



Transit Asset Management (TAM) Plan

May 22, 2018
Webinar



Presentation Outline

- Transit Asset Management (TAM) Background
- Performance Measures
- TAM Plan Elements
- Roles & Responsibilities
- TAM Plan Development Process
 - Status
 - Next Steps
- Q & A

Transit Asset Management Background

- July 2012 – Congress passes MAP-21 (Moving Ahead for Progress in 21st Century) Act, which directs the Federal Transit Administration (FTA) to establish Transit Asset Management (TAM) requirements.
- July 2016 - FTA issues Final Rule establishing requirements for Transit Asset Management (TAM), which apply to recipients and subrecipients of FTA funds.



Transit Asset Management (TAM)

Purpose

- TAM is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties in order to keep transit networks in a State of Good Repair (SGR).
- FTA's objective in establishing a National TAM System is to monitor and manage public transportation capital assets to enhance safety, reduce maintenance costs, increase reliability, and improve performance.



FTA's National TAM System

Key Elements

- Definition of *state of good repair*
- Performance measures for capital assets and a requirement that Group TAM Plan sponsor and/or provider establish performance targets for improving the condition of capital assets
- All providers must create (or participate in) a TAM Plan
- Future annual reporting



State of Good Repair (SGR) FTA Definition

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

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



TAM and State of Good Repair

- The purpose of National TAM System is to keep our assets in a State of Good Repair (SGR)
- Consequences of not being in a SGR include:
 - Safety risks
 - Decreased system reliability
 - Higher maintenance costs, and
 - Lower system performance

TAM Plan

- Required for all recipients/sub-recipients of FTA assistance that own, operate, or manage capital assets used in the provision of public transportation.
- Requirements are less for Tier II vs. Tier I Providers.
- **Tier II Providers include:**
 - Sub-recipients of 5311 Funds
 - **OR** Operators of
 - ≤ 100 vehicles across **all fixed route** modes
 - **OR**
 - ≤ 100 vehicles in **one non-fixed route** mode

TAM Plan Purpose

- A TAM plan is a tool intended to aid transit providers in:
- Assessing the current condition of capital assets
 - Determining what the condition and performance of your assets should be (if not already in state of good repair)
 - Identifying the unacceptable risks, including safety risks, in continuing to use an asset that is not in a state of good repair; and
 - Deciding how best to balance and prioritize reasonably anticipated funds (revenues from all sources) towards improving asset condition and achieving a sufficient level of performance within those means.



Group TAM Plans

- Group Plans (compiled by a sponsor)
 - Generally State DOT or Designated/Direct Recipient
 - Small urban operators (5307 Recipients) are not required to be included in a group plan but can be, based on mutual agreement between sponsor and operator.
- Tier II providers may participate in a single Group Plan or may choose to opt out and develop their own TAM Plans.

Georgia Group TAM Plan Participants

- Section 5311 Subrecipients (83)
- Section 5307 Small Urban Subrecipients (7)
- Section 5307 Large Urban Tier II Providers (2)



Participant/Subrecipient Responsibility

- Plan Coordination
 - A Group Plan participant must collaborate with the sponsor in the development of the Plan
- Accountable Executive
 - Each provider participant is required to designate an “Accountable Executive” (defined on next slide)
 - The Accountable Executive will be *required* to approve the Plan on behalf of each subrecipient/participant

Participant Accountable Executive *Definition*

- *Accountable Executive* - a single, identifiable person who has ultimate responsibility for:
 - carrying out the safe management of a public transit subrecipient/agency and its assets; and
 - control and direction over the human and capital resources needed to implement the agency's portion of the transit asset management plan

FTA TAM Performance Measures

- Rolling Stock [*Age-based*] - Percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)
- Facilities [*Condition-based*] - Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale (*1=Poor to 5=Excellent*)
- Equipment [*Age-based*] - Percentage of support vehicles that have met or exceeded their Useful Life Benchmark (ULB)

Useful Life Benchmark (ULB)

- Useful Life Benchmark (ULB) - defined in FTA Rule as:
“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”
- ULB is not the same as the *Minimum Service Life* requirement for FTA grant-compliance purposes
- ULB can be viewed as the length of time it is reasonable to expect that an asset can be safely operated and maintained in a state of good repair
- The FTA has established default ULB values, but allows Plan sponsors to develop their own



Useful Life Benchmarks - Vehicles

Vehicle Type	FTA TAM Default Useful Life Benchmark (ULB)	GDOT's Proposed TAM Plan ULB
Heavy Duty 35-ft or larger Bus	14 yrs.	14 yrs.
Cutaway Bus	10 yrs.	7 yrs.
Van	8 yrs.	7-8 yrs.
Automobile	8 yrs.	8 yrs.

