



REGION 1 PLANNING COUNCIL  
MPO POLICY COMMITTEE

MPO RESOLUTION 2019-4

- RE:** ADOPTION OF THE TRANSIT ASSET MANAGEMENT TARGETS SET BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION FOR TIER II AGENCIES
- WHEREAS** the Federal Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, provides for an urban transportation planning process; and
- WHEREAS** the Fixing America's Surface Transportation (FAST) Act currently authorizes funding to improve our nation's transportation system for highways, highway safety, public transit, alternative non-motorized forms of transportation, and freight; and
- WHEREAS** the Fixing America's Surface Transportation (FAST) Act and its predecessors, require a Long-Range Transportation Plan (LRTP) as well as a Transportation Improvement Program (TIP); and
- WHEREAS** the Region 1 Planning Council is the Metropolitan Planning Organization (MPO) for the Rockford Metropolitan Area, and the MPO Policy Committee has the specific responsibility to direct and administer the continuing urban transportation planning process; and
- WHEREAS** the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning final rule (23 CFR Parts 450, 613, 771)) requires integration of performance measures and performance targets within the LRTP and TIP; and
- WHEREAS** the National Transit Asset Management System Final Rule (49 U.S.C. 625) requires all agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation to create a Transit Asset Management (TAM) plan; and
- WHEREAS** MPOs have 180 days from the establishment of the transit provider's TAM targets to establish performance targets to use in tracking progress toward attainment of critical outcomes for the Metropolitan Planning Area (MPA); and
- WHEREAS** as Tier II agencies, the public transportation providers for the Rockford, Illinois urbanized area, Rockford Mass Transit District (RMTD) and Boone County / Boone County Council on Aging (BCCA), opted to support the state sponsored TAM targets outlined in the Illinois Department of Transportation's (IDOT) Group TAM Plan for Participating Tier II Agencies; and

**WHEREAS** IDOT's Group TAM Plan has established two facility asset class performance targets based on the percentage of facilities rating below a condition 3 on the Federal Transit Authority's (FTA) Transit Economic Requirements Model (TERM) scale:

(1) Administration/Maintenance Facilities (2) Passenger/Parking Facilities; and

**WHEREAS** IDOT's Group TAM Plan has established eight revenue vehicle (rolling stock) and two non-revenue vehicle (equipment) asset class performance targets based on the percentage of vehicles that meet or exceed their Useful Life Benchmark (ULB):

**Rolling Stock**

(1) Articulated Bus (5) Minibus  
(2) Automobile (6) Minivan  
(3) Bus (7) Other  
(4) Ferryboat (8) Van

**Equipment**

(1) Automobile (2) Other Rubber Tire Vehicles (Including Minivans and vans); and

**WHEREAS** the MPO Technical Committee has recommended the adoption of the TAM performance management targets established by IDOT for Tier II public transportation providers by the MPO Policy Committee; and

**NOW, THEREFORE, BE IT RESOLVED THAT:**

the MPO Policy Committee has agreed to support the TAM performance management targets established by IDOT for Tier II public transportation providers; and

**BE IT FURTHER RESOLVED**

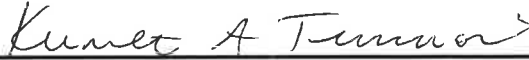
that the MPO Policy Committee directs the MPO, through the comprehensive, cooperative and continuing (3C) transportation planning process, to plan for and program projects that contribute to the accomplishment of said targets.

Dated this 28<sup>th</sup> day of February 2019.



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Greg Jurey, MPO Chairman  
Mayor  
City of Loves Park




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Karl Johnson, MPO Vice-Chair  
Boone County Board Chairman  
Boone County



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Mike Chamberlain  
Mayor  
City of Belvidere

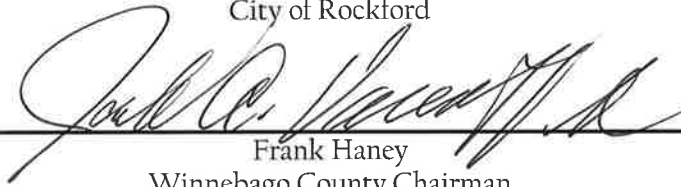


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Steve Johnson  
Mayor  
Village of Machesney Park

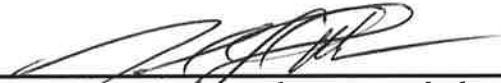
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Tom McNamara  
Mayor  
City of Rockford



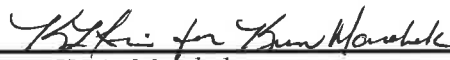
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Frank Haney  
Winnebago County Chairman  
Winnebago County



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Pastor Herbert Johnson, Board Chair  
Rockford Mass Transit District



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Kevin Marchek  
Deputy Director  
Illinois Department of Transportation, Region 2

**Attachment A:**

**IDOT Group TAM Plan for Participating Tier II Agencies Final FY2019 Performance Targets**

<b><u>FY 2019 Facilities Performance Targets</u></b>			
<b>Facility Type</b>	<b>Facilities Rated Below 3.0</b>	<b>Total Facilities</b>	<b>% Rated Below 3.0</b>
Admin/Maintenance	15	87	17%
Passenger/Parking	4	35	11%
<b>Total</b>	<b>19</b>	<b>122</b>	<b>16%</b>

<b><u>FY 2019 Revenue Vehicles (Rolling Stock) Performance Targets</u></b>			
<b>Vehicle Type</b>	<b># of Vehicles At/Beyond ULB</b>	<b>Total Vehicles</b>	<b>% of Vehicles At/Beyond ULB</b>
Articulated Bus	12	16	75%
Automobile	8	8	100%
Bus	160	526	30%
Ferryboat	3	3	100%
Minibus	82	171	48%
Minivan	163	243	67%
Other	8	8	100%
Van	447	852	52%
<b>Total</b>	<b>883</b>	<b>1,827</b>	<b>48%</b>

<b><u>FY 2019 Non-Revenue Vehicles (Equipment) Performance Targets</u></b>			
<b>Vehicle Type</b>	<b># of Vehicles At/Beyond ULB</b>	<b>Total Vehicles</b>	<b>% of Vehicles At/Beyond ULB</b>
Automobile	52	112	46%
Other Rubber Tire Vehicles (including Minivans and Vans)	34	60	57%
<b>Total</b>	<b>86</b>	<b>172</b>	<b>50%</b>

**Attachment B:**

**IDOT: Group TAM Plan for Participating Tier II Agencies: FTA TERM Rating Scale**

Condition	FTA Rating	Description
Excellent	5	<ul style="list-style-type: none"><li>• New asset</li><li>• No visible defects</li></ul>
Good	4	<ul style="list-style-type: none"><li>• Asset showing minimal signs of wear</li><li>• Some (slightly) defective or deteriorated component(s)</li></ul>
Adequate	3	<ul style="list-style-type: none"><li>• Asset has reached mid-life (3.5)</li><li>• Some defective or deteriorated component(s)</li></ul>
Marginal	2	<ul style="list-style-type: none"><li>• Asset reaching or just past the end of useful life (2.75 to 2.5)</li><li>• Increasing number of defective or deteriorated component(s) and increasing maintenance needs</li></ul>
Poor	1	<ul style="list-style-type: none"><li>• Asset is past useful life and is in need of immediate repair or replacement</li><li>• May have critically damaged components</li></ul>