



WHITE MOUNTAIN APACHE TRIBE

A Sovereign Tribal Nation

(Approval of the Division of Transportation Fort Apache Connection Transit Asset Management Plan)

- WHEREAS,** the Federal Transit Administration (FTA) published a final rule that requires all FTA grantees to develop a Transit Asset Management Plan for their public transportation assets, including vehicles, facilities, equipment and other infrastructure; and
- WHEREAS,** the Division of Transportation receives federal financial assistance under 49 U.S.C. Chapter 53 as a direct recipient from FTA for the Fort Apache Connection (FAC) Program; and
- WHEREAS,** the Division of Transportation is developing a Transit Asset Management Plan (TAM), a live document subject to updates every four (4) years;
- WHEREAS,** the Tribal Council understands the necessity to establish a Transit Asset Management Plan to comply with FTA requirements in asset inventory, condition assessment, description of decision support tool, and prioritized list of investment for future grant applications.
- WHEREAS,** the Tribal Council further finds that: (1) this Resolution may be voted upon by signature of a member of the Tribal Council where a signature indicates a vote for this Resolution, (2) the Tribal Council Secretary should attempt to obtain signatures for members of the Tribal Council personally, (3) no signature would mean that the respective Tribal Council member is against this Resolution, (4) the Tribal Council Secretary should wait no longer than a reasonable period of time to obtain a vote by signature or by no signature and so indicate that this Resolution was presented to the respective member of the Tribal Council for a vote.

BE IT RESOLVED by the Tribal Council of the White Mountain Apache Tribe that it hereby approves the Division of Transportation's Fort Apache Connection Transit Asset Management Plan and the plan is a live document subject to updates every four (4) years.

BE IT FURTHER RESOLVED by the Tribal Council of the White Mountain Apache Tribe that given the urgency of the request described herein, this Resolution may be voted upon as follows: (a) by signature of a member of the Tribal Council, including the Chairman of the Tribal Council and the Vice-Chairman of the Tribal Council, where a signature indicates a vote for this Resolution, (b) the Tribal Council Secretary shall attempt to obtain signatures for members of the Tribal Council personally, (c) no signature shall mean that the respective Tribal Council member is against this Resolution, (d) the Tribal Council Secretary should wait no longer than a reasonable period of time to obtain a vote by signature or by no signature, and so indicate that this Resolution was presented to the respective member of the Tribal Council for a vote.

Resolution No. 09-2018-214

BE IT FURTHER RESOLVED by the Tribal Council of the White Mountain Apache Tribe that it hereby directs that in the event this Resolution directly conflicts with the Tribal Constitution, Tribal Ordinances, or any material facts concerning the issues presented are later found to be false, this Resolution shall be deemed null and void and have no legal effect.

BE IT FURTHER RESOLVED by the Tribal Council of the White Mountain Apache Tribe that it hereby directs that in the event that this Resolution conflicts with a prior Resolution or Policy, this Resolution shall supersede and govern over the conflicting subject matter.

BE IT FURTHER RESOLVED by the Tribal Council of the White Mountain Apache Tribe that the Chairwoman, or in her absence, the Vice-Chairman, is hereby authorized to execute any and all documents necessary to effectuate the intent of this Resolution.

The foregoing resolution was on **SEPTEMBER 26, 2018** duly adopted by a vote of 6 for, 0 against, and 0 abstentions by the Tribal Council of the White Mountain Apache Tribe, pursuant to authority vested in it under the enumerated powers listed in Article IV, Section 1 of the WMAT Constitution, so ratified on September 30, 1993, and federally recognized pursuant to Section 16 of the Indian Reorganization Act of June 18, 1934 (48 Stat. 984).

Gwendolyn Lee Gatewood 9/26/18 Doreen T. Numkena 9/26/2018
Gwendolyn Lee Gatewood, Tribal Chairwoman Date Doreen T. Numkena, Tribal Secretary Date

Resolution No. 09-2018-214

Signatures of the members of the Tribal Council represent their approval of Tribal Council Resolution
Initiated the 26th day of SEPTEMBER, 2018.


