

FTA

FEDERAL TRANSIT ADMINISTRATION

Transit Asset Management

Joint State Safety Oversight and Rail
Transit Agency Workshop
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U.S. Department of Transportation

Federal Transit Administration

Today's Presentation

- Transit Asset Management – Background
- Final Rule Implementation
 - Process
 - Reports
- Outreach & Technical Assistance



TRANSIT
ASSET
MANAGEMENT

www.transit.dot.gov/TAM

BACKGROUND



Key Features of the TAM rule

- National TAM System final rule (49 USC 625; published July 2017) provides a foundation for addressing the estimated 90M SGR backlog
 - Simple, Scalable, Structured, and Standard
- Focuses on measuring and monitoring performance and condition
- Minimizes burden on smaller transit providers

49 CFR part 625 - 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*

Final Rule – Anatomy

Table of Contents (Preamble; p48890)

I. Executive Summary

- A. Purpose of Regulatory Action
- B. Statutory Authority
- C. Summary of Major Provisions
 - 1. Transit Asset Management
 - 2. National Transit Database
- D. Summary of Costs and Benefits

II. Summary of Notice of Proposed Rulemaking (NPRM) Comments and Responses

- A. Rulemaking Background
- B. General NPRM Comments and FTA's Responses
- C. Section by Section NPRM Comments and FTA's Responses

III. Regulatory Analyses and Notices

- A. Regulatory Analyses and Notices NPRM Comments and FTA's Responses
- B. Final Rule Analyses and Notices

PART 625 – TRANSIT ASSET MANAGEMENT(Regulatory text; p.48962)

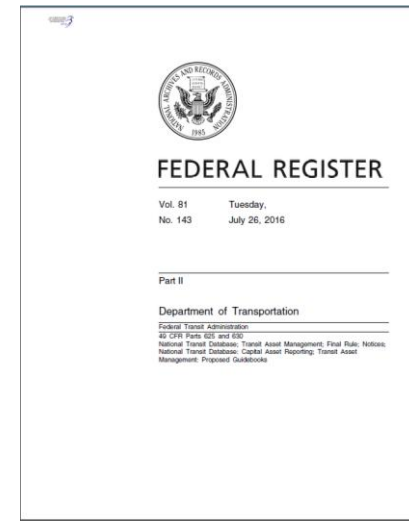
Subpart A – General Provisions

Subpart B – National TAM System

Subpart C – TAM Plans

Subpart D – Performance Management

Subpart E – Recordkeeping and Reporting



Implementation



Two types of Deliverables

Process

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

Reports

1. Data Report
 - Performance Targets
 - Performance Status
2. Narrative report

Deliverables *Process*



TAM Plan Elements

1. Inventory of Capital Assets
2. Condition Assessment
3. Decision Support Tools
4. Investment Prioritization
5. TAM and SGR Policy
6. Implementation Strategy
7. List of Key Annual Activities
8. Identification of Resources
9. Evaluation Plan



All Providers
(Tier I & II)

Tier I only

Operates Rail

OR

≥ 101 vehicles across all fixed route modes

OR

≥ 101 vehicles in one non-fixed route mode

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

Recordkeeping Requirements

- Maintain records supporting TAM Plan
- Share with State and metropolitan planning organization (MPO) planning agencies
 - TAM Plan
 - Performance targets
 - Investment strategies
 - Annual condition assessments

Certification

- TAM Plans are Self-Certified by the grantee's Accountable Executive
- FTA has update Certifications and Assurances to reflect TAM Plan requirements
- FTA will review Plans and Progress during Triennial and State Management Reviews, as well as during MPO Certification Reviews

State Role in Group TAM plan

- Sponsor and coordinate TAM plan
- Ensure participants have understanding of data needs & schedule
 - Inventory of assets
 - Condition assessments
- Provide opportunity for input on project prioritization
- Provide opportunity for review and comment on the plan

