

A vertical blue bar on the left side of the slide contains eight circular icons. From top to bottom: a white ship on blue waves, a solid pink circle, a white bus on a red background, a white train on a blue background, a solid light blue circle, a white train on a red background, a white bus with a wheelchair symbol on a red background, and the APTA logo (a white circle with a red and blue arc and the letters 'APTA' in red).

American Public Transportation Association

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Transit Asset Management for Maintenance Managers

- What is Transit Asset Management?
- What is the new FTA rule?
- What does it mean for you?



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What is Transit Asset Management

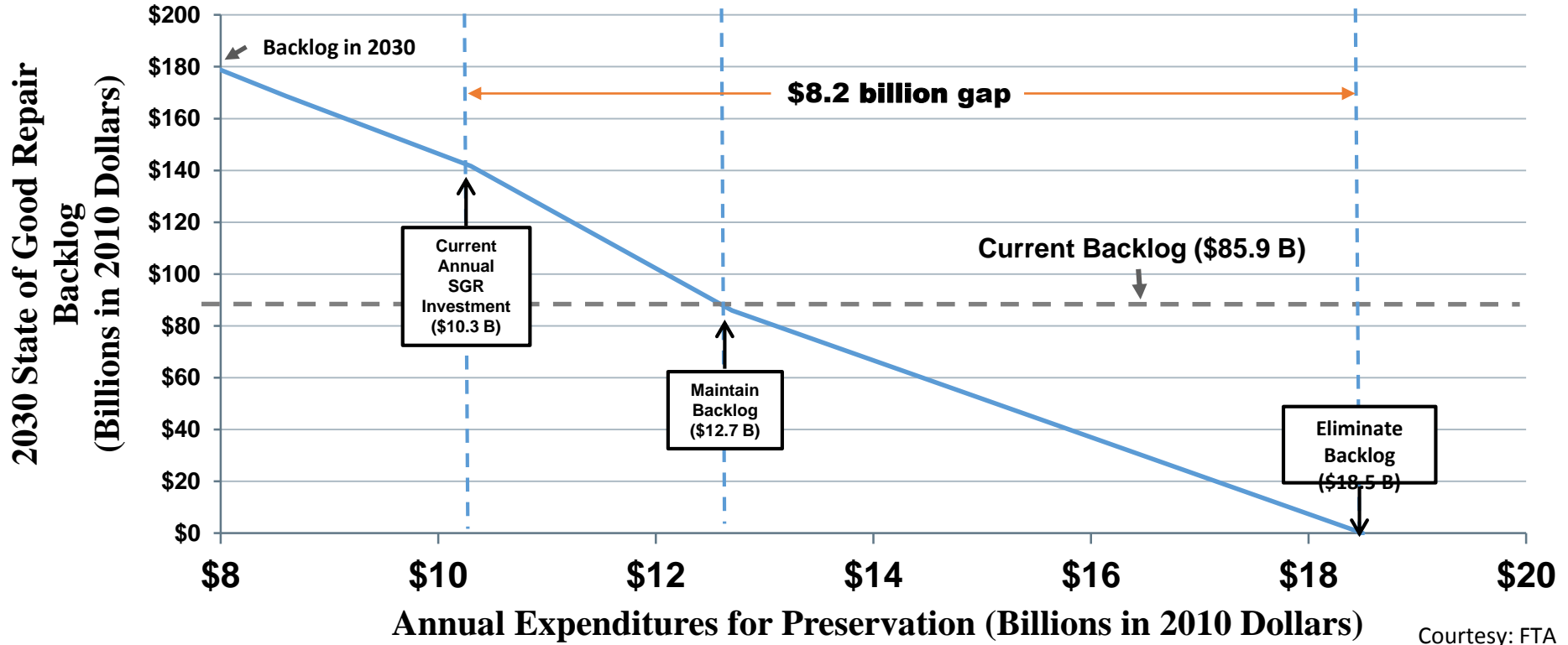
It is a strategic and systematic process through which an organization procures, operates, maintains, rehabilitates, and replaces transit assets to manage their performance, risks, and costs over their lifecycle to provide safe, cost-effective, and reliable service.



What is Transit Asset Management

The FTA says...Transit Asset Management (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 our transit networks in a **State of Good Repair (SGR)**.

