy

State directives and funding to reduce green gas house emissions and vehicle miles traveled as such over 50% of fleet are compressed natural gas vehicles. Cutaway ULB is 7 – 10 and replacement can be forecasted up to four years in advance as part of the FTIP.

Figure 6 Illustrates the City 5-Year Capital Investment Planning Process

FIGURE 6 – 5-YEAR CAPITAL INVESTMENT PLAN PROCESS



Figures 6.A and 6.B illustrate the Transit CIP outline in the approved 2022/2027 City of Madera Capital Improvement Plan

FIGURE 6.A – TRANS – 10, Transit Developments

Capital Improvement Program		'22/'23 thru '26/'27					Department	Transit Program
City of Madera, California							Contact	Ivette Iraheta
Project #	Trans-10						Type	Improvement
Project Name	Trans-10 AHSC Transit Developments						Useful Life	25
Phase:	Activity Type						Category	Transit
Project Manager:	Ivette Iraheta						Status	Active
Description							Total Project Cost:	\$593,000
Development of: One new bus stop Bike racks at 6-8 locations Enhancements at intermodal - installation of water fountain for water bottles, bike racks and possibly public restrooms Technology Enhancements - AVL for fleet, large LED display at Intermodal Bus stop signs (visibility, aesthetics and functionality at project area)								
Justification		The project is a result of a grant awarded from the department of housing and community development as part of the round 4 Affordable Housing and Sustainable Communities Grant.						
Expenditures		'22/'23	'23/'24	'24/'25	'25/'26	'26/'27	Total	
Design-Consultant Engineering		112,000					112,000	
Construction-Contract			346,000				346,000	
Environmental		5,000					5,000	
Construction Management-Staff			70,000				70,000	
Design-Staff		60,000					60,000	
Total		177,000	416,000				593,000	
Funding Sources		'22/'23	'23/'24	'24/'25	'25/'26	'26/'27	Total	
AHSC Grant (TRA): 40210000		177,000	416,000				593,000	
Total		177,000	416,000				593,000	

FIGURE 6.B – TRANS – 11, Transit Center Charging Station Project

Capital Improvement Program '22/'23 thru '26/'27
City of Madera, California

Project # TRANS-11
 Project Name TRANS-11 Transit Center Charging Station Project

Department Transit Program
 Contact Ivette Iraheta
 Type Improvement
 Useful Life
 Category Transit

Phase: DESIGN Activity Type Transportation
 Project Manager: Ivette Iraheta Status Active
 Total Project Cost: \$586,785

Description

Installation of charging station and purchase of one electric bus to replace existing bus

Justification

This project is a result of a grant awarded by the Congestion Mitigation & Air Quality Program

Expenditures	'22/'23	'23/'24	'24/'25	'25/'26	'26/'27	Total
Planning/Design		60,118				60,118
Construction-Contract		526,667				526,667
Total		586,785				586,785

Funding Sources	'22/'23	'23/'24	'24/'25	'25/'26	'26/'27	Total
CMAQ - Streets- 41705070		518,785				518,785
LTF - Transit: 42005493		61,000				61,000
Prop 1B PTMISEA: 21295590		7,000				7,000
Total		586,785				586,785

Prioritizing List of Investments

Table 6 below illustrates the priority of investment for the City of Madera – Madera Metro Transit System through the 2025/26 FY

TABLE 6 – Priority List of Investments

Priority (By FY)	Project	Funding Source	Purpose
23/24	Vehicle Replacement	Section 5307	To replace fleet that is beyond it's ULB
23/24	Vehicle Replacement	Section 5307	To replace fleet that is beyond it's ULB
23/24	Vehicle Replacement	Section 5307	To replace fleet that is beyond it's ULB

23/24	Vehicle Replacement	Section 5307	To replace fleet that is beyond it's ULB
23/24	Vehicle Replacement	Section 5339	To replace fleet that is beyond it's ULB
23/24	Trans - 10	Affordable Housing Sustainable Community Grant	Review Figure 6.A
23/24	Trans - 11	Affordable Housing Sustainable Community Grant	Review Figure 6.B
23/24	Vehicle Replacement	LCTOP	To replace fleet that is beyond it's ULB
23/24	Vehicle Replacement	LCTOP	To replace fleet that is beyond it's ULB
24/25	Vehicle Replacement	Section 5339	To replace fleet that is beyond it's ULB
24/25	Vehicle Replacement	Section 5339	To replace fleet that is beyond it's ULB
24/25	Vehicle Replacement	Section 5339	To replace fleet that is beyond it's ULB
25/26	Fleet Maintenance Facility	Unsecured	To modernize the City's fleet maintenance facility

