FTA

Rail Infrastructure Maintenance Summit

Transit Asset Management

February 7, 2017
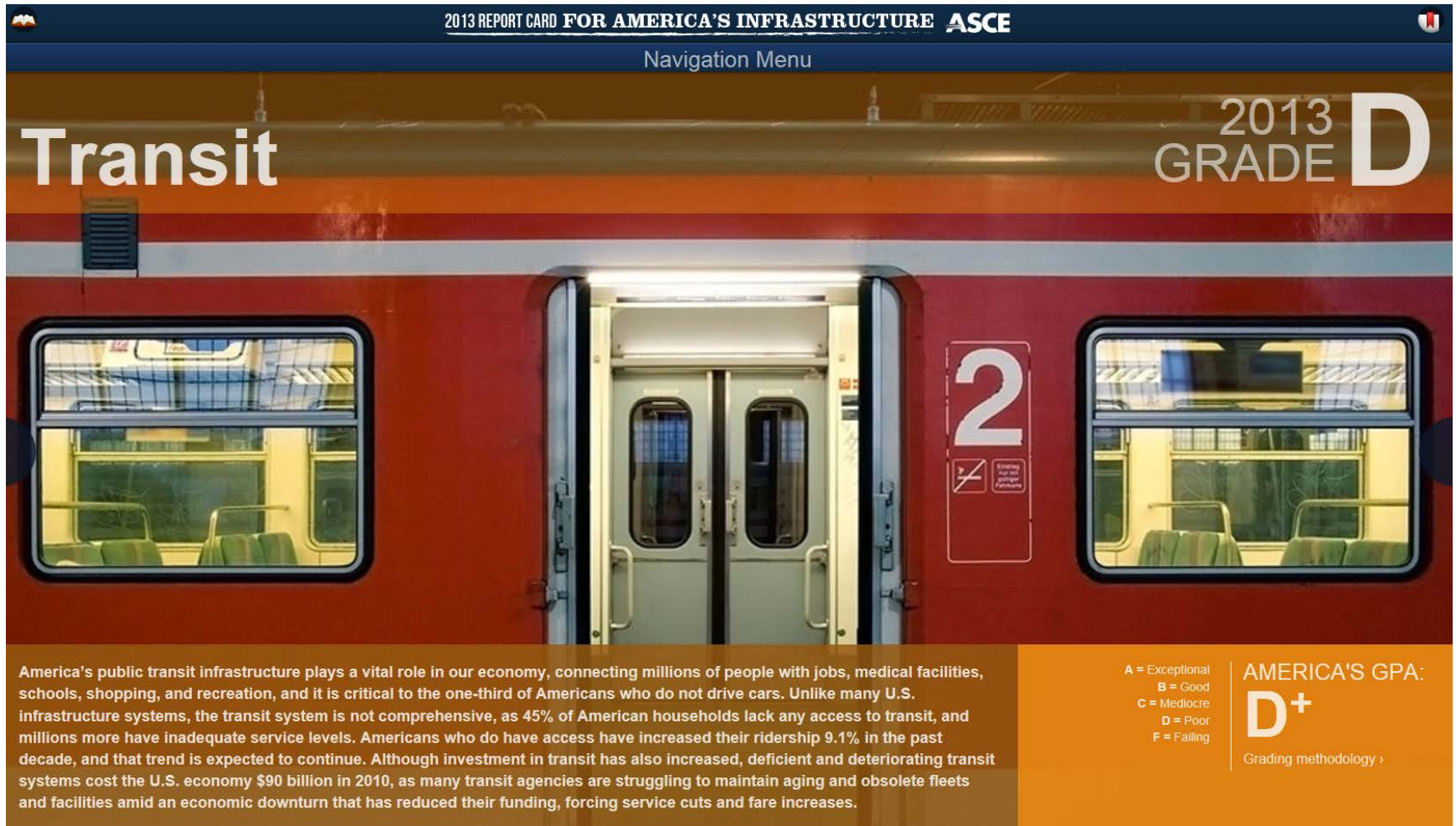# John Giorgis
Director

U.S. Department of Transportation
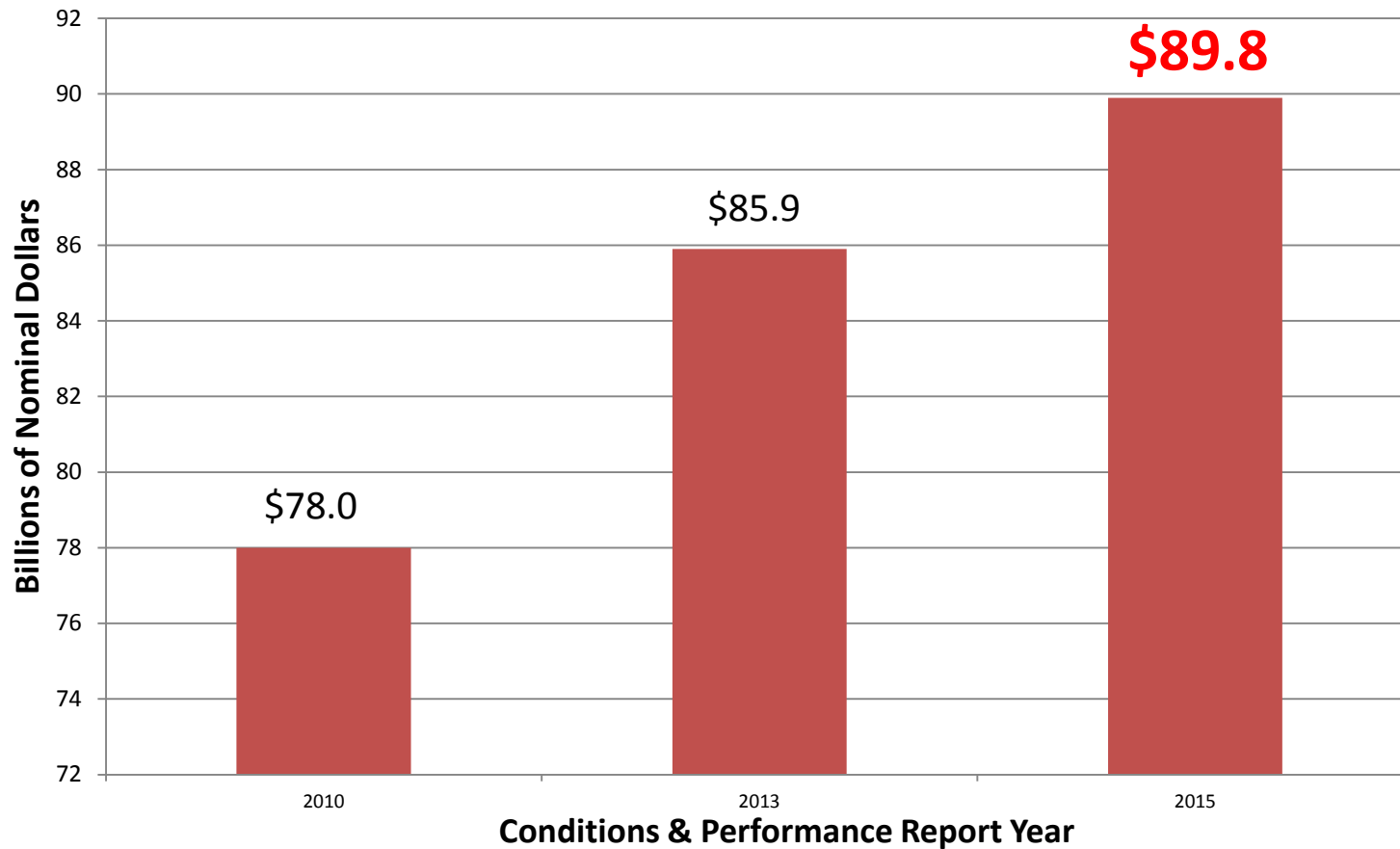**Federal Transit Administration**

TRANSIT ASSET MANAGEMENT

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ASCE Report Card_Transit

FTA Backlog Estimates Since 2010

State of Good Repair Backlog Estimates

Bar chart showing Billions of Nominal Dollars by Conditions & Performance Report Year: 2010 = $78.0, 2013 = $85.9, 2015 = $89.8