Transit Asset Management: Background

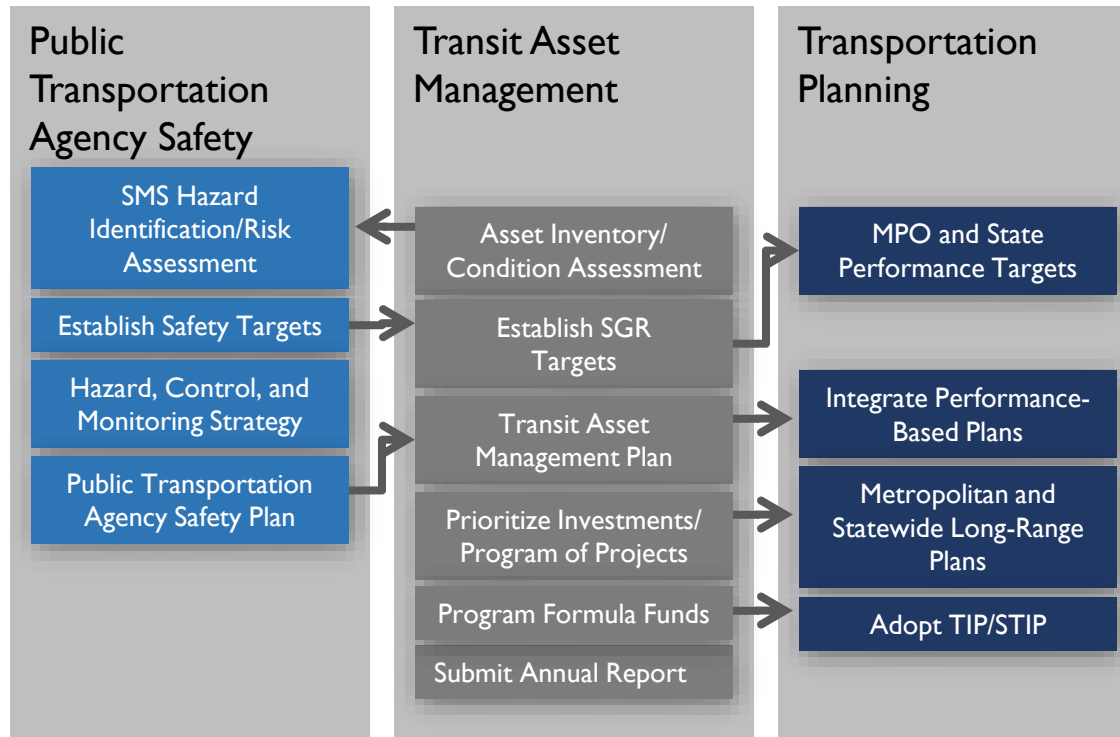


What is Transit Asset Management

- What is the new FTA rule?
 - MAP-21
 - FastACT



Linking Proposed Regulations



Courtesy: FTA





State of Good Repair

FTA defines SGR as:

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

So, assets should be able to...

1. perform its designed function,
2. not pose a known unacceptable safety risk, and
3. Meet or recover its lifecycle investments

Consequences of not being in a SGR include:

- Safety risks
- Decreased system reliability
- Higher maintenance costs, and
- Lower system performance

TAMP Development

- Transit Agencies must designate an **“Accountable Executive”**
- Plan Coordination
 - A Tier II provider may participate in a Group Plan or opt out and develop its own TAM Plan
 - A Group Plan participant must collaborate with the sponsor (usually your State DOT) in the development of the plan



FastACT TAMP Elements



Tier I & II
Providers

1. Inventory of Capital Assets (over \$50,000)
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

Asset Categories and Classes

Category	Class
Equipment	<ul style="list-style-type: none">▪ Construction▪ Service Vehicles▪ Maintenance
Rolling Stock	<ul style="list-style-type: none">▪ Railcars▪ Buses▪ Other Passenger Vehicles▪ Ferries
Infrastructure	<ul style="list-style-type: none">▪ Fixed Guideway▪ Signal Systems▪ Structures▪ Power
Facilities	<ul style="list-style-type: none">▪ Support Facilities▪ Passenger Facilities▪ Parking Facilities



TAMP Timeframes

- Plans have to be updated every 4 years
- Initial TAM Plan must be completed no later than October, 2018 (2 years after effective date)



Performance Measures

- **Equipment (Age)**
 - Percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
- **Rolling Stock (Age)**
 - Percentage of vehicles within a particular asset class that have met or exceeded their ULB
- **Equipment Useful Life Benchmark** is defined as the expected lifecycle of a capital asset for a particular Transit Provider's operating environment, or the acceptable period of use in service for a particular Transit Provider's operating environment. (Target score is 3.0 on a 5.0 (M) scale)



Sample Default ULBs

Revenue Vehicle Type	Default Useful Life Benchmark	Useful Life in Grant Programs
Bus (BU)	14	12
Cutaway Bus (CU)	10	10
Trolleybus (TB)	14	12
Van (VN)	8	7



Targets for Performance Measures

- Agencies 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
- Set Targets and report on progress
 - Reported annually to National Transit Database (NTD)



