



FEDERAL TRANSIT ADMINISTRATION

Transit Asset Management Updates

Multi-State Transit Technical Assistance
Program (MTAP) Webinar
March 13, 2020

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FTA Office of Budget and Policy



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Today's Presentation

- First Year Oversight
- Narrative Reports
- NTD Fact Sheets
- TAMPLATE



First Year Oversight



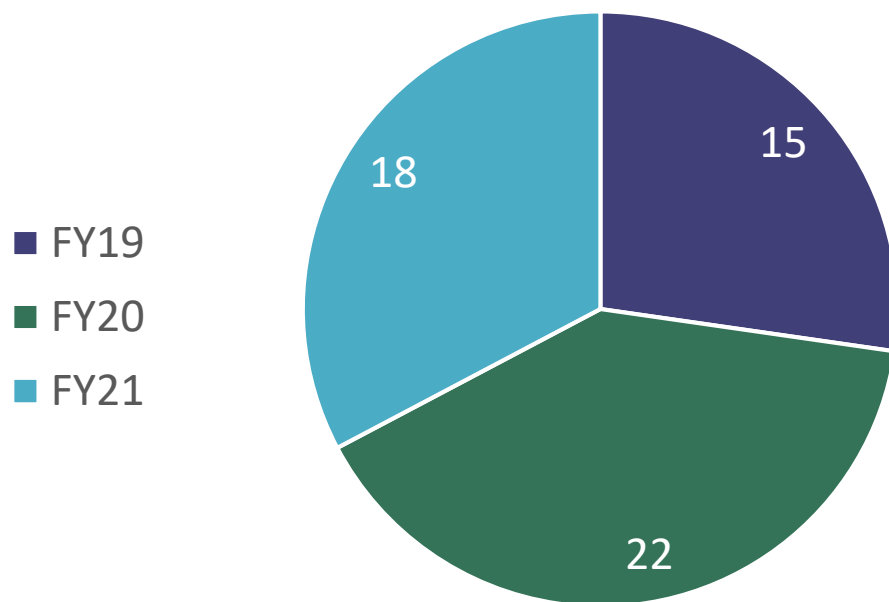
First Year Oversight

- TAM has been incorporated in annual reviews and State Management Reviews (SMRs) since 2019
- High level takeaways:
 - Haven't encountered a significant amount of findings so far.
 - Most findings can be resolved by agencies submitting updated TAM plans.



First Year Oversight

- SMRs (every 3 years)
 - 15 State DOTs had SMRs in FY19
 - 22 State DOTs will have SMRs in FY20
 - 18 State DOTs anticipated for FY21



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First Year Oversight- What's Considered in TAM Rule Compliance?

Questions to be Examined

- TAM1 Has the recipient developed a TAM plan?
- TAM2 Did the recipient develop the appropriate tier plan and does the plan have the required elements?
- TAM3 Have TAM responsibilities been assigned to an accountable executive?
- TAM4 **Has the group plan sponsor fulfilled its obligations in the development of the group TAM plan? (Group Plan Only)**
- TAM5 **Have group plan participants fulfilled their obligations in the development and implementation of the group TAM plan? (Group Plan Only)**
- TAM6 Has the recipient set performance targets annually?
- TAM7 Does the recipient share its TAM plan, any supporting records or documents, performance targets, investment strategies, and annual condition assessment report with the state and/or MPO that provides funding?
- TAM8 **Does the recipient monitor sub recipients for compliance with TAM requirements? (Group Plan Only)**

First Year Oversight- Findings So Far

Finding (FY20 Comprehensive Review Manual)	Tier I	Tier II	Group Plan
TAM1-1 - TAM plan not prepared/participated in	0	1	0
TAM1-2 - Group plan not prepared/missing sub recipients	1	0	0
TAM2-1 - Inappropriate TAM plan developed	0	1	0
TAM2-2 - TAM plan elements missing	1	4	0
TAM3-1 - No designation of accountable executive	0	8	0
TAM4-2 - No designation of accountable executive by group plan participants	0	0	1
TAM4-3 - Group plan development lacked coordination with participants	0	0	1
TAM6-2 - Performance targets not set annually	0	1	0
TAM7-1 - Information was not shared with state and/or MPO	0	1	0
TAM8-1 - Insufficient oversight of sub recipients for TAM requirements	0	0	4



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First Year Oversight- Group Plan Findings

- Finding:TAM4-2 - No designation of accountable executive by group plan participants.
- Finding:TAM4-3 - Group plan development lacked coordination with participants.
- Finding:TAM8-1 - Insufficient oversight of subrecipients for TAM requirements



Narrative Reports



Narrative Reports

- Annual narrative reports describe changes to asset condition from the previous year and detail progress to meet performance targets set in the previous year.
- First round of narrative reports are being submitted for NTD Reporting Year 2019. (now)



Narrative Reports - Submission Page

NTD Form A-90

To **upload your narrative report:**

1. Click on the “Upload New Narrative Report” document field (at the end of Form A-90).
2. Use your operating system document navigator to select the document for upload.
3. Select the **save** button to save any changes made before exiting -or- select **Save and Validate** to save your changes and perform a validation check on your data.