Presented Personally by Tribal Council
Secretary (TCS)-Indicated by Initials



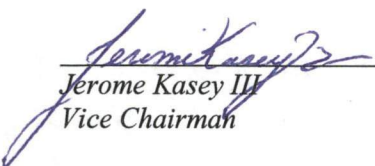
Gwendena Lee-Gatewood
Tribal Chairwoman

9.26
9.25.18

Date Signed



TCS Initials



Jerome Kasey III
Vice Chairman

25 Sept 18

Date Signed



TCS Initials

Arnold Beach, Sr.
District I Council Member

Date Signed

TCS Initials

Travis J. Tessay, Sr.
District I Council Member

Date Signed

TCS Initials

Jerold Altaha
District II Council Member

Date Signed

TCS Initials



Renaldo Dazen
District II Council Member

25 Sept 2018

Date Signed

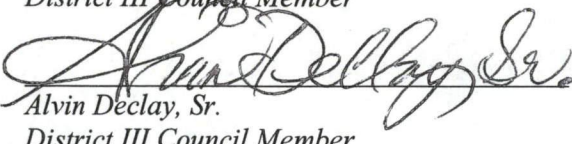


TCS Initials

Ralph Thomas
District III Council Member

Date Signed

TCS Initials



Alvin DeClay, Sr.
District III Council Member

09-25-18

Date Signed

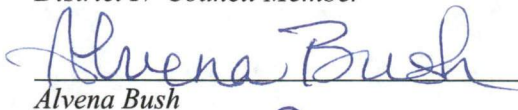


TCS Initials

Gary Alchesay
District IV Council Member

Date Signed

TCS Initials



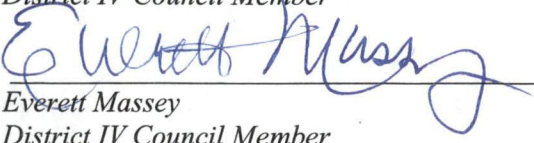
Alvena Bush
District IV Council Member

9/25/18

Date Signed



TCS Initials



Everett Massey
District IV Council Member


9/26/18

Date Signed



TCS Initials

ATTEST:


Doreen T. Numkena, Tribal Council Secretary

9/26/2018
Date Signed

White Mountain Apache Tribe



Fort Apache Connection Transit Asset Management Plan

Effective as of 09/24/2018

Adopted by: White Mountain Apache Tribe

Date Adopted: 09/24/2018

Last Revised:

Summary

Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets, in order to achieve or maintain transit networks in a State of Good Repair (SGR). On July 2016, the Federal Transit Administration (FTA) issued a final rule requiring transit agencies to maintain and document minimum TAM standards. Federal law requires recipients and sub-recipients of Federal financial assistance to develop a Transit Asset Management Plan that is due to be completed on October 1, 2018.

Accordingly, the White Mountain Apache Tribe approved a Transit Asset Management Plan through [Resolution No. 09-2018-](#) .

The White Mountain Apache Tribe Division of Transportation's Fort Apache Connection Program has developed to aide in;

1. Assessment of the current condition of capital assets;
2. Determine what condition and performance of its assets should be (if they are not current in a State of Good Repair);
3. Identify the unacceptable risks, including safety risks, in continuing to use an asset that is not in a State of good Repair; and
4. Deciding how to best balance and prioritize reasonably anticipated funds (revenues from all sources) towards improving asset condition and achieving sufficient level of performance within those means.

As a Tier II public transportation provider, the WMAT Division of Transportation has developed and implemented a TAMP containing the following elements:

1. Asset Inventory Portfolio: An inventory of the number and type of capital assets to include: Rolling Stock, Facilities, and Equipment.
2. Asset Condition Assessment: A condition assessment of those inventoried assets for which the WMAT Division of Transportation has direct ownership and capital responsibility.
3. Decision Support Tools & Management Approach: A description of the analytical processes and decision-support tools that the WMAT Division of Transportation uses to estimate capital investment needs over time, and develop its investment prioritization.
4. Investment Prioritization: WMAT Division of Transportations project-based prioritization of investments, developed in accordance with §625.33.

Definitions

Accountable Executive: Means a single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency's transit asset management plan in accordance with 49 U.S.C. 5326.

Asset Category: Means a grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities.

Asset Class: Means a subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the rolling stock asset category.

Asset Inventory: Means a register of capital assets, and information about those assets.

Capital Asset: Means a unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.

Decision Support Tool: Means an analytic process or methodology: (1) To help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or (2) To assess financial needs for asset investments over time.

Direct Recipient: Means an entity that receives Federal financial assistance directly from the Federal Transit Administration.

Equipment: Means an article of nonexpendable, tangible property having a useful life of at least one year.