Agency Role in Group TAM plan

- Designate an Accountable Executive
- Ensure state DOT's have a complete inventory of your assets
- Confirm the condition of your vehicle and equipment assets
- Establish the condition of your facilities
- Provide input on project prioritization
- Provide review and comment on the plan

Deliverables *Reports*



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

TAM Reporting to NTD Phase-In Schedule

NTD Fiscal Year Report to be Submitted	Set Internal Targets	Report Internal Targets	Submit Narrative Report on Meeting Targets	Report Condition Data on Vehicles (ULB)	Report Condition Data on Facilities
January 2017	Required (For FY17)	Optional	Not Required	Not Required	Not Required
RY 2017	Required (For FY18)	Optional	Not Required	Optional	Optional
RY 2018	Required (For FY19)	Required	Not Required	Required	1/4 Required
RY 2019	Required (For FY20)	Required	Required	Required	2/4 Required
RY 2020	Required (For FY21)	Required	Required	Required	3/4 Required

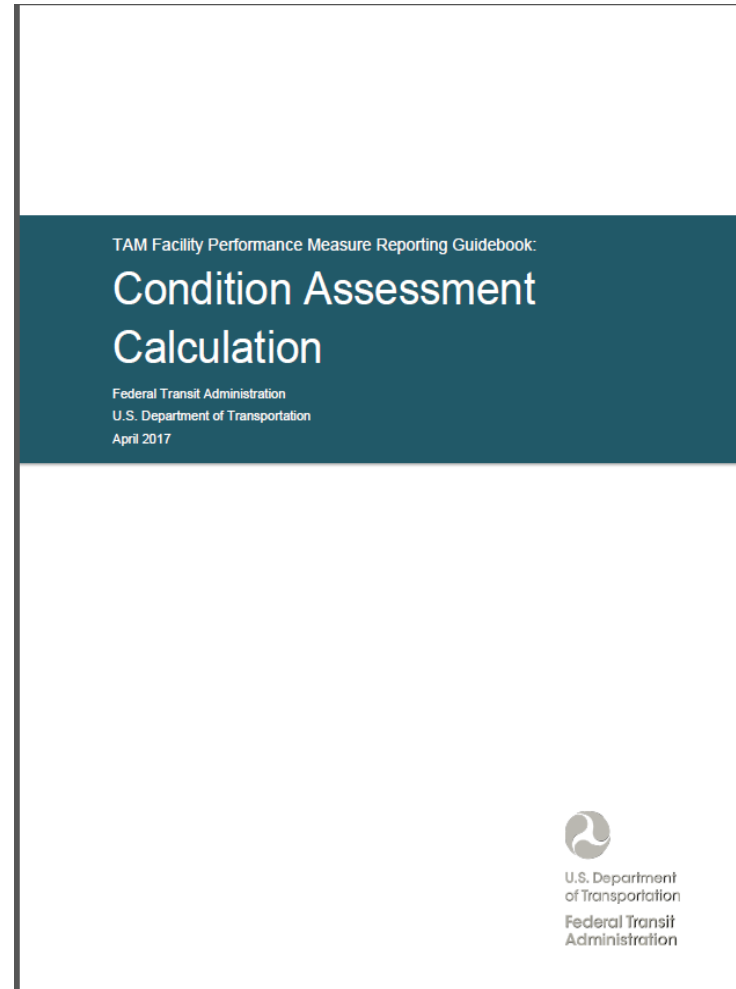
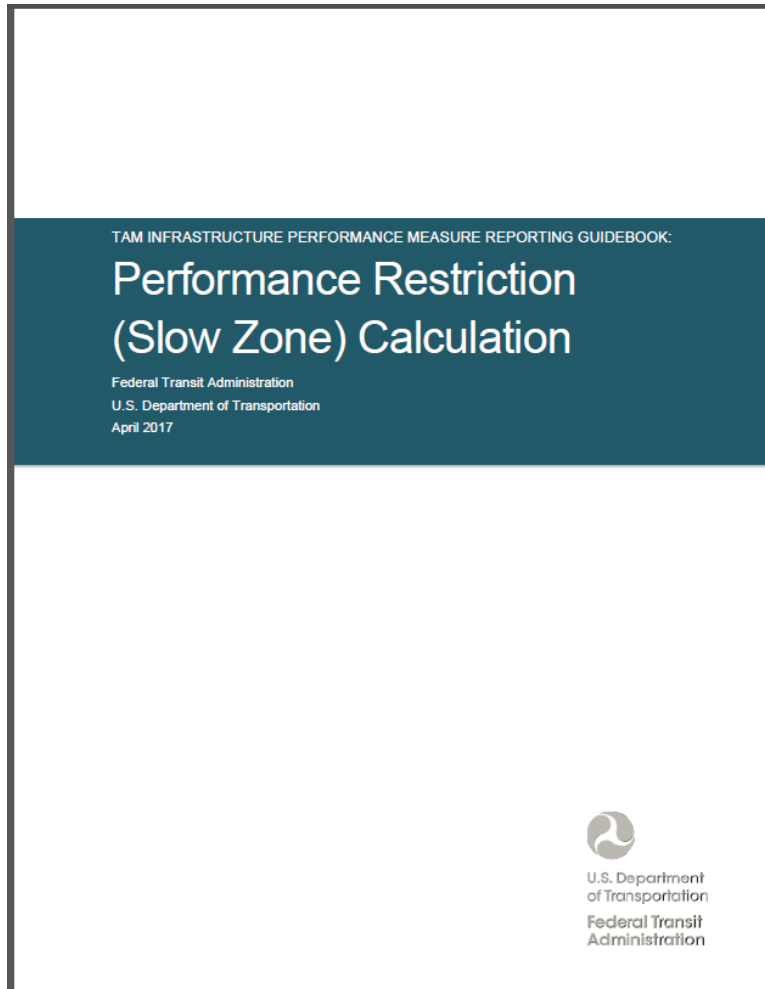
Data Reports