SGR Backlog: Funding Gap

Impact of Preservation Investment on 2032 Transit SGR Backlog in All Areas
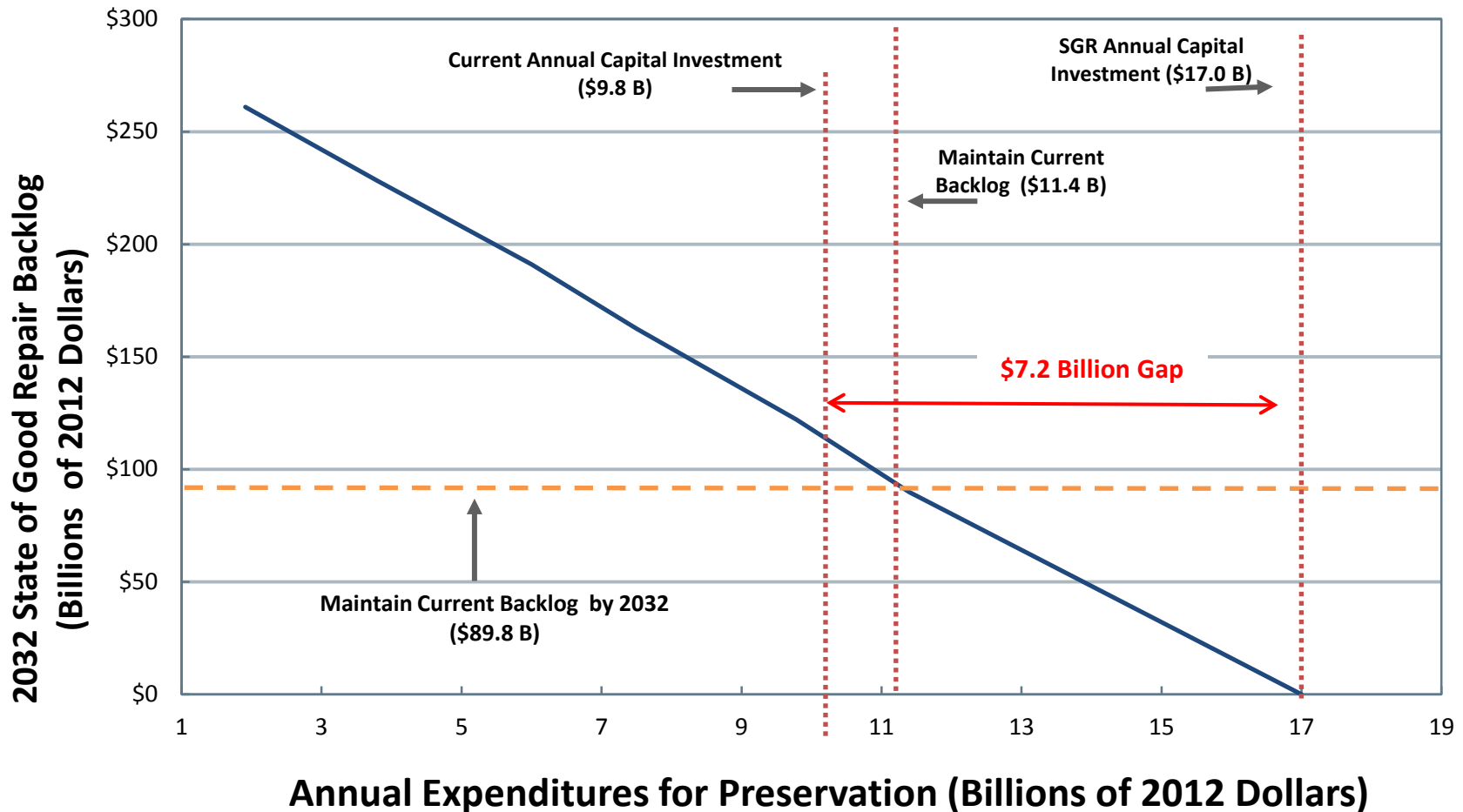
Total Spending on SGR Is Flat Since 2003