Facility: Means a building or structure that is used in providing public transportation.

Full Level of Performance: Means the objective standard established by FTA for determining whether a capital asset is in a state of good repair.

Horizon Period: Means the fixed period of time within which a transit provider will evaluate the performance of its TAM plan. FTA standard horizon period is four years.

Infrastructure: Means the underlying framework or structures that support a public transportation system.

Investment Prioritization: Means a transit provider's ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial

resources from all sources that a transit provider reasonably anticipates will be available over the TAM plan horizon period.

Key Asset Management Activities: Means a list of activities that a transit provider determines are critical to achieving its TAM goals.

Life-Cycle Cost: Means the cost of managing an asset over its whole life.

Participant: Means a tier II provider that participates in a group TAM plan.

Performance Measure: Means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets (e.g., a measure for on-time performance is the percent of trains that arrive on time, and a corresponding quantifiable indicator of performance or condition is an arithmetic difference between scheduled and actual arrival time for each train).

Performance Target: Means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration (FTA).

Recipient: Means an entity that receives Federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a subrecipient.

Rolling Stock: Means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

State of Good Repair (SGR): Means the condition in which a capital asset is able to operate at a full level of performance.

Subrecipient: Means an entity that receives Federal transit grant funds indirectly through a State or a direct recipient.

TERM Scale: Means the five (5) category rating system used in the Federal Transit Administration's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0—Excellent, 4.0—Good; 3.0—Adequate, 2.0—Marginal, and 1.0—Poor.

Tier I Provider: Means a recipient that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one nonfixed route mode, or (2) rail transit.

Tier II Provider: Means a recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

Transit Asset Management (TAM): Means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.

Transit Asset Management (TAM) Plan: Means a plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

Transit Provider (provider): Means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. Chapter 53 that owns, operates, or manages capital assets used in providing public transportation.

Useful life: Means either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.

Useful life benchmark (ULB): Means the expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.

State of Good Repair (SGR) Standards Policy

The WMAT Division of Transportation SGR policy is as follows:

A capital asset is in a state of good repair (SGR) when each of the following objective standards is met:

1. If the asset is in a condition sufficient for the asset to operate at a full level of performance. An individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in a SGR;
2. The asset is able to perform its manufactured design function;
3. The use of the asset in its current condition does not pose an identified unacceptable safety risk and/or deny accessibility; and
4. The assets life-cycle investment needs have been met or recovered, including all scheduled maintenance, and rehabilitation.

The Transit Asset Management Plan allows the WMAT Division of Transportation to predict the impact of its policies and investment justification decisions on the condition of its assets throughout the asset's life cycle, and enhances the ability to maintain a SGR by proactively investing in an asset before the asset's condition deteriorates to an unacceptable level.

The purpose of the TAM plan is to allow the WMAT Division of Transportation to determine and predict the cost to improve asset condition(s) at various stages of the asset life cycle, while

balancing prioritization of capital, operating and expansion needs. The two foundational criteria of SGR performance measures are Useful Life Benchmark (ULB) and Condition.

Useful Life Benchmark:

The Useful Life Benchmark (ULB) is defined as the expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment. ULB criteria are user defined, whereas ULB takes into account, a provider’s unique operating environment (service frequency, weather, geography). For the purposes of this TAMP, all assets (facilities, equipment, and fixed route rolling stock) were assessed by using FTA’s Useful Life Age Benchmark (ULB) set in 2017-2018 Asset Inventory Module Reporting Guide.

| Vehicle Type | | Default ULB (in years) |
|--------------|-----------------------|------------------------|
| AO | Automobile | 8 |
| BR | Over the road bus | 14 |
| BU | Bus | 14 |
| CU | Cutaway bus | 10 |
| MB | Minibus | 10 |
| MV | Minivan | 8 |
| SV | Sport utility vehicle | 8 |
| VN | Van | 8 |

The WMAT Division of Transportation has reviewed the inventory of all vehicles, equipment, and facilities that are federally funded to ascertain a starting point for the 2018 TAM targets.

1. ASSET INVENTORY PORTFOLIO

The following capital asset items that the WMAT Division of Transportation owns, operates and has a direct capital responsibility, included in the TAMP asset inventory, are comprised of: Rolling Stock, Equipment, and Facilities (see below). Currently the WMAT Division of Transportation own two cutaway vehicles and is expected to purchase four cutaway buses within the next year.

