

FTA TRANSIT ASSET MANAGEMENT NPRM

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Overview

Transit Asset Management (TAM)

- A business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties to keep our transit networks in a State of Good Repair (SGR)
- Goal articulated in MAP-21 as part of the realignment to give FTA national oversight over transit system safety
- FTA NPRM – 80 Fed. Reg. 58911, Sept. 30, 2015
 - FTA resources web page: <http://www.fta.dot.gov/13248.html>
 - **Comments due Nov. 30, 2015**



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Applicability

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- All Chapter 53 recipients and subrecipients who own, operate or manage public transportation capital assets
 - Tier I providers – operates rail OR over 100 revenue vehicles
 - Tier II providers – fewer than 100 revenue vehicles; no fixed guideway service
 - NOT MPOs
- All assets used to provide public transportation, **including**:
 - Assets regulated by other federal agencies for safety purposes, i.e., commuter rail
 - Assets acquired without federal assistance





Applicability

TAM Plan Development

- Each transit provider must designate an **Accountable Executive**
- Plan Coordination
 - Tier I provider must develop own plan
 - May serve as sponsor of Group Plan
 - If Tier I provider is Group Plan sponsor, must still develop its own TAM Plan
 - Sponsor – typically State DOT or Designated Recipient under 5307 or 5310
 - Tier II provider may participate in a Group Plan or opt out and develop its own TAM Plan in cooperation with the sponsor



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External Coordination

National Transit Database

Rule would require recipients and subrecipients who do not currently report to NTD (i.e., Sec. 5310 formula programs for enhanced mobility of senior and persons with disabilities) to report TAM data



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External Coordination

National Transit Database

Annual reports:

- Data report
 - Projected performance for next FY
 - System condition and performance
- Narrative report
 - Change in condition
 - Progress toward goals

Annual reports will allow FTA to customize triennial reviews



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External Coordination

Coordination with Statewide Planning

- Investment priorities in Transit Asset Management Plan to become essential components of the long-range transportation plan and TIP or STIP
- Recordkeeping – information to share with state and MPO:
 - TAM Plan
 - Performance projections
 - Investment strategies
 - Annual condition assessments



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TAM Planning

Transit Asset Management

FTA must establish a National Transit Asset Management System:

- Definition of state of good repair
- Performance measures based on state of good repair standards
- Each recipient of FTA assistance to develop an asset management plan
- Reporting to FTA
- FTA to provide technical assistance to recipients



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TAM Planning

Transit Asset Management

TAM Plan minimum elements:

- Capital asset inventories
- Condition assessments
- Decision support tools
- Investment prioritization

All of the above driven by SGR standards identified by recipient:

