Transit Asset Management

August 29, 2016
<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. General Provisions</td>
<td></td>
</tr>
<tr>
<td>B. National Transit Asset</td>
<td></td>
</tr>
<tr>
<td>C. Transit Asset Management</td>
<td></td>
</tr>
<tr>
<td>D. Performance Management</td>
<td></td>
</tr>
<tr>
<td>E. Recordkeeping and Reporting</td>
<td></td>
</tr>
</tbody>
</table>
Linking Proposed Regulations

**Public Transportation Agency Safety**
- SMS Hazard Identification/Risk Assessment
- Establish Safety Targets
- Hazard, Control, and Monitoring Strategy
- Public Transportation Agency Safety Plan

**Transit Asset Management**
- Asset Inventory/Condition Assessment
- Establish SGR Targets
- Transit Asset Management Plan
- Prioritize Investments/Program of Projects
- Program Formula Funds
- Submit Annual Report

**Transportation Planning**
- MPO and State Performance Targets
- Integrate Performance-Based Plans
- Metropolitan and Statewide Long-Range Plans
- Adopt TIP/STIP

---

*Virginia Department of Rail and Public Transportation*
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

Transit Asset Management Final Rule

Virginia Department of Rail and Public Transportation
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
  - $\geq 101$ vehicles across **all fixed route** modes
  - OR
  - $\geq 101$ vehicles in **one non-fixed route** mode

**Tier II**
- Sub-recipient of 5311 Funds
  - OR
  - American Indian Tribe
  - OR
  - $\leq 100$ vehicles across **all fixed route** modes
  - OR
  - $\leq 100$ 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

- **Final Rule: Transit Asset Management Plans**
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
<table>
<thead>
<tr>
<th>Category</th>
<th>Asset Inventory</th>
<th>Assessing Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment</td>
<td>All non-revenue service vehicles and equipment &gt; $50K used in the provision of public transit, except 3rd-party equipment assets</td>
<td>Only equipment with direct capital responsibility, no third party assets</td>
</tr>
<tr>
<td>Rolling Stock</td>
<td>All revenue vehicles used in the provision of public transit</td>
<td>Only revenue vehicles with direct capital responsibility</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>All infrastructure used in the provision of public transit</td>
<td>Only infrastructure with direct capital responsibility</td>
</tr>
<tr>
<td>Facilities</td>
<td>All facilities used in the provision of public transit (excluding bus structures)</td>
<td>Only facilities with direct capital responsibility (excluding bus structures)</td>
</tr>
</tbody>
</table>
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)
## TAM Timelines

*Items in blue Submitted to NTD*

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

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