

Transit Asset Management

August 29, 2016

CFR Part 625

Transit Asset Management Final Rule

A. General Provisions

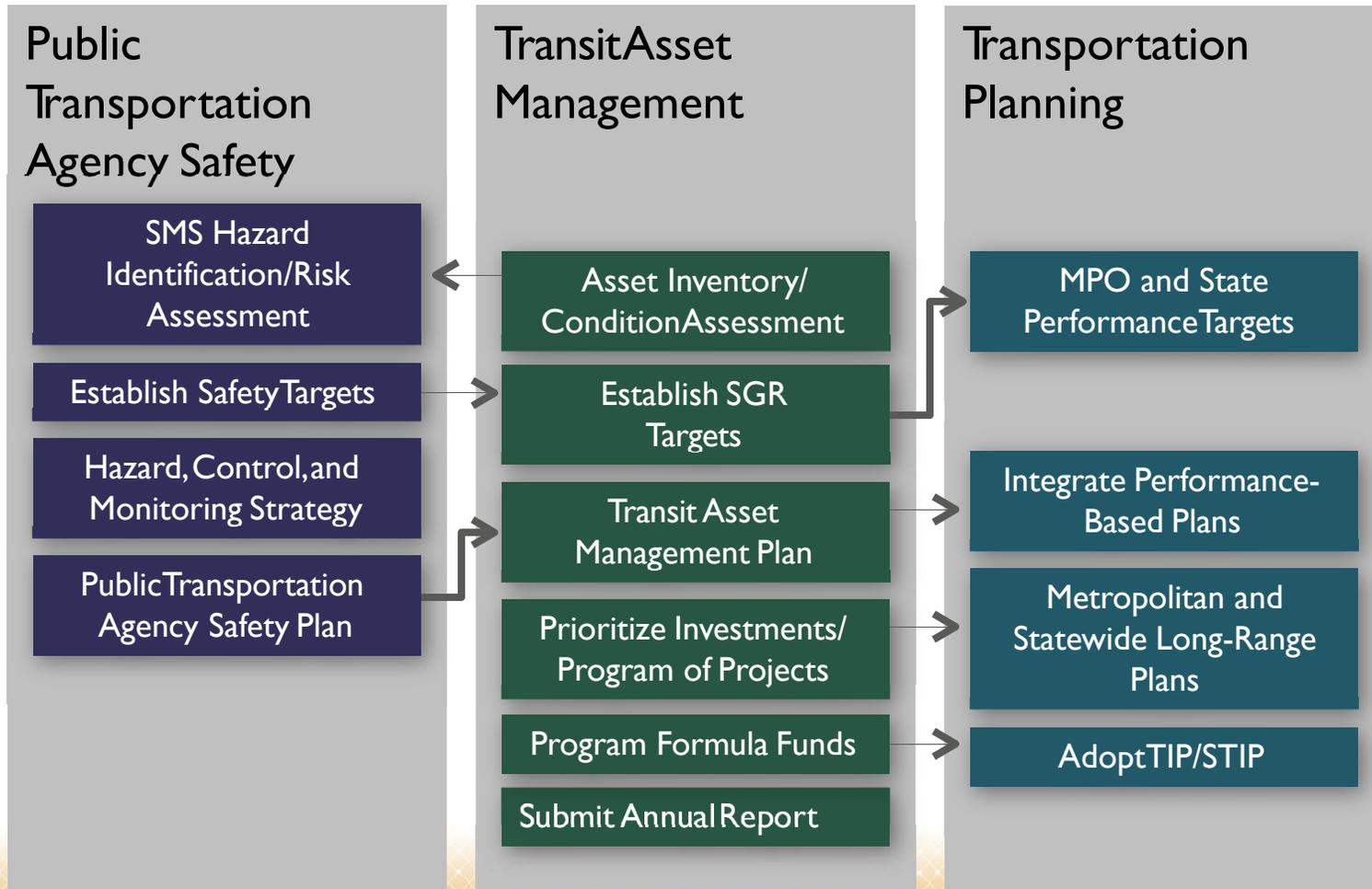
B. National Transit Asset Management System

C. Transit Asset Management Plans

D. Performance Management

E. Recordkeeping and Reporting Requirements

Linking Proposed Regulations



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.

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



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

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

Assessing Condition by Asset Class

Category	Asset Inventory	Assessing Condition
Equipment	<ul style="list-style-type: none"> ▪ All non-revenue service vehicles and equipment > \$50K used in the provision of public transit, except 3rd-party equipment assets 	<ul style="list-style-type: none"> ▪ Only equipment with direct capital responsibility, no third party assets
Rolling Stock	<ul style="list-style-type: none"> ▪ All revenue vehicles used in the provision of public transit 	<ul style="list-style-type: none"> ▪ Only revenue vehicles with direct capital responsibility
Infrastructure	<ul style="list-style-type: none"> ▪ All infrastructure used in the provision of public transit 	<ul style="list-style-type: none"> ▪ Only infrastructure with direct capital responsibility
Facilities	<ul style="list-style-type: none"> ▪ All facilities used in the provision of public transit (excluding bus structures) 	<ul style="list-style-type: none"> ▪ Only facilities with direct capital responsibility (excluding bus structures)

Decision Support Tools



- List analytical process(es) used to make investment prioritization
 - To estimate capital investment needs over time
 - To assist in prioritization
- The tool does not have to be specialized software

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
- **Infrastructure** Performance
 - Percentage of track segments with performance restrictions by class
- **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)

Targets for Performance Measures

- Set targets annually for each asset class
- Supported by data
 - Most recent condition data
 - Reasonable financial projections
- Targets for Group Plans apply to the group as a whole
- Reported annually to National Transit Database (NTD)
 - <https://www.transit.dot.gov/ntd/ntd-asset-inventory-modules-and-information>