- Set SGR performance targets
- Report asset condition to NTD

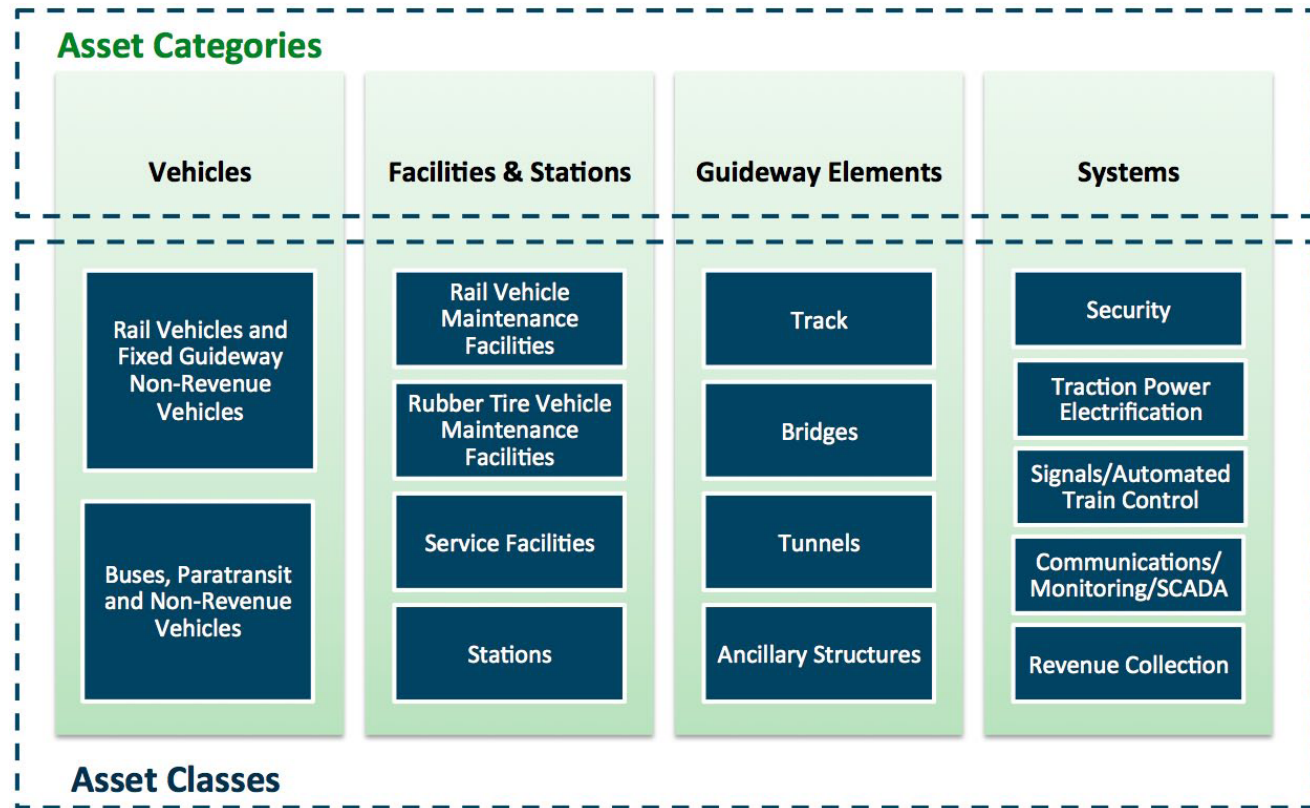


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TAM Planning – Tiers I and II

Asset Categories and Classes





Proposed TAM Plan Elements

All Providers – Tiers I and II:

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

Tier I Providers:

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



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TAM Planning – Tiers I and II

Inventory of Capital Assets:

- Listing of all capital assets that a transit provider owns, operates or manages
 - Includes all assets that would be included in a Program of Projects
 - Includes leased assets and assets operated under contract
 - Includes assets acquired without FTA funds
- Provider may use existing inventories if sufficiently detailed





TAM Planning – Tiers I and II

Condition Assessment:

- A rating of the inventoried assets
 - Condition
 - Age
 - Percentage of residual life
- May be collected at the individual or asset class level





TAM Planning – Tiers I and II

Decision Support Tools:

- List of analytical processes used to make investment prioritization decisions

Investment Prioritization:

- Ranked listing of projects and programs ordered by year of implementation – priority identified by provider
- Must address
 - Identified unacceptable safety risks
 - Accessibility requirements
- Fiscally constrained based on estimated funding levels





TAM Planning – Tier I

TAM and SGR Policy:

- TAM program vision and objectives
- Executive-level direction to support the goals of the TAM program
- Defines roles and assigns responsibilities

Implementation Strategy:

- Operational-level process for implementing TAM plan

List of Key Annual Activities:

- Description of actions needed to implement TAM plan for each year of plan's horizon



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TAM Planning – Tier I

Identification of Resources:

- Funding, staff resources and allocation, technology requirements

Evaluation plan:

- How TAM activities will be monitored, evaluated and updated to ensure the continuous improvement of TAM practices



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Performance Measurement

Tracked by Asset Class:

Category	Class
Rolling Stock	Class types in provider's inventory
Facilities	Class types in provider's inventory
Infrastructure	Trail track, guideway, signals and systems
Equipment	Nonrevenue vehicles





Performance Measurement

Proposed Performance Measures

- Rolling stock: Age
 - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)
- Facilities: Condition
 - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale: 1=poor to 5=excellent
- Infrastructure: Performance
 - % of guideway directional route miles with performance restrictions by class
- Equipment: Age
 - % of vehicles that have met or exceeded their ULB





Performance Measurement

Useful Life Benchmark

- DISTINCT from “useful life” used in FTA grant programs
- Context-specific:
 - Expected life cycle of a capital asset for a particular transit provider’s operating environment OR
 - Acceptable period of use in service for a particular transit provider’s operating environment





Performance Measurement

Targets for Proposed Performance Measures

- Set targets annually for each asset class
- Data – most recent condition data; reasonable financial projections
- Targets for Group Plans apply to the group as a whole
- Reported annually to NTD



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Certification

Certification

- TAM Plans are self-certified by the Accountable Executive
- FTA will update provider's certifications and assurances to reflect TAM Plan requirements
- FTA will review TAM Plans and progress during triennial and state management reviews, as well as during MPO certification reviews



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Timeline

Nov. 30, 2015 – NPRM comment period closes

Post-closing – FTA may conduct industry readiness assessment

Final rule issued – Not specified

Within 2 years of final rule – All TAM Plans to be complete and submitted to FTA

Every 4 years thereafter – update TAM Plan in coordination with relevant statewide TIP schedule

- TAM Plan should look at least 4 years out



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Related Questions/Observations

- To what extent can data assembled for the purposes of identifying and analyzing risk be protected from discovery in litigation or disclosure through FOIA? NPRM only addresses requirements for information-sharing (i.e., MPO)
- FTA has turned SGA emphasis to individual or classes of assets rather than to systemwide SGA
- FTA seeks comment on cost implications of proposed rule **with examples**
- Group TAM Plans – does NPRM address concerns of smaller properties?
- What is the role of MPO in setting investment priorities under these new requirements?





QUESTIONS?

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