STATE OF GOOD REPAIR PERFORMANCE MEASURES

The TAM Rule requires that transit agencies establish state of good repair (SGR) performance measures and targets for each asset class. As a Tier II provider, Madera Metro must report on the SGR measures for the following asset categories as defined by the FTA:

- Rolling stock (revenue vehicles): Percent of vehicles that have either met or exceeded their Useful Life Benchmark (ULB) –refer to Table 3
- Equipment (non-revenue service vehicles): Percent of vehicles that have either met or exceeded their ULB
- Facilities: Percent of facilities rated below condition 3 on the FTA TERM scale – refer to Table 3

Note: Infrastructure (rail fixed guideway, track, signals and systems) does not apply to Madera Metro because it is a bus-only transit property.

TAM REPORTING REQUIREMENTS

The FTA requires transit providers to update TAM Plans in their entirety at least once every four (4) years, with the first completed TAM Plan required by October 1, 2018.

The TAM Rule requires that agencies annually report on their progress towards meeting SGR performance targets and any change in condition from the previous year

Reference: 49 CFR Part 625 Subpart E Section 625.55(a)(2) “Each provider must submit ... (2) An annual narrative report to the National Transit Database that provides a description of any change in the condition of the provider’s transit system from the previous year and describes the progress made during the year to meet the performance targets set in the previous reporting year.”

U.S. Title 49CFR§625.29 (a) states that a TAM Plan should cover a planning horizon of at least four (4) years. The City of Madera may amend the TAM Plan at any time, but this should be initiated following any major change to the asset inventory, condition assessment, or capital investment. The TAM Plan should also be updated following any change to the prioritization processes affecting the timing of future projects. Although TAM Plans are required to be updated in their entirety at least once every four (4) years, Madera Metro will review its TAM Plan annually (July 1st) and update it as needed to reflect current conditions.

In addition to the performance targets and TAM Plan, the TAM Final Rule requires that two (2) additional asset management reports be submitted to the NTD annually. The following reports are due to the NTD no later than four months after the City’s fiscal year end:

- The **Data Report** should describe the condition of the transportation system currently and the SGR performance targets for the upcoming year.
- The **Narrative Report** should describe changes in the transportation system condition and report progress on meeting the performance targets from the prior year.

Figure 7 below shows an example of the National Transit Database, Transit Asset Management Plan, Performance Metrics and Targets Module Form A-90.

FIGURE 7 - NTD A-90 TAM TARGETS REPORT*

Figure 7 – City of Madera 2021 NTD Annual Report (Actual Data Submitted, Form A-90)				
Rolling Stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark				
Performance Measure	2021 Target (%)	2021 Performance (%)	2021 Difference	2022 Target (%)
BU – Bus				

CU - Cutaway	75.00	52.63	22.37	
Equipment – Percent of service vehicles that have met or exceeded their useful life benchmark (N/A)				
Facility – Percent of facilities rated below 3 on the condition scale				
Passenger / Parking Facilities				
Administrative / Maintenance Facilities	0.00	0.00	0.00	

TAM APPROACH AND VISION

Transit Asset Management is a strategic approach in managing fleet and facilities; to optimize their performance; their useful life; and to minimize the total cost of ownership. The Madera Metro’s commitment to its Mission and the TAM Vision are reflected in Table 7 – Madera Metro’s TAM Vision Elements. This table outlines Madera Metro’s direction and vision to establish and continually improve asset management, strategies, and plans.

TABLE 7 – Madera Metro’s TAM Vision Elements

Commitment	TAM Vision Elements
Safety	Madera Metro TAM program intends to provide a safe and secure environment for the entire Madera community. To do that, we will foster a safety culture and align our asset and safety management practices and, will proactively review and communicate safety-related issues.
Ridership	Madera Metro strives to increase ridership by providing a transit system that is efficient, reliable, and clean. This effort is to result in increase usage as City residents and user’s grow trust with the City’s transit system.
Quality and Reliability	Through improved management of our assets, Madera Metro will enhance the customer experience We will deliver world-class customer service through improved internal/external communications, service reliability, convenience, accessibility, while meeting all agreed standards of service.