- National Transit Database (NTD) asset inventory module www.transit.dot.gov/ntd/ntd-asset-inventory-module
 - Manuals
 - Webinars
 - Videos
- Optional in RY 2017(opened Sept 2017),
Mandatory in RY 2018

Data Reporting Requirements

- **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)

Performance Measure Reporting Guidance



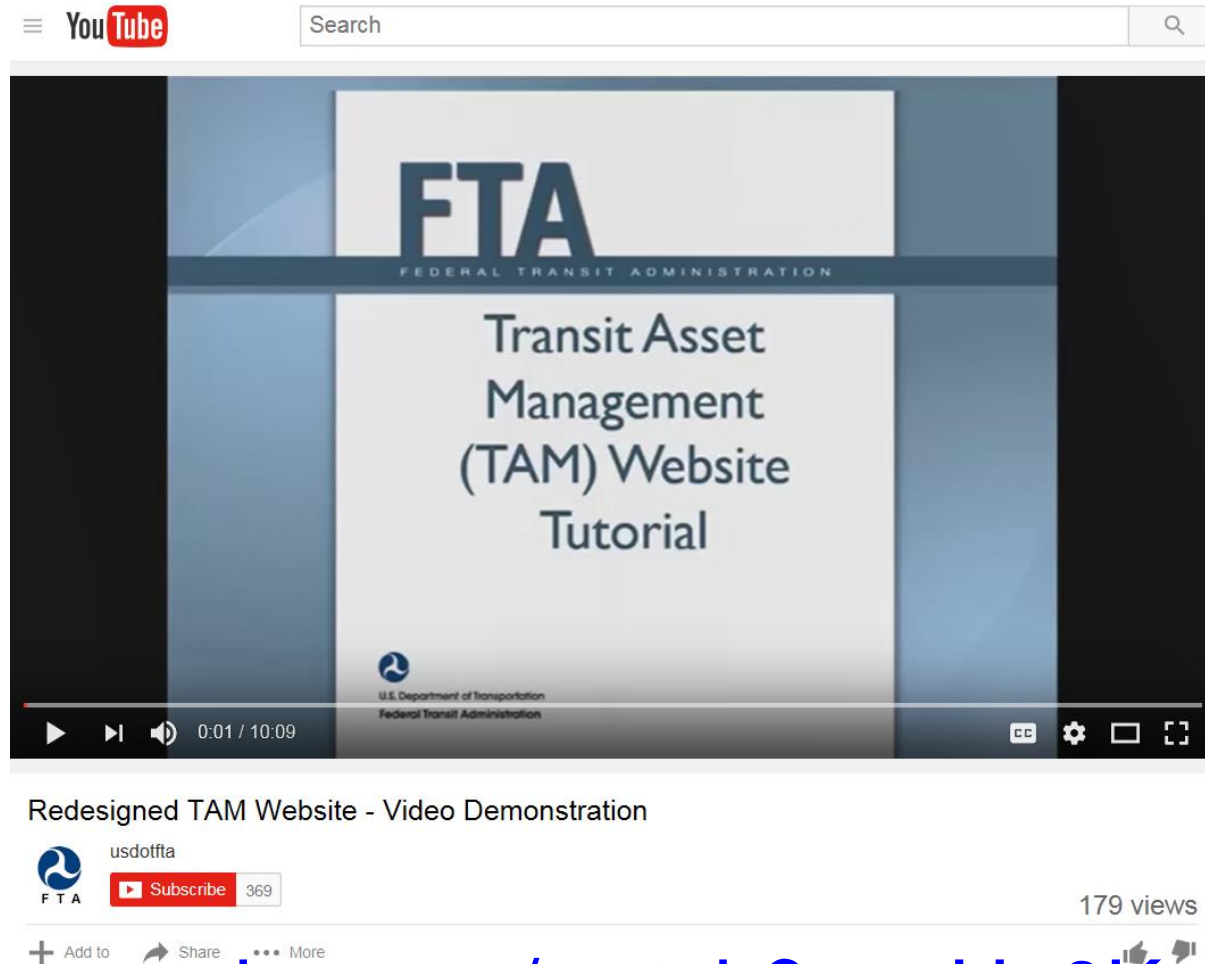
Narrative Report Requirements

- Mandatory beginning in RY 2019 – year after TAM Plan is in place
- Submitted to NTD
 - Change in condition since last report
 - Progress toward targets
 - Your chance to provide context for your numerical results
- [Narrative Report](#) *example* format & report online

Outreach and Technical Assistance



Web tutorial




The image shows a YouTube video player interface. At the top left is the YouTube logo. To its right is a search bar with the text "Search" and a magnifying glass icon. The video player itself displays a title card with the following text: "FTA" in large blue letters, "FEDERAL TRANSIT ADMINISTRATION" in smaller blue letters below it, "Transit Asset Management (TAM) Website Tutorial" in black text, and the U.S. Department of Transportation logo and name at the bottom. The video progress bar shows "0:01 / 10:09". Below the video player, the video title "Redesigned TAM Website - Video Demonstration" is displayed. The channel name "usdotfta" is shown with a small profile picture and a "Subscribe" button with "369" subscribers. The view count "179 views" is on the right. At the bottom of the player are icons for "Add to", "Share", and "More".

www.youtube.com/watch?v=gHp0K-4V-vs

TAM Training Course Development

- National Transit Institute (NTI)
 - TAM 101 course to aligned with Final Rule (piloted July 2017)
 - Small Systems and Group Sponsors TAM course (Available)
- Transportation Safety Institute (TSI)
 - Performance Measures Training course to teach guidebook methodologies (Available online)
www.transit.dot.gov/TAM/Outreach/TSlinstr

Performance Measure - Factsheet



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TAM Performance Measures

Background
 In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 USC 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures.


Performance Measures

Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).

Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.

Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.



