



FEDERAL TRANSIT ADMINISTRATION

Transit Asset Management MAP-21 Implementation

September 18, 2013



U.S. Department of Transportation
Federal Transit Administration

National Transit Asset Management System

Define state of good repair, including objective measures of asset conditions

Establish SGR performance measures -- each grantee must set SGR performance targets and report to FTA annually

All recipients and sub-recipients must develop transit asset management plans

Report to the NTD data on asset inventories and condition assessments

Technical assistance from FTA

4 Proposed Methods for Defining SGR

Age -based

Assets should be scheduled for replacement beyond a certain maximum age

Condition-based

Assets should be replaced once inspections identify deteriorated conditions

Performance-based

Assets should be replaced when their deteriorated condition reduces speed or reliability

Comprehensive-assessment

Combines age, condition inspections, performance data, and maintenance history

Less Burden

More Accuracy

Defining SGR Has Cross-Cutting Impacts

- Section 5337: State of Good Repair Grants are to “maintain [transit] systems in a *state of good repair*”
- Section 5329: The National Public Transportation Safety Plan must include the definition of *state of good repair*
- Sections 5303 & 5304: Metropolitan and Statewide Plans must include transit *state of good repair* performance targets
- Section 5309(a)(2): Core Capacity projects excludes “elements designed to maintain a *state of good repair*”
- Section 20008(b): Applicants for the Expedited Project Delivery Pilot Program must certify that their existing system is in a *state of good repair*

SGR Performance Measures

FTA must establish performance measures based on the SGR standards

Recipients set their own targets, and report on progress annually

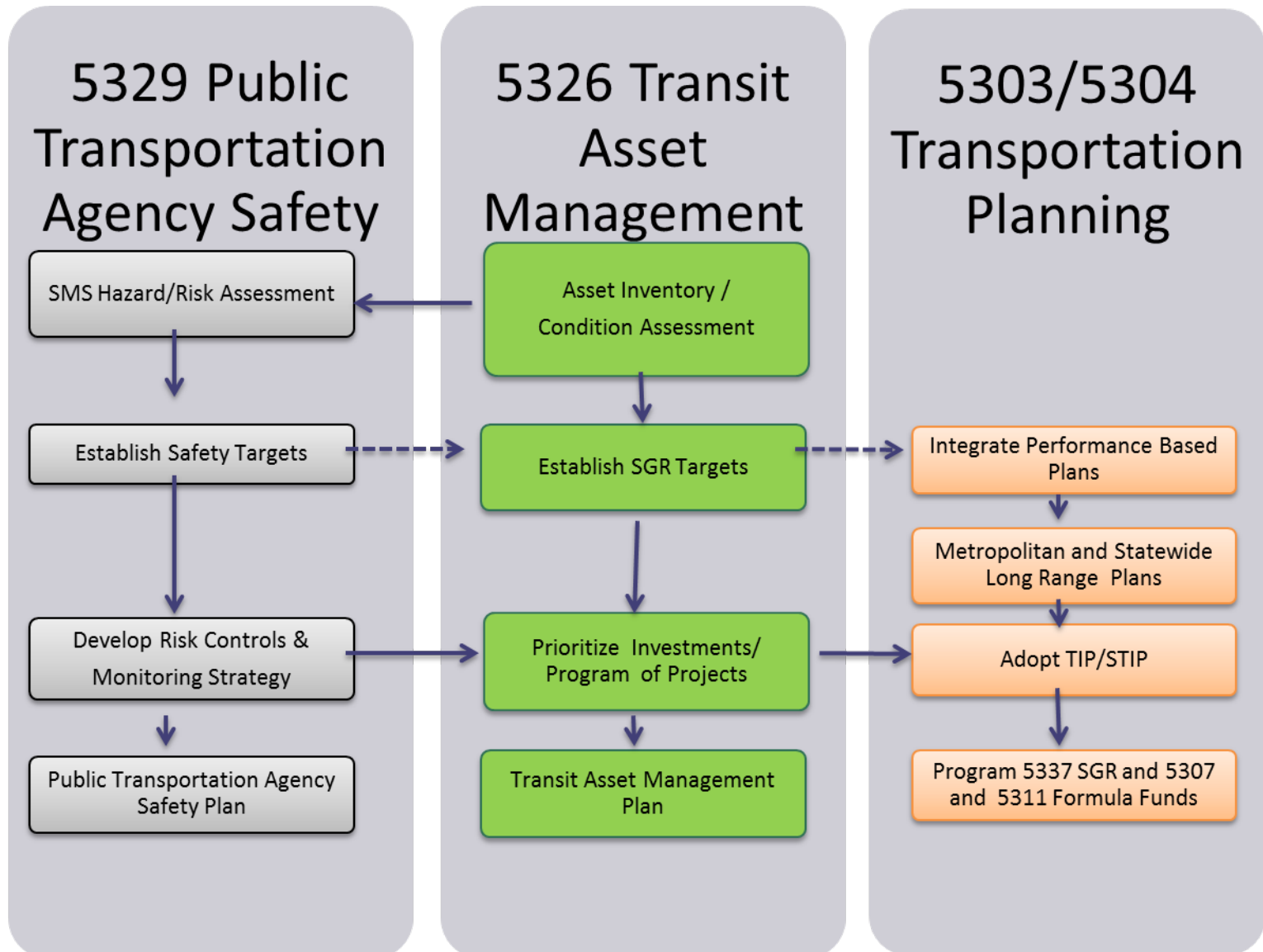
- No rewards for making a target
- No penalties for missing a target

