



FEDERAL TRANSIT ADMINISTRATION

FTA's TAM Implementation

TRB Conference on Transportation

Asset Management

San Diego, CA - July 16, 2018

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U.S. Department of Transportation
Federal Transit Administration



TRANSIT
ASSET
MANAGEMENT

www.transit.dot.gov/TAM

Significant Phases in the TAM Program

Calendar Year	2016	2017	2018	2019-2021
Key Activities	TAM Final Rule Published	Voluntary reports begin being submitted to the NTD	TAM Plans are due October 1, 2018	TAM Plan Implementation on a 4 year cycle

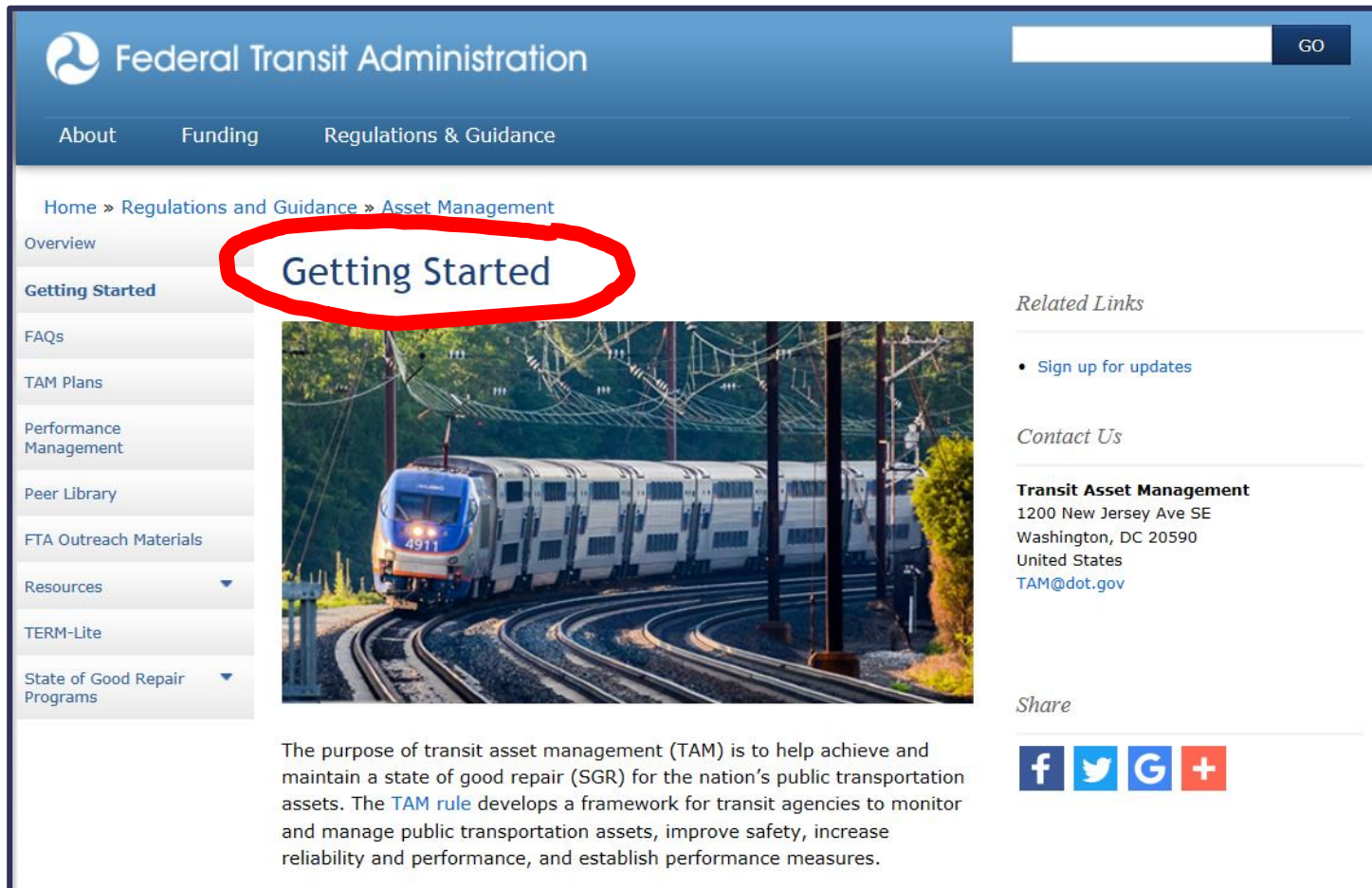
Key Technical Assistance Products

- **2014** –Transit Asset Management Plan Guide
- **2016** –Template for Small Providers v1.1
- **2016** – Default Useful Life Benchmark (ULB) Cheat Sheet
- **2017** - NTD Narrative Report Example Format and Example report
- **2018** – Facility Performance Measure Reporting Guidebook v1.2

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

Where do you get information from?