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Data To Be Reported - Optional Report Year 2017, Mandatory Report Year 2018

Rolling Stock: The National Transit Database (NTD) lists 23 types of rolling stock, including bus and rail modes. Targets are set for each mode an agency, or Group Plan Sponsor, has in its inventory.

FTA default ULB or Agency customized ULB: Default ULBs represent maximum useful life based on the TERM model. Agencies can choose to customize based on analysis of their data OR they can use the FTA provided default ULBs.


Equipment: Only 3 classes of non-revenue service vehicles are collected and used for target setting: 1) automobiles, 2) other rubber tire vehicles, and 3) other steel wheel vehicles.

Facilities: Four types of facilities are reported to NTD. Only 2 groups are used for target setting: 1) Administrative and Maintenance and 2) Passenger and Parking.

Infrastructure: The NTD lists 9 types collected and reported to NTD.

TAM Performance Metrics: The NTD collects current year performance data. The NTD will collect additional Asset Inventory Module (AIM) data but targets, forecast performance measures in the next fiscal year.

TAM Narrative Report: The TAM Rule requires agencies to submit this report to the NTD annually. The report describes conditions in the prior year that led to target attainment.



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Default Useful Life Benchmark (ULB) Cheat Sheet

Source: 2017 Asset Inventory Module Reporting Manual, Page 53

Transit Agencies will report the age of all vehicles to the National Transit Database. FTA will track the performance of revenue vehicles (Rolling Stock) and service vehicles (Equipment), by asset class, by calculating the percentage of vehicles that have met or exceeded the useful life benchmark (ULB).

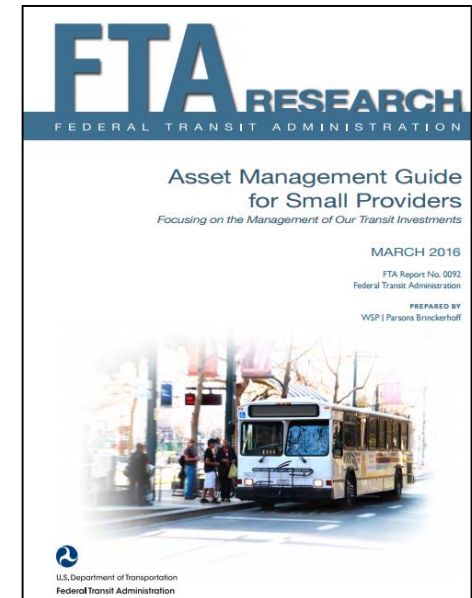
FTA has set a default ULB as the expected service years for each vehicle class in the table below. ULB is the average age-based equivalent of a 2.5 rating on the FTA Transit Economic Requirements Model (TERM) scale. Transit agencies can adjust their Useful Life Benchmarks with approval from FTA.

Vehicle Type	Default ULB (in years)
AB Articulated bus	14
AG Automated guideway vehicle	31
AO Automobile	8
BR Over-the-road bus	14
BU Bus	14
CC Cable car	112
CU Cutaway bus	10
DB Double decked bus	14
FB Ferryboat	42
HR Heavy rail passenger car	31
IP Inclined plane vehicle	56
LR Light rail vehicle	31
MB Minibus	10
MS	31
	8
	14
	39
	39
	39
	14
	14
	25
	31
	8
	13
	12
	8
	58

Asset Category	Vehicle Class/Type	Fleet Size	Vehicle age	Vehicle default ULB	FY 16 Performance Metric (% Exceeding ULB)	FY17 Target
Rolling Stock	Over the road bus (BU)	10	5	14 years	0%	60%
		15	13	14 years		
	Cutaway bus (CU)	19	8	10 years	21%	21%
		5	12	10 years		
		5	5	8 years		
Van (VN)	1	10	8 years	67%	67%	
	2	5	8 years			
Equipment	Auto (AO)	5	4	8 years	0%	0%

Tier II and Group Plan Sponsors Guide and Template

- Published May 2016
- Includes Version 2.0 template for TAM plan
- Focused on small, bus-only operators and Group Plan Sponsors
- Available online