Vehicles

The WMAT Division of Transportation have evaluated its inventory, including sub-recipient inventory of vehicle capital items and divided all vehicle types into three categories, heavy duty bus, medium duty bus (cutaway), and light duty vehicles.

| Vehicle Type | Vehicle Count | Useful Life Benchmark | Percent of Fleet Beyond ULB |
|--------------------------------|---------------|-----------------------|-----------------------------|
| Heavy Duty (Bus) | 0 | 0 | 0 |
| Medium-Duty Bus (Cutaways) | 2 | 10 | 10% |
| Light-Duty Vehicles (Minivans) | 0 | 0 | 0 |

Equipment

Equipment evaluated per FTA requirements in this TAM plan, is all non-revenue service vehicles regardless of value, and any owned equipment with a cost of over \$50,000 in acquisition value. Equipment shall include nonrevenue service vehicles that are primarily used to support maintenance and repair work for a public transportation system, supervisory work, or for the delivery of materials, equipment, or tools. Currently, the WMAT Division of Transportation do not own any non-revenue service vehicle equipment assets.

Facilities

The WMAT Division of Transportation evaluated the condition of the facilities in its sponsored TAM plan using the TERM Condition Rating (as shown below). The WMAT Division of Transportation will use the FTA minimum useful life standard for facilities of 40 years, as stated in FTA Circular 5010.1E, page IV-26.

| Facility Type | Condition | Useful Life Benchmark | Age | Completion Year | Condition |
|-----------------|-----------|-----------------------|-----------|-----------------|-----------|
| Bus Barn | 4.6 | 20 | 14 | 2004 | Good |
| Averages | | 20 | 14 | | |

| 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. |

2. ASSET CONDITION ASSESSMENT

The WMAT Division of Transportation assesses the condition of its assets on an annual basis by utilizing the FTA TERM (Transit Economic Requirements Model) condition rating assessment scale (see above). This rating scale assigned a numerical value or rank based on the physical condition(s) presented by each individual asset throughout its life cycle. The rating scale is based on numbers 1 to 5, with five being new and one being poor. Assets with a rating of 2.5 or higher are considered to be in a SGR. All completed asset inspection forms are documented and ratings are record on the asset list.

3. DECISION SUPPORT TOOLS & MANAGEMENT APPROACH

Management Approach

The primary management approach utilized to maintain an SGR is risk mitigation. This management philosophy applies risk mitigation strategies (policies and procedures) throughout the assets life cycle, both from a maintenance perspective (breakdowns) and a safety & accessibility perspective (accidents/ADA requirements).

Decision Support Tools The following tools are used in making investment decisions:

| Process/Tool | Brief Description |
|------------------------------|---|
| Inspection Reports | Known as pre and post trip inspections are done daily documenting the condition of the asset. |
| Rolling Stock Report | Inventory report that is used to track all rolling stock inventory including age, cost and mileage. |
| Fixed Asset Inventory Report | Inventory report that shows rolling stock and all other equipment. |

4. INVESTMENT PRIORITIZATION

The Transit Manager will use best judgment to prioritize needs. Projects are then ranked based on the need. Consideration is given to estimation of funding levels from all sources that are reasonably expected. The ranking of programs and projects will be expressed as: High Priority, Medium Priority, or Low Priority. Each investment prioritization program or project ranked shall contain a year and/or date of the program or project.

Plan Review

The WMAT Division of Transportation shall maintain all supporting TAM plan records and documents. The TAM plan records shall be available to Federal (FTA) and State (Arizona) and entities that provide(s) funding to the WMAT Division of Transportation and to aid in the

planning process. The TAM plan can be considered a “living document” that shall be reviewed on at least a quarterly basis and updated. Beginning in 2018, the TAM plan data shall serve as a “baseline” measure of asset performance management. As more data is collected, additional monitoring categories and goals may be included to support condition and decision making.

NTD Reporting

TAM Targets will be reported to NTD annually as required, starting in year 2018.

Conclusion

The Fort Apache Connection staff and employees of the WMAT Division of Transportation firmly believe that implementing this Transit Asset Management Plan (TAM), will allow the transportation system to meet its mission and offer safe, efficient, reliable, and accessible public transportation options to the general public.

Contact

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Adoption and Revision History

Adopted and approved by the White Mountain Apache Tribe on September 24, 2018.