Recordkeeping Requirements

- Maintain records supporting your TAM Plan
- Share with your State and metropolitan planning organization (MPO) planning agencies
 - TAM Plan
 - Performance targets
 - Investment strategies
 - Annual condition assessments



Certification

- TAM Plans are Self-Certified by the Accountable Executive
- FTA will update Certifications and Assurances to reflect TAM Plan requirements
- FTA will review Plans and Progress during Triennial and State Management Reviews, as well as during MPO Certification Reviews

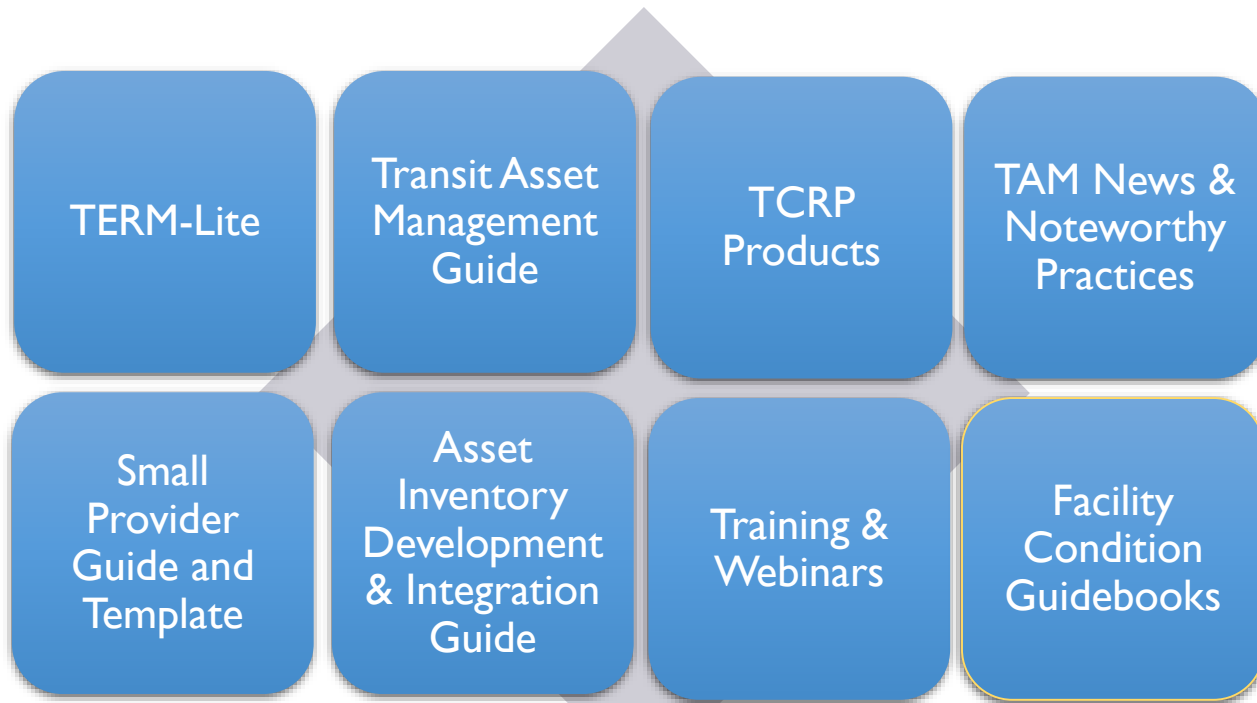


Maintenance and TAM

- Know your asset
- Follow OEM recommendations
- Standard procedures for maintaining assets
 - Preventive & responsive maintenance
- Training needs



Technical Assistance from FTA



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



SGR/TAM Working Group



- The APTA Standards SGR/TAM Working Group is a group experts from the industry, working on synthesizing, explaining, and providing tools for transit asset management policy and plans to reach a state of good repair;
- Purpose: To develop documents that can start you on your path to asset management by following concise and straightforward guidance documents, as well as upcoming guidance (i.e. Asset Management Plan Checklist), as well as freely-available resources from FTA, TCRP, and others;
- The work ties together existing resources, fills in gaps, links research and theory to efforts on the ground and upcoming federal guidance.



APTA Documents



Document: **Informational Handout: MAP-21, Asset Management and You!**

Document: **“Recommended Practice: Defining a Transit Asset Management Framework to Achieve a State of Good Repair”**

Document: **“Recommended Practice: Creating a Transit Asset Management Program”**

Document: **“Capital Asset Inventory and Condition Assessment”**

Document: **“White Paper: Asset Inventory Templates”**

Document: **“Recommended Practice: Asset Management Plan Checklist”**



THANK YOU

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