3) Facility - Percent of facilities rated below 3 on the condition scale

Performance Measure	2018 Target (%)	2018 Performance (%)	2018 Difference	2019 Target (%)	N/A
Passenger / Parking Facilities				<input type="text"/>	<input type="checkbox"/>
Administrative / Maintenance Facilities				<input type="text"/>	<input type="checkbox"/>

4) Infrastructure - Percent of track segments with performance restrictions

Performance Measure	2018 Target (%)	2018 Performance (%)	2018 Difference	2019 Target (%)	N/A
HR - Heavy Rail				<input type="text"/>	<input type="checkbox"/>

Narrative Report

Upload New Narrative Report

UPLOAD  Drop file here

SAVE AND VALIDATE

SAVE

VIEW ISSUES

IMPORT DATA

EXPORT DATA

PRINT DOCUMENT

CLOSE

Narrative Reports- First Round Experience

- Most agencies have submitted reports that include sufficient information.
- Some reports are missing key asset information.
- Not required to use FTA's NTD Narrative Report Example but the following slides use it as a guide for developing a narrative report.



Narrative Reports- Example Format



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National Transit Database Narrative Report Example Format

Under the FAST Act and MAP-21, "transit providers are required to submit an annual narrative report to the NTD that provides a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year."

This template is provided for your agency's convenience. These questions are not required, but are meant to facilitate report writing that meets the requirements of the law while also supporting your agency's recordkeeping and justification of its transit asset management programs.

Agency Information

(insert agency name, NTD ID, contact information, POC, person preparing this narrative, reporting year, and the date the narrative was prepared)

Useful Life Benchmark – Revenue Vehicles

(insert brief, non-exhaustive statement on the agency's assets within this category)

What targets did your agency set?

How did your agency calculate these targets?

How has your agency made progress toward its targets?

What challenges face your agency in making progress toward the targets?

Useful Life Benchmark – Non-Revenue Vehicles

(insert brief, non-exhaustive statement on the agency's assets within this category)

What targets did your agency set?



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The full example is
available at:

<https://www.transit.dot.gov/TAM/Resources/Tools/NTDNarr>



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Narrative Reports- Tips and Tricks

For each asset category, consider the following questions:

1. What targets did your agency set?
2. How did your agency calculate these targets?
3. How has your agency made progress toward its targets?
4. What challenges face your agency in making progress toward the targets?



Narrative Reports- Example Response #2

How did your agency calculate these targets?

- Describe processes used for different asset classes.
- *Revenue vehicles are rated based on useful life age, useful life miles and the vehicle condition. Vehicles are then grouped by State DOT defined categories and the current and targeted state of good repair for each category is determined. The Facilities targets are based on the required FTA rating scale. A facility condition assessment is reported annually by the sub recipients who have capital responsibility for the asset. This information is then used to evaluate the overall condition of the State's facilities and a reasonable target was set by the Agency. Assessments are done by transit management or operations supervisors on rolling stock and/or equipment (value greater than \$50,000). These assets are rated based on their age, condition, performance and level of maintenance, to determine current state and to set targeted goals.*



Narrative Reports- Example Response #4

What challenges has your agency faced in making progress toward the targets?

- Include a description of obstacles or issues hindering progress.
- *Approval of the provider plans for the additional funding was March 21, 2019, and the first payments were disbursed in May 2019, so impacts from the new investments will not be seen until later in the biennium. A procurement agreement expired in August and the new one will not be in place until the first week or two in November, causing further delay in planned asset replacements.*



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NTD Fact Sheets



NTD Fact Sheets

- Fact sheets summarize data that transit agencies reported to the NTD, providing an inventory and assessment of the condition of assets used to provide transit service nationally.
- The following slides provide a high level overview of Group Plan information.
- More Fact sheets can be found on FTA's website:
 - https://www.transit.dot.gov/TAM/NTDfactsheet_overview



NTD Fact Sheets: Group Plan Overview

GROUP PLANS

Group plans are designed to reduce the burden on smaller transit providers by consolidating administrative and reporting efforts by the Sponsor. State Departments of Transportation (State DOTs) are the most common sponsors, but Metropolitan Planning Organizations (MPOs) or larger transit agencies may also sponsor group plans. Sponsors are required to include their

Tier II subrecipients that do not have a direct funding relationship with FTA, and have the option of inviting other small urban providers to join the Group Plan. In 2018, there were a total of 67 Group TAM Plan sponsors, developed by 18 direct recipients and 49 DOTs, covering a total of 1,941 participants.

Highlights

- Approximately 85% of subrecipient agencies opted to join a Group Plan, with the remainder developing individual TAM plans.
- Nationally, approximately 20% of all transit assets are included in Group Plans, the majority of which are revenue vehicles.
- Approximately half of Group Plans have 15 or fewer participants; there were two plans with greater than 100.



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NTD Fact Sheets: Group Plan Overview

TABLE 3: NUMBER OF TRANSIT ASSETS INCLUDED IN GROUP PLANS

Asset Category	Number of Assets Included in Group Plans	Total # of Assets Nationwide	Percent of Assets Included in Group Plans
Revenue Vehicles	40,289	183,686	22%
Equipment	1,842	29,501	6%
Facilities	2,510	13,857	18%
Total	44,641	227,044	20%

Agencies Participating in Group Plans