Investment
Prioritization

SMS
Approach to
Safety

Performance-
Based
Planning
Process

Connected to Safety & Planning



TAM Plans for All Grantees

- Each recipient and subrecipient must develop a TAM Plan

TAM Plan requirements:

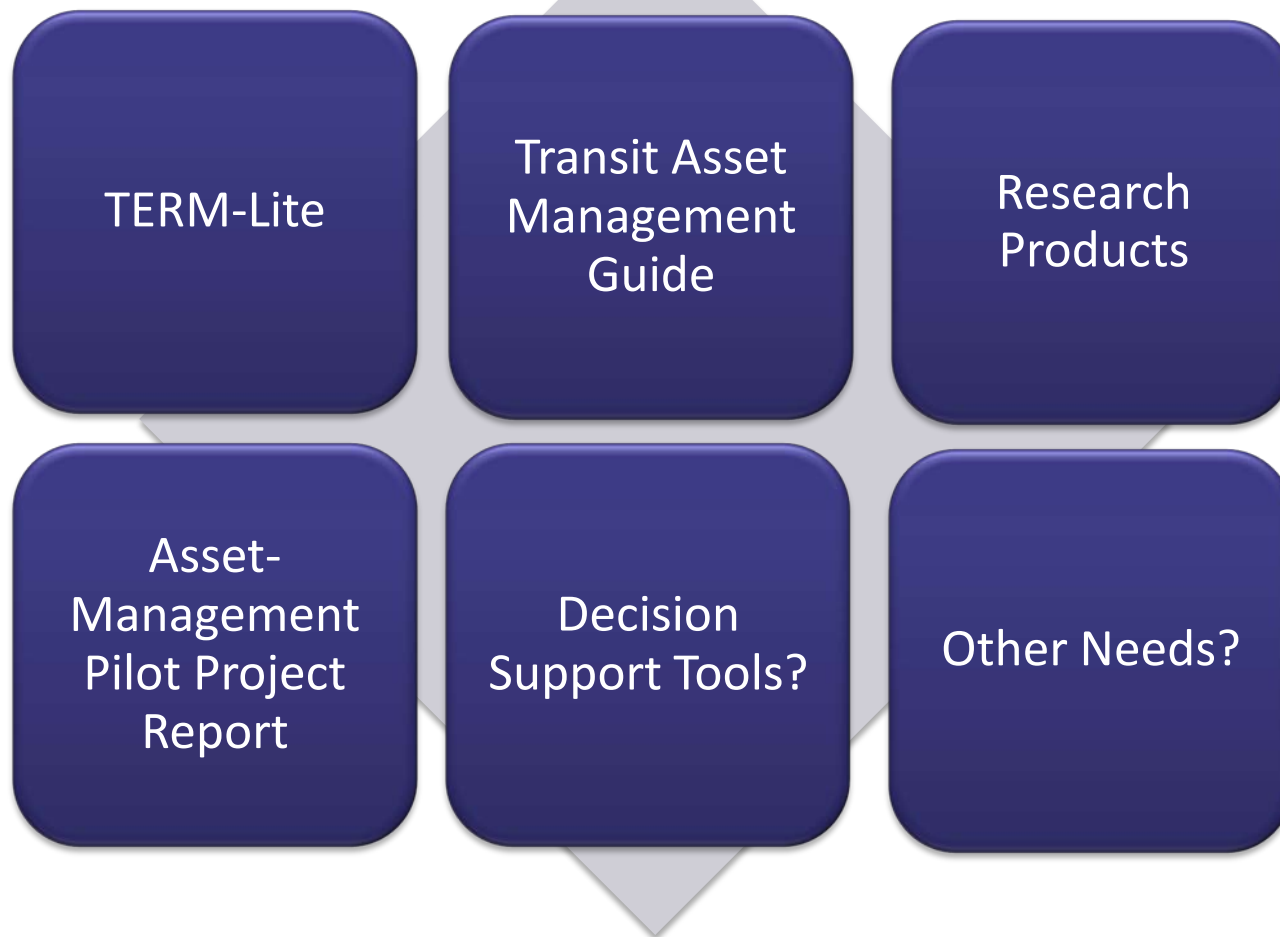
- 1) Asset inventory with condition assessments
- 2) Investment prioritization
- 3) Certification by the recipient to FTA

- FTA is looking at targeted, risk-based oversight of TAM Plan certifications
- FTA is looking at how to minimize the impacts of the new requirements on small grantees

NTD Asset Inventory Module

- NTD reporting requirements will be handled separate from the rule-making
- Pre-pilot conducted in 2012
 - minimize reporting burden
 - focus on essential data needed by FTA
 - asset inventory for NTD reporting purposes will likely be at a higher level than the asset inventory needed for a detailed TAM Plan

Technical Assistance from FTA



Industry Feedback

- *Online Dialogue* conducted last year
- 739 registered users, 146 total comments, and nearly 1,500 votes on comments
- The *Dialogue* helped get grantees thinking about SGR and asset management
- ANPRM focuses our questions towards specifics regarding implementation