Billions of Current Dollars

Constant 2012 Dollars

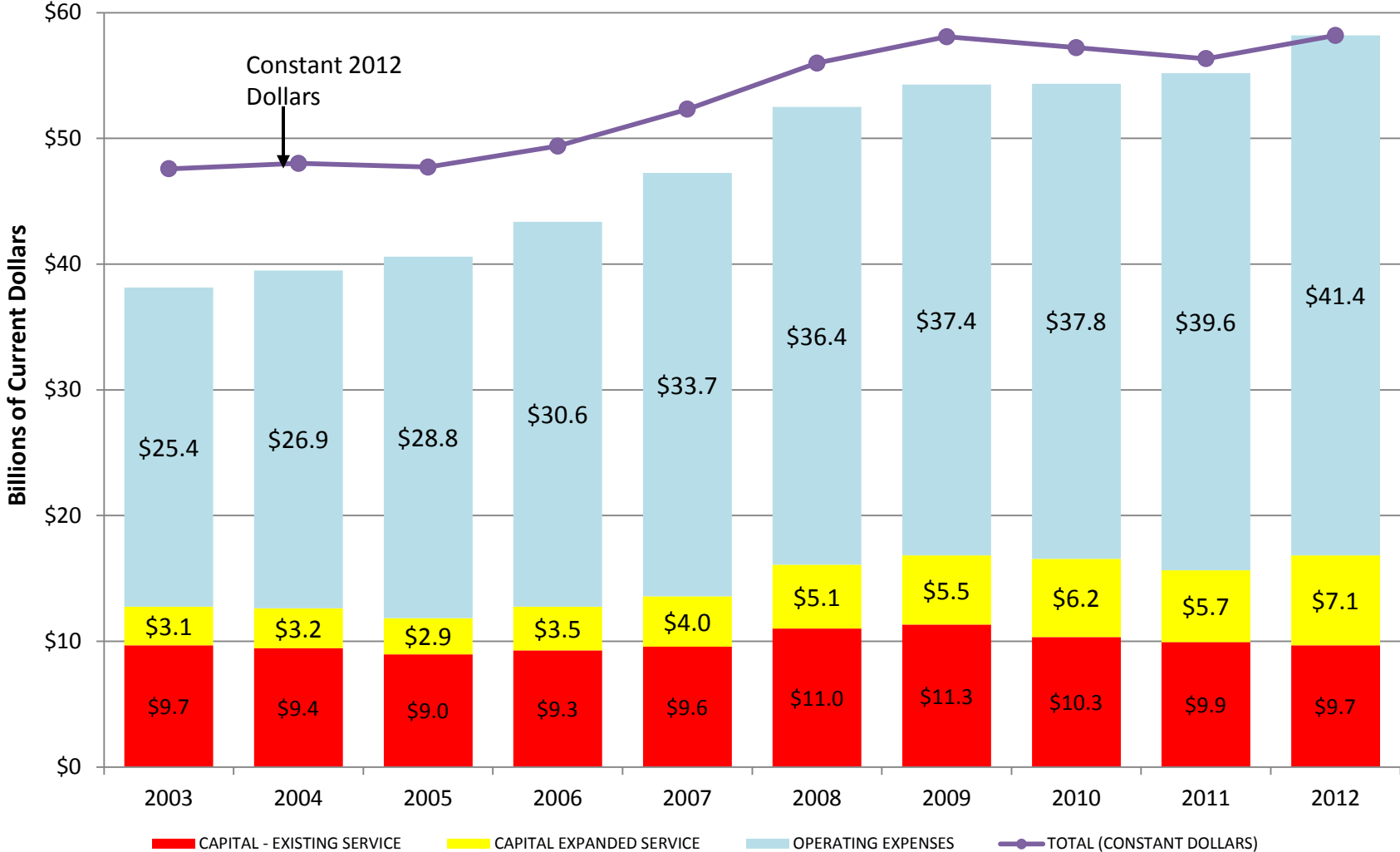| Year	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Operating Expenses	$25.4	$26.9	$28.8	$30.6	$33.7	$36.4	$37.4	$37.8	$39.6	$41.4
Capital Expanded Service	$3.1	$3.2	$2.9	$3.5	$4.0	$5.1	$5.5	$6.2	$5.7	$7.1
Capital - Existing Service	$9.7	$9.4	$9.0	$9.3	$9.6	$11.0	$11.3	$10.3	$9.9	$9.7