Performance Targets

Targets for Performance Measures – FTA Required

- GDOT (as Group Plan Sponsor) sets targets annually for each asset class
- Supported by most recent condition data
- Based on reasonable funding projections
- Targets for Group Plans apply to the group as a whole
- Reported annually to National Transit Database (NTD)



GDOT's Initial Performance Targets

Asset Category	Performance Measure	Initial Target FY17	Actual Performance
Rolling Stock – revenue vehicles by mode	Percentage of vehicles met or exceeded Useful Life Benchmark (ULB)	15%	11%
Equipment – non-revenue support service and maintenance vehicles	Percentage of vehicles met or exceeded ULB	50%	50%
Facilities – maintenance and administrative facilities; passenger stations (buildings); and parking facilities	Percentage of assets with condition rating below 3.0 on FTA TERM scale	40%	3%

TAM Plan Required Elements

1. Inventory of Capital Assets - Complete
2. Condition Assessment - Complete
3. Decision Support Tool – In progress
4. Investment Prioritization - Pending

TAM Plan Element 1: Inventory of Capital Assets

- A listing of all capital assets:
 - Owned by the transit provider
 - Include third-party rolling stock and facilities
 - Include assets acquired without FTA funds
- Assets broken out by Category:
 - Rolling Stock
 - Facilities
 - Equipment (includes support vehicles)
- Already complete



GDOT TAM Plan

Asset Categories and Classes

Category	Class	Total # of Assets
Rolling Stock	<ul style="list-style-type: none"> ○ Buses ○ Other Passenger Vehicles 	773
Facilities	<ul style="list-style-type: none"> ○ Support Facilities ○ Passenger Facilities ○ Parking Facilities 	83
Equipment	<ul style="list-style-type: none"> ○ Maintenance ○ Service Vehicles 	54

TAM Plan Element 2: Condition Assessment

- Required for inventoried assets for which Subrecipient/Provider has direct capital responsibility.
- Methods Used to Assess Condition:
 - Rolling Stock – Vehicle age relative to Useful Life Benchmark
 - Facilities – based on field survey, with rating based on FTA TERM scale (1 – 5)
 - Equipment - Vehicle age relative to Useful Life Benchmark
- Condition Assessments will be used to monitor asset performance and to plan capital replacement or re-investment prioritization.

TAM Plan Element 3: Decision Support Tool

- The TAM Plan must utilize a Decision Support Tool (an analytic process or methodology):
 - To help prioritize projects to improve and maintain the state of good repair of capital assets based on available condition data and objective criteria
 - To estimate capital investment needs over time
- We are using FTA's TERM-Lite software program for this purpose



TAM Plan Element 4: Investment Prioritization

- A ranked listing of proposed asset renewal or replacement projects ordered by year of planned implementation
- Must adequately consider
 - Identified unacceptable safety risks
 - ADA accessibility requirements
- Fiscally constrained based on estimated funding levels

TAM Plan Timeframes

- **GDOT's initial Plan will cover 4-year period (FY 2019—2022)**
 - will be updated at a minimum every 4 years or when there is a significant change
- **TAM Plan must be fully adopted and completed by no later than October 1, 2018**



Current GDOT TAM Plan Activities Underway

- Performing Quality Control check of inventory data
- Revisiting pre-existing Performance Targets
- Drafting full TAM Plan Report document
- Developing initial Investment Prioritization model runs

TAM Plan – Upcoming Milestone Schedule

- Distribute Draft TAM Plan to Participants/MPOs for advance review - by July 9
- GDOT Group TAM Plan Roll-out Workshop - July 24-25 (Location TBD)
- Final Opt-Out Deadline – August 1
- Participants/MPO's provide comments to GDOT– by August 8
- GDOT reviews/incorporates comments; distributes Pre-Final Version of TAM Plan to Participants – by August 20
- Obtain approval/signature from each Participant's Accountable Executive – by Sept. 14
- Official publication/issuance of TAM Plan – by Sept. 21

Q & A

Questions ?

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FTA Guidance:

<https://www.transit.dot.gov/TAM>