Getting Started introduces a logical roadmap to TAM



The screenshot shows the Federal Transit Administration (FTA) website. The header includes the FTA logo and the text "Federal Transit Administration". Below the header is a navigation bar with links for "About", "Funding", and "Regulations & Guidance". The main content area shows a breadcrumb trail: "Home » Regulations and Guidance » Asset Management". Under "Asset Management", there is a list of links: "Overview", "Getting Started", "FAQs", "TAM Plans", "Performance Management", "Peer Library", "FTA Outreach Materials", "Resources", "TERM-Lite", and "State of Good Repair Programs". The "Getting Started" link is circled in red. To the right of the "Getting Started" link is a large image of a high-speed train. Below the image is a paragraph of text: "The purpose of transit asset management (TAM) is to help achieve and maintain a state of good repair (SGR) for the nation's public transportation assets. The TAM rule develops a framework for transit agencies to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures." To the right of the image and text are sections for "Related Links" (with a link to "Sign up for updates"), "Contact Us" (with contact information for "Transit Asset Management"), and "Share" (with social media icons for Facebook, Twitter, Google+, and YouTube).

Federal Transit Administration

About Funding Regulations & Guidance

Home » Regulations and Guidance » Asset Management

Overview

Getting Started

FAQs

TAM Plans

Performance Management

Peer Library

FTA Outreach Materials

Resources

TERM-Lite

State of Good Repair Programs

Getting Started

The purpose of transit asset management (TAM) is to help achieve and maintain a state of good repair (SGR) for the nation's public transportation assets. The TAM rule develops a framework for transit agencies to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures.

Related Links

- Sign up for updates

Contact Us

Transit Asset Management
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Washington, DC 20590
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TAM@dot.gov

Share

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Getting Started

- Basic Fact Sheets
- Compliance Checklists
- Important Timelines for TAM
- FTA Points of Contact for Each Region