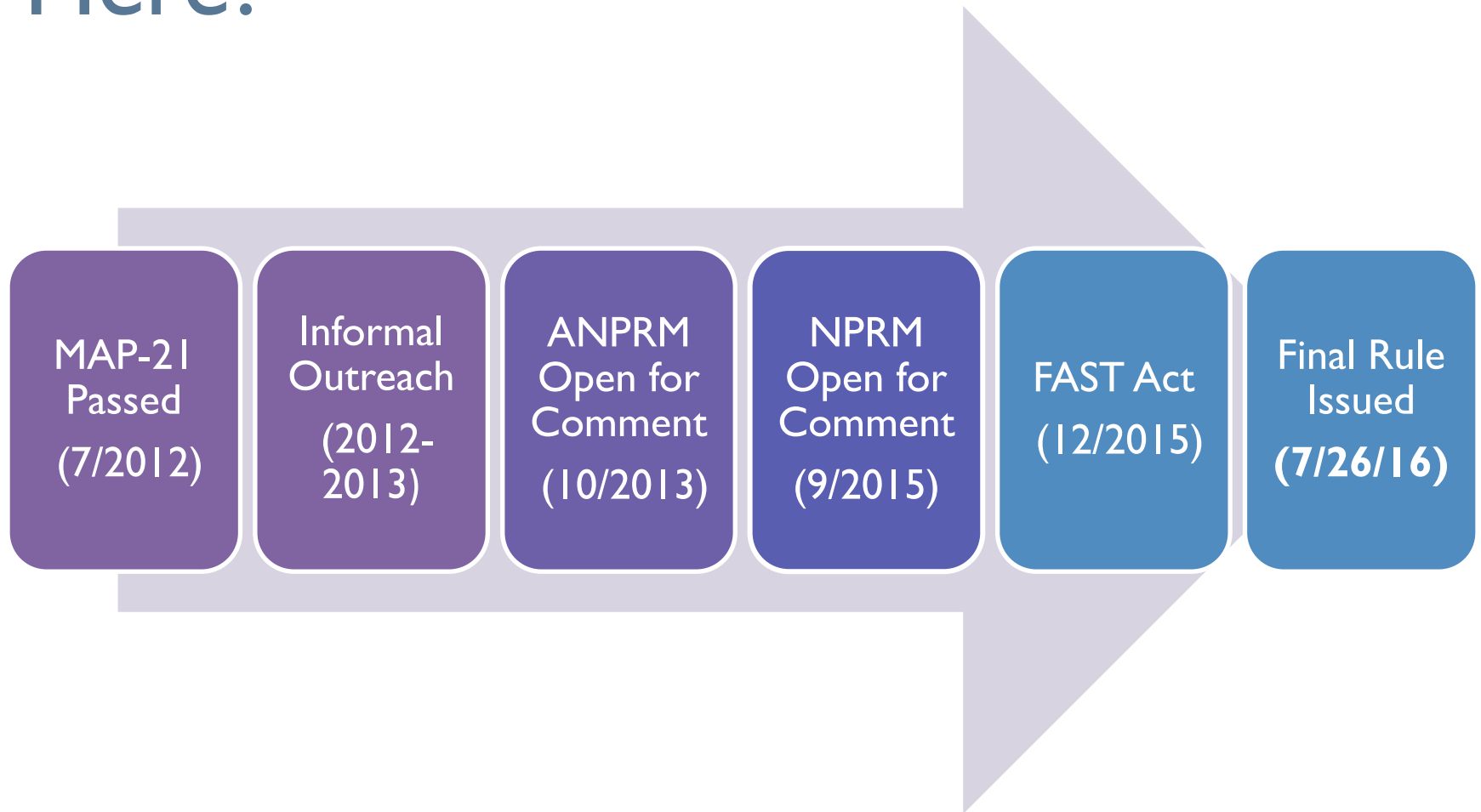CAPITAL - EXISTING SERVICE   CAPITAL EXPANDED SERVICE   OPERATING EXPENSES   TOTAL (CONSTANT DOLLARS)

