

Transit Asset Management Plan

FAMPO Technical Committee
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CFR Part 625

Transit Asset Management Final Rule

A. General Provisions

B. National Transit Asset Management System

C. Transit Asset Management Plans

D. Performance Management

E. Recordkeeping and Reporting Requirements

<https://www.gpo.gov/fdsys/pkg/FR-2016-07-26/pdf/2016-16883.pdf>

National Transit Asset Management System

Define state of good repair

Require TAM plans for all recipients and sub-recipients

Establish SGR performance measures

Report data to NTD

Receive Technical assistance from FTA

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:

- 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 Timelines

Items in blue Submitted to NTD

Activity	Initial Due Date	Ongoing Submittal Frequency
Final Rule Effective Date	October 1, 2016	n/a
SGR Targets	<i>Set by 1/1/17 Report to NTD by 1/31/17</i>	<i>Annually within 4 months of end of provider's FY as part of NTD Report</i>
TAM Plan	October 1, 2018	Every 4 years
Asset Inventory and Condition Reporting*	<i>Within 4 months of end of provider's FY 2018</i>	<i>As part of NTD Report</i>
Narrative Report	<i>Within 4 months of end of provider's FY 2019</i>	<i>Annually within 4 months of end of provider's FY</i>

* Only 1/3 of facilities condition assessments are due in NTD report year 2018

Applicability – Tier I or Tier II

Tier I

Operates Rail

OR

≥ 101 vehicles across all fixed route modes

OR

≥ 101 vehicles in one non-fixed route mode

• Tier II

- Sub-recipient of 5311 Funds
 - OR
 - American Indian Tribe
 - OR
- ≤ 100 vehicles across all fixed route modes
 - OR
- ≤ 100 vehicles in one non-fixed route mode

TAM Plan Elements

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

All Providers
(Tier 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



Condition Assessment



- A rating of the inventoried assets
 - E.g., age; good/fair/poor; percentage of residual life
- Ratings should be sufficiently detailed to monitor performance and plan capital investment
- Condition assessments may be collected at the individual or asset class level
- Condition assessments may include vulnerabilities to natural/climate hazards
- Condition assessments are only required for assets with direct capital responsibility

Investment Prioritization



- A ranked listing of proposed projects and programs ordered by year of planned implementation
- Prioritization locally determined based on policy and need
- Must adequately consider
 - Identified unacceptable safety risks
 - Accessibility requirements
- Fiscally constrained based on estimated funding levels

TAM Plan Timeframes

- Plans would be updated in their entirety at least every **4 years**
 - Coincide with relevant (Statewide) Transportation Improvement Program
 - Cover at least **4 years**
 - Should be amended during the horizon period when there is a **significant change**
- Initial TAM Plans completed no later than **2 years** after effective date (**October 2018**)

Performance Measures

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

Preparation of TAM Plan

- Tier I providers will prepare and implement their individual TAM plan
- Tier II providers may participate in a Group Plan or opt out and develop individual TAM Plans
- DRPT will be preparing a Group Plan and inviting Tier II providers to join.
 - Any providers joining the group plan will have to participate in the development of the goals and the creation of a financial strategy towards meeting those goals

Setting the State of Good Repair (SGR) Goals

- Virginia State Group Goals were set by 1/1/17
- Documented “decision tool” to support goals
 - Based on feedback from other state programs, we are setting our first goals at our current state of good repair levels
 - TransAM reports (Virginia’s TAM reporting system)
 - Because the TransAM system just went live on 12/9/16, DRPT is still reviewing to ensure that all data transferred accurately into the system

Revenue Vehicles in State TAM Plan Inventory

**ULB = Useful Life Benchmark*

- 40 foot – 119 vehicles - **All within ULB**
 - 100 % of vehicles within ULB
- 35 foot – 235 vehicles - **21 vehicles past ULB**
 - 91 % of vehicles within ULB
- 30 foot – 61 vehicles - **13 vehicles past ULB**
 - 79% of vehicles within ULB
- Under 30 foot – 209 vehicles - **8 vehicles past ULB**
 - 97% of vehicles within ULB
- Vans – 410 vehicles - **51 vehicles past ULB**
 - 87% of vehicles within ULB

Goals for State TAM Plan Assets

- 40 foot – 80% of vehicles within ULB
- 35 foot – 80% of vehicles within ULB
- 30 foot – 75% of vehicles within ULB
- <30 foot – 80% of vehicles within ULB
- Vans – 80% of vehicles within ULB
- Facilities – 80% of facilities within ULB

Next Steps

- Verify data in TransAM
- Review goals for reasonableness
- Work with transit providers in the group plan to develop condition codes for assets
- Develop TAM plan, in collaboration with group members, no later than **June 30, 2018**
- Transit providers ensure that their Accountable Executives sign off on the State TAM Plan
- Post State TAM Plan to NTD by **September 30, 2018**
- FTA Transit Asset Management Plan Resource Page
<https://www.transit.dot.gov/TAM>