TAM Maturity Matrix Agency Self-Assessment

<u>Enterprise-Level Questions</u>		Score
1. Policy - For more information about the role of asset management policy, review Section 3.1.1 of the Asset Management Guide.		
1.1. An agency-wide asset management policy is in place to support the establishment of asset management vision and goals and implementation of an asset management strategy.		
1.2. The agency-wide asset management policy is reviewed and adopted by the executive team or senior management. The asset management policy is regularly evaluated, evolved, and communicated.		
1.3. The asset management policy is clearly linked to / explicitly supported by the agency's overall strategy and planning and to key business processes.		
2. Strategy - For more detail on the role of asset management strategy, see Section 3.1.2 of the Asset Management Guide.		
2.1. An asset management strategy is in place and provides sufficient information, direction, and accountabilities to support the implementation of the asset management policy.		
2.2. The asset management strategy is in place and outlines asset-specific outcomes and provides high-level direction and expectations for asset management by asset class and functional managers.		
2.3. The asset management strategy is clearly linked to / explicitly supported by the organization's business processes.		
2.4. Agency-wide asset management strategy and goals are reviewed and adopted by the executive team or senior management.		
3. Business Plan - For more on the role of Asset Management Planning, see Sections 3.1.3 and 5.4 of the Asset Management Guide.		
3.1. Detailed asset management activities, roles and responsibilities, resources, and timelines are clearly outlined		

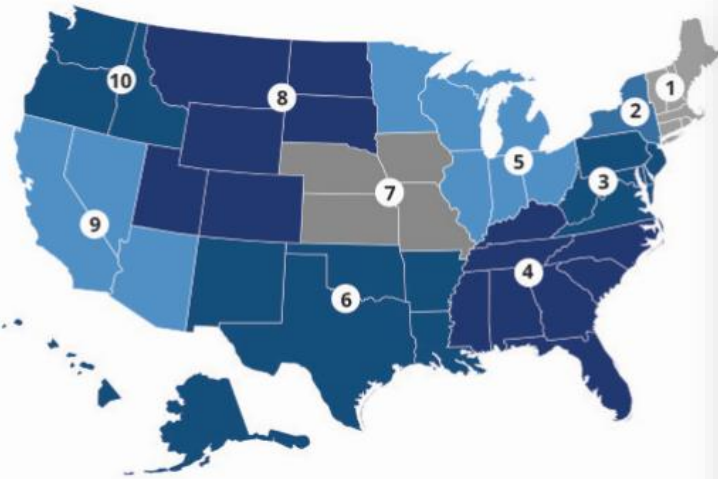
Online resources

- Compliance [checklists](#)
- FAQs
- Webinar series recordings, presentations and transcripts
- Enhanced [TAM Plan Template](#)
- [Peer library](#):
 - Vehicle & facility condition assessment
 - Performance Targets
 - MPO agreement

FTA Regional POCs

Regional Contacts

For more information about specific issues related to your agency's situation, refer to the regional points of contact below.



TAM Regional Contacts

Region	Individual	FTA Title
1	Matt Keamy ✉	Supervisory Transportation Program Specialist
2	Sheldon Soleyn ✉	General Engineer
3	Anne Marie Resnick ✉	Financial Analyst
4	Guanying Lei ✉	General Engineer
5	Kris Welch ✉	Community Planner
6	Cheryle Tyson ✉	Regional Engineer
7	Bill Kalt ✉	Transportation Program Specialist
8	Larry Squires ✉	Community Planner
9	Susan Ko ✉	General Engineer
10	James (Steve) Saxton ✉	Transportation Program Specialist

More Technical Assistance – Next

- **Group Plan Guide**
 - Not guidance but best practices and considerations
- **Webinar series - continues**
 - Bus-only TAM,
 - submit ideas to TAM@dot.gov
- **Peer exchanges**
 - State DOTs, Tribes



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www.transit.dot.gov/TAM