TAM and State of Good Repair

- The purpose of the National TAM System is to keep our Nation's assets in a State of Good Repair (SGR)

- Consequences of <u>not</u> being in a SGR include:
    - Increased Safety risks
    - Decreased system reliability
    - Higher maintenance costs, and
    - Lower system performance

What Process Did We Take to Get Here?

| MAP-21 Passed (7/2012) | Informal Outreach (2012-2013) | ANPRM Open for Comment (10/2013) | NPRM Open for Comment (9/2015) | FAST Act (12/2015) | Final Rule Issued (7/26/16) |

National Transit Asset Management System

Define *state of good repair*

Require *TAM Plans for all recipients and sub-recipients*

Establish *SGR perfor-mance measures*

Report *data to the NTD*

Receive *Technical assistance from FTA*

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State of Good Repair

The condition in which a capital asset is able to operate at a **full level of performance**. This means the asset:

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

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Relationship to Maintenance Priorities

- Life Cycle Management includes maintenance
- An Asset policy/plan should address maintenance and repair
- Maintenance impacts performance
- Fewer "road calls" free up personnel to do "preventive maintenance"
- Maintenance folks may be best at doing condition assessments

TAM Plan Elements

1. Inventory of Capital Assets
2. Condition Assessment
3. Decision Support Tools
4. Investment Prioritization

All Providers
(Tier I & II)

I II

5. TAM and SGR Policy
6. Implementation Strategy
7. List of Key Annual Activities
8. Identification of Resources
9. Evaluation Plan

Tier I only

I

* FTA estimates that fewer than 20% of transit providers will do a Tier I Plan

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Two types of Deliverables

Process

1. Compliant TAM Plan
   - Group
   - Individual Tier I
   - Individual Tier II
2. Initial Target-Setting
3. Recordkeeping & Coordination with Planning
4. Certification

Reports

1. Data Report
   - Performance Targets
   - Assets & Condition
2. Narrative report

Data Reporting Requirements

- Optional in 2017, Mandatory in 2018

- Projected performance targets for next fiscal year
  - Equipment Percentage of non-revenue service vehicles that have met or exceeded their Useful Life Benchmark (ULB)
  - Rolling Stock Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
  - Infrastructure Percentage of track segments with performance restrictions by class
  - Facilities Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale *(1=Poor to 5=Excellent)*

- Asset inventory and condition assessments
  - ULBs for Rolling Stock & Equipment (service vehicles)
  - Age is calculated automatically from year of manufacture
  - Condition assessments for facilities
  - Slow zones for infrastructure (rail fixed guideway only)

Narrative Report Requirements

- Mandatory beginning in 2019 – year after TAM Plan is in place

- Also submitted to NTD

- Change in condition since last report

- Progress toward targets

- Your chance to provide context for your numerical results

Final Rule Requirements - Initial Deadlines

- **Initial Targets**   January 1, 2017

- **Coordinate with Planning**   July 1, 2017

- **Compliant TAM Plan**   October 1, 2018

- **Annual data report**   Report year '18
  - Asset Inventory
  - Condition Assessments
  - SGR performance targets

- **Annual narrative report**   Report year '19

Available Technical Assistance

TERM-Lite

Transit Asset Management Guide

Updated 2016

Roundtable Reports & Presentations

TAM News since 2015

TAM Plan Template

For Small Providers

FAQs

2016 Webinar Series

Checklists & Cheat sheets

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New TAM Training Courses

- Transportation Safety Institute (TSI)
  - Performance Measures Training course to teach guidebook methodologies

- National Transit Institute (NTI)
  - TAM 101 update (pilot March/April 2017)
  - Small Systems TAM course

    * will be offered in coordination with 2017 PBPP roundtables

- In Development
  - TAM 201 Implementation Course   (Fall 2018)
  - Executive level TAM Overview Briefing (TBD)

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Two Guidebooks On the Way

- Infrastructure (Slow-Zone) Guidebook

- Facility Condition Assessment Guidebook

- FTA currently reviewing comments

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7th Transit Asset Management Roundtable

- Save the Date
  - August 28-30
  - Cambridge, MA
  - 2 ½ day

- Invitation Only, Public Agency only

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