<p>Efficiency and Effectiveness</p>	<p>Madera Metro will employ effective asset management business practices and tools, ensure optimal asset performance and useful life, and use timely, quality data to support transparent and cost-effective decision-making and accountability to stakeholders. Madera Metro will utilize historical data to better inform future investment decisions by accurately capturing capital and operating costs to assess and optimize the total cost of ownership of our assets</p>
<p>Communications</p>	<p>Madera Metro promotes its services through advertising, public outreach, and public information efforts. The efforts reflect Madera Metro core values of providing safe, convenient, courteous, and reliable transit service to the public.</p>

Appendix A – Vehicle Asset Condition Data

Unit#	Service	Year	Make	Model	Fuel Type	#SEATS	LENGTH	Useful Life Years Remaining
37	MAX	2012	Ford E-450	Elkhart	CNG	18/2	26 FT	-3
38	MAX	2012	Ford E-450	Elkhart	CNG	18/2	26 FT	-3
39	DAR	2012	Ford E-450	Elkhart	Gas	18/2	26 FT	-2
40	DAR	2012	Ford E-450	Elkhart	CNG	18/2	26 FT	-2
41	DAR	2012	Ford E-450	Elkhart	CNG	18/2	26 FT	-2
42	DAR	2013	Ford E-450	Starcraft	CNG	18/2	26 FT	2
43	DAR	2013	Ford E-450	Starcraft	CNG	18/2	26 FT	-1
44	MAX	2013	Ford E-450	Starcraft	CNG	18/2	26 FT	-2
45	MAX	2013	Ford E-450	Starcraft	CNG	18/2	26 FT	-2
46	DAR	2013	Ford E-450	Starcraft	CNG	18/2	26 FT	-1
47	MAX	2019	Ford E-450	Starcraft	Gas	17	26 FT	7
48	DAR	2019	Ford E-450	Starcraft	Gas	17	26 FT	5
49	MAX	2019	Chevy 4500	Arboc	Gas	17	26 FT	7
50	MAX	2019	Chevy 4500	Arboc	Gas	17	26 FT	7
51	MAX	2019	Chevy 4500	Arboc	Gas	17	26 FT	7
52	MAX	2020	International	Starcraft	Diesel	27	32 FT	8
53	MAX	2020	International	Starcraft	Diesel	27	32 FT	8
54	MAX	2019	Aero Elite 320	EIDorado	CNG	27	32 FT	8
55	MAX	2019	Ford F-550	EIDorado	CNG	27	32 FT	8

Appendix B – Facilities Asset Condition Data

Category	Class	Name	Count	Address	Age	Condition
Facilities	Administration	City Hall	1	205 W =. 4 th Street, 93637	55	3
Facilities	Administration	Madera Intermodal Transit Center	1	123 N. E Street, 93637	52	3
Facilities	Administration	Maintenance Yard	1	1030 S. Gateway Drive, 93637	52	3
Facilities	Administration	Madera Transit Center	1	1951 Independence Drive, 93638	3	5
Facilities	Maintenance	Maintenance Yard	1	1030 S. Gateway Drive, 93637	52	3

Appendix C – Proposed Investment Projects

Year	Make	Model	Fuel Type	Replacement Vehicle	Funding Source	Replacement Year
2012	Ford E-450	Elkhart	CNG	Replace with new 26ft Transit Bus	Section 5307	FY 23/24
2012	Ford E-450	Elkhart	CNG	Replace with new 26ft Transit Bus	Section 5307	FY 23/24
2012	Ford E-450	Elkhart	GAS	Replace with new Ford Transit Electric Van	Section 5339	FY 24/25
2012	Ford E-450	Elkhart	CNG	Replace with new Ford Transit Electric Van	LCTOP	FY 23/24
2012	Ford E-450	Elkhart	CNG	Replace with new Ford Transit Electric Van	LCTOP	FY 23/24
2013	Ford E-450	Starcraft	CNG	Replace with new Ford Transit Electric Van	Section 5339	FY 24/25
2013	Ford E-450	Starcraft	CNG	Replace with Gas Braun Voyager	Section 5339	FY 24/25
2013	Ford E-450	Starcraft	CNG	Replace with new 26ft Transit Bus	Section 5307	FY 23/24
2013	Ford E-450	Starcraft	CNG	Replace with new 26ft Transit Bus	Section 5307	FY 23/24
2013	Ford E-450	Starcraft	CNG	Replace with Gas Braun Voyager	Section 5339	FY 23/24