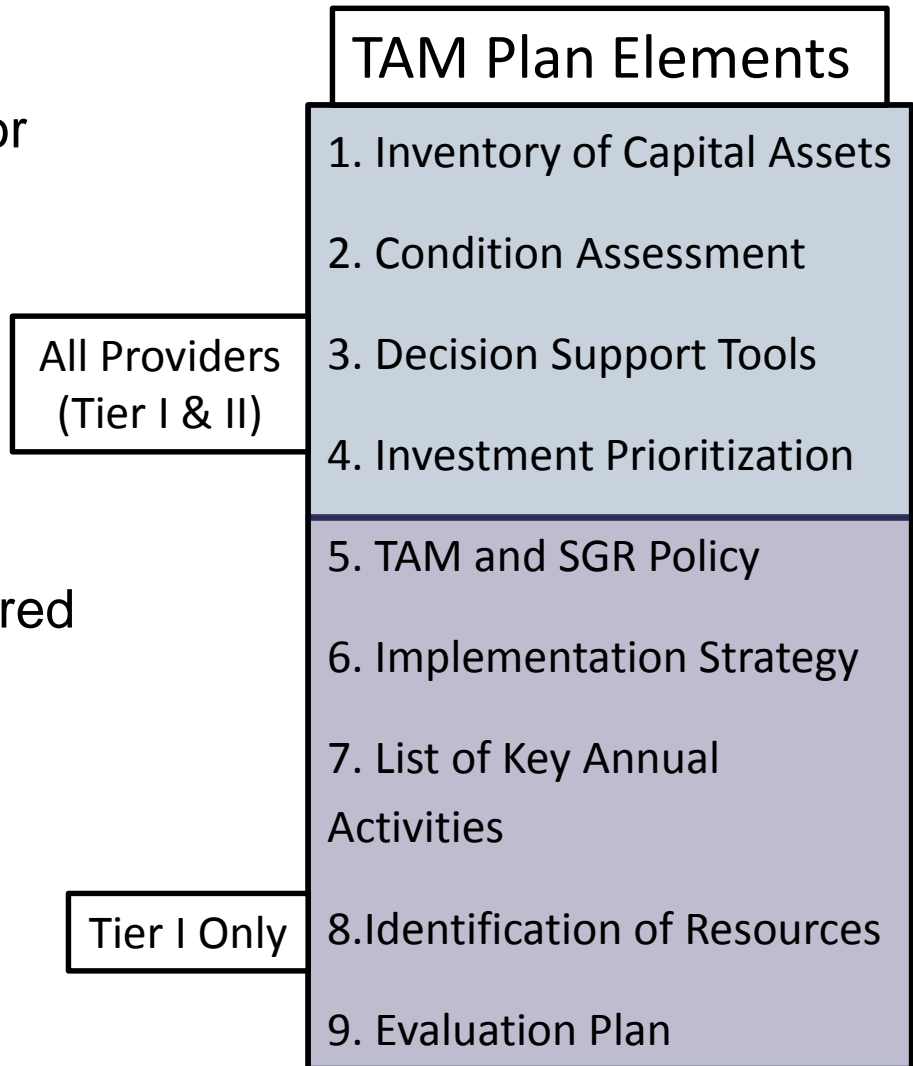


TAM Deliverable Cycle

Initial due dates if your Fiscal Year runs			Activity
July-June	Oct- Sept	Jan- Dec	
Jan 2017			SGR Targets
Oct 2018			TAM Plans
Oct 2018	Jan 2019	Apr 2019	<i>Asset Inventory NTD Report</i> <i>Condition Reporting (<u>25% of facilities</u>)</i> <i>TAM Targets</i>
Oct 2019	Jan 2020	Apr 2020	<i>Update NTD Report & Targets</i> <i>Condition Reporting (50% of facilities)</i> <i>Narrative Report</i>

What needs to be in a TAM Plan?

- All nine elements are required for Tier I agencies
- The first four elements are required of Tier II and Group Plans



Where Do I Submit My TAM Plan?

- TAM Plans are **NOT** submitted to the FTA
- Data Reports **ARE** submitted to the NTD
- Narrative Reports, have **NO** standard format
- Agencies should have TAM Plans on hand and are **required** to share Plans and Targets with local MPOs and State DOTs

Data Report

- Performance Targets
- Performance Status
 - ❖ Condition
 - ❖ Inventory

Narrative Report

When Do I Have to Update My TAM Plan?

- At least once every four years
- Whenever there is a significant change
 - To the asset inventory
 - To condition assessments
 - To investment priorities

What is the TAM Oversight Process?

- TAM Oversight will follow the traditional FTA Oversight Process.
- Triennial and State Management Reviews include TAM requirements beginning in FY 2019.
- The TAM Plan must be on hand for the review
- An Enhanced Review Module may be deployed by the reviewers

What happens if not in compliance after 10.1.18?

- Accountable Executives must be able to certify TAM compliance.
- You won't be able to complete FTA's Certifications & Assurances for new grants.
- Non-compliance during a comprehensive oversight review (Triennial or State Management) will result in findings.

Compliance Resources

Resources and tools to assist agencies

The TAM website has tools for agencies to determine their compliance with the rule.

- Compliance [checklists](#)
- [FAQs](#) regarding Compliance

Oversight Compliance Checklist

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Am I in Compliance with the TAM Final Rule?

The following checklist is for recipients and subrecipients of Federal financial assistance that own, operate, or manage capital assets in the provision of public transportation. To determine which of these provisions apply to your agency, use the [Am I a Tier I or Tier II agency?](#), [Group Plan Sponsor](#), and [Group Plan Participant](#) checklists. For questions about applicability and requirements of the TAM rule not addressed in this checklist, please see the [TAM FAQs](#).

Tier I and Tier II recipients and Group Plan Sponsors	Complete?
1. Do I have a TAM plan that covers a four year period?	<input type="checkbox"/>
2. Was the TAM plan updated within the last four years?	<input type="checkbox"/>
3. Do I have a TAM plan that includes all of the required elements? (Tier I providers and group plan sponsors, see applicable sections.)	<input type="checkbox"/>
a. An asset inventory for all assets used in the provision of public transportation , including those owned by third parties?	<input type="checkbox"/>
b. A condition assessment of all assets in my asset inventory for which I have direct capital responsibility?	<input type="checkbox"/>
c. An investment prioritization that: <ul style="list-style-type: none">• Ranks projects to improve or manage the state of good repair over the horizon period,• Includes all capital assets for which I have direct capital responsibility, and• Is at the asset class level	<input type="checkbox"/>
d. Did I document the analytical processes and decision support tools used in developing my TAM plan?	<input type="checkbox"/>
4. Do I have documentation that I calculated performance for: Equipment (non-revenue service vehicles, support-service and maintenance vehicles equipment): the percentage of those vehicles that have either met or exceeded their ULB for all assets for which I have direct capital responsibility.	<input type="checkbox"/>
Rolling Stock : the percentage of revenue vehicles by vehicle type that have either met or exceeded their ULB for all assets for which I have direct capital	<input type="checkbox"/>

What Are NTD, TAM, TERM, and TERM-Lite?

- NTD collects high-level data for the nation & supports TERM; your TAM Plan may be more detailed
- NTD also collects national-level performance measures and targets
- Your TAM Plan supports your investment prioritization
- TERM-Lite is a decision support tool for your agency
- TERM Federal is used to estimate the national SGR.

Recap: FTA TAM Roundtable 7/15

- Important to Build a TAM Culture
- October 1, 2018 Is a Beginning, Not a Destination
- Challenges In Procuring Software Support
- Better Data Is Needed
- Buy-In from Across the Organization



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