

National Transit Database Narrative Report Sample

Under the FAST Act and MAP-21, “transit providers are required to submit an annual narrative report to the NTD that provides a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year.”

This template is provided for your agency’s convenience. These questions are not required, but are meant to facilitate report writing that meets the requirements of the law while also supporting your agency’s recordkeeping and justification of its transit asset management programs.

Agency Information

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Prepared by David Williams on March 1, 2017 for reporting year 2016.

Useful Life Benchmark – Revenue Vehicles

MCTA has a fleet of 104 buses, 6 locomotives and 18 passenger coaches.

What targets did your agency set?

Less than 10% (10) of buses exceeding their useful life benchmark of 12 years (agency defined)

Less than 15% (1) of locomotives exceeding their useful life benchmark of 39 years (default)

Less than 15% (3) of coaches exceeding their useful life benchmark of 39 years (default)

The bus ULB was adjusted from the default due to the steep roads and heavy salting needed in Mountain City. MCTA has found that even with proper preventive maintenance, engines and bus frames cannot cost effectively be maintained in a state of good repair beyond 12 years.

How did your agency calculate these targets?

We want our customers to be offered vehicles that appear to be in good repair so that they feel confident with the service provided and proud of the public image of the agency. Our agency anticipates asking for a property tax levy for further capital improvements, so a positive public image is important before the election. We set this target so that we can have a formalized document of working toward that goal.

How has your agency made progress toward its targets?

We have started the procurement process to replace 12 of our oldest buses over the next 18 months, which if completed on schedule will result in us achieving our ULB benchmark within two reporting years.

What challenges face your agency in making progress toward the targets?

Capital funding is a challenge, but we are using our formula grant for this most recent procurement. However, the number of vehicles needing replacement exceeds the number of vehicles funded for replacement. We are seeking out other grants from non-FTA sources that will pay for alternative fuel vehicles, which can replace older, conventional fuel vehicles.

Useful Life Benchmark – Non-Revenue Vehicles

MCTA has a mixed fleet of non-revenue vehicles to support the bus system and rail system

What targets did your agency set?

Less than 40% of non-revenue automobiles exceeding their useful life benchmark of 8 years (default)
Less than 40% of non-revenue vehicles other rubber tire vehicles exceeding their useful life benchmark of 14 years (default)
Less than 50% of steel wheel vehicles exceeding their useful life benchmark of 25 years (default)

How did your agency calculate these targets?

We prioritize the rehabilitation and replacement of our vehicles that provide the transit service, so generally our non-revenue vehicles forego replacement when we have significant revenue vehicle capital costs. Some of our revenue vehicles are approaching the end of their useful life, so we expect to be spending our capital funding on those instead for the next couple of years. We expect that a higher percentage of our non-revenue vehicles will be exceeding their ULB as a result.

How has your agency made progress toward its targets?

Prior to this process we did not have a clear accounting of ages and useful life for our non-revenue vehicles. We have made progress by completely assessing our non-revenue vehicles. We do not currently have a procurement in place to replace those vehicles which have exceeded their useful life, so we will not make further significant progress toward this benchmark over the next reporting year. However, over the next reporting year there will be no additional vehicles exceeding their useful life, so there will also be no negative progress. We anticipate replacing some non-revenue vehicles after our current procurement for revenue vehicles is complete.

What challenges face your agency in making progress toward the targets?

Funding remains a major challenge. Presently capital funding is completely dedicated to replacing revenue vehicles. We overcame a major challenge this past year in fully cataloging and assessing all non-revenue vehicles through the implementation of fleet management software. The software will greatly aid in asset management going forward.

Facilities - Condition

MCTA operates park-and-ride facilities for commuter rail in addition to 12 rail stations. Three transit centers with passenger facilities serve the bus system. MCTA also operates two bus maintenance and parking facilities, a rail maintenance facility, and an administrative building.

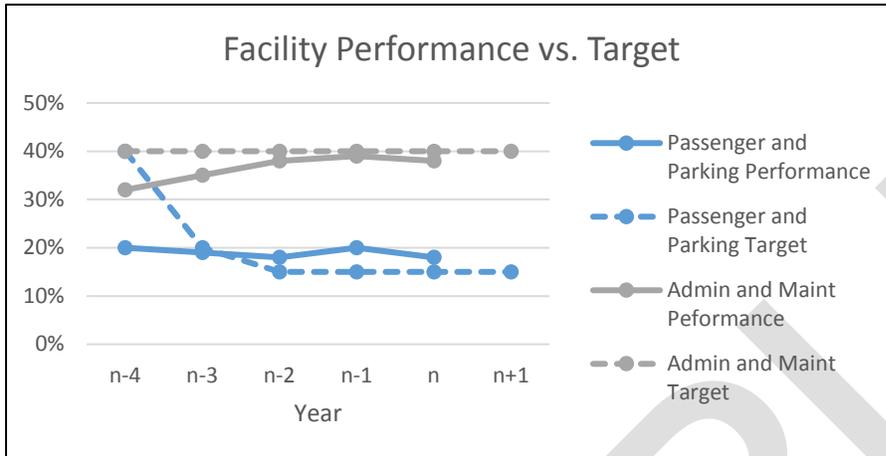


Figure 1: Facility Performance vs. Target

What targets did your agency set?

Less than 15% of passenger and parking facilities under 3 on TERM scale
Less than 40% of administrative and maintenance facilities under 3 on TERM scale

How did your agency calculate these targets?

After assessing our facilities within each category, we found that approximately 60% of them are already at a 3 or higher on the TERM scale. We do not currently have any funding in place to rehabilitate any facilities, so our priorities will be to maintain those facilities and avoid having them fall below a 3 rating. With this information we set our target at less than 40% of administrative and maintenance facilities under a 3 on the TERM scale. We would like to prioritize passenger and parking facilities because they are public-facing, so we set the target for those facilities at less than 15% under a 3 on the TERM scale.

How has your agency made progress toward its targets?

We have not had any additional facilities fall below a 3 on the TERM scale since implementing the asset management program. We remain within the targets for this measure.

What challenges face your agency in making progress toward the targets?

For the 40% of our facilities that are under a 3 on the TERM scale, we are seeking funding to rehabilitate or replace them. This is the major challenge our agency faces in setting and achieving a more aggressive target.

Infrastructure – Performance Restrictions

MCTA maintains 200 track miles over which the commuter rail system operates.

What targets did your agency set?

Less than 5% of track miles under performance restriction

How did your agency calculate these targets?

The commuter rail is a relatively new system, so the infrastructure is still in relatively good repair. However, due to our location in a mountainous area, sometimes erosion or other issues can damage tracks or other equipment along the right-of-way, resulting in speed restrictions. Our target of 5% was set to cover these extenuating circumstances, although we expect our physical infrastructure to perform with very high reliability due to its relatively new condition.

How has your agency made progress toward its targets?

We did not meet this target this year due to a rain event causing a significant mudslide and significant infrastructure damage. Had the rain event not occurred, we would have met this target. Damages are still being assessed, but repairs should be completed before the next reporting year and we should meet our 5% target.

What challenges face your agency in making progress toward the targets?

We don't face any major challenges in making progress toward this target and are on track to meet it next year.

What are extenuating circumstances that impact your agency's transit asset management?

Due to significant rainfall, our commuter rail system was greatly impacted by mudslides and erosions this reporting year. This resulted in about 25 miles, or 13%, of our track segments being under performance restriction, which resulted in us missing our infrastructure target for the year. We are still analyzing the full impact of the disaster, so it's unclear whether this situation will be resolved within the next reporting year.

No extenuating circumstances have impacted our other asset categories.

Include additional information below, or attach additional documentation, if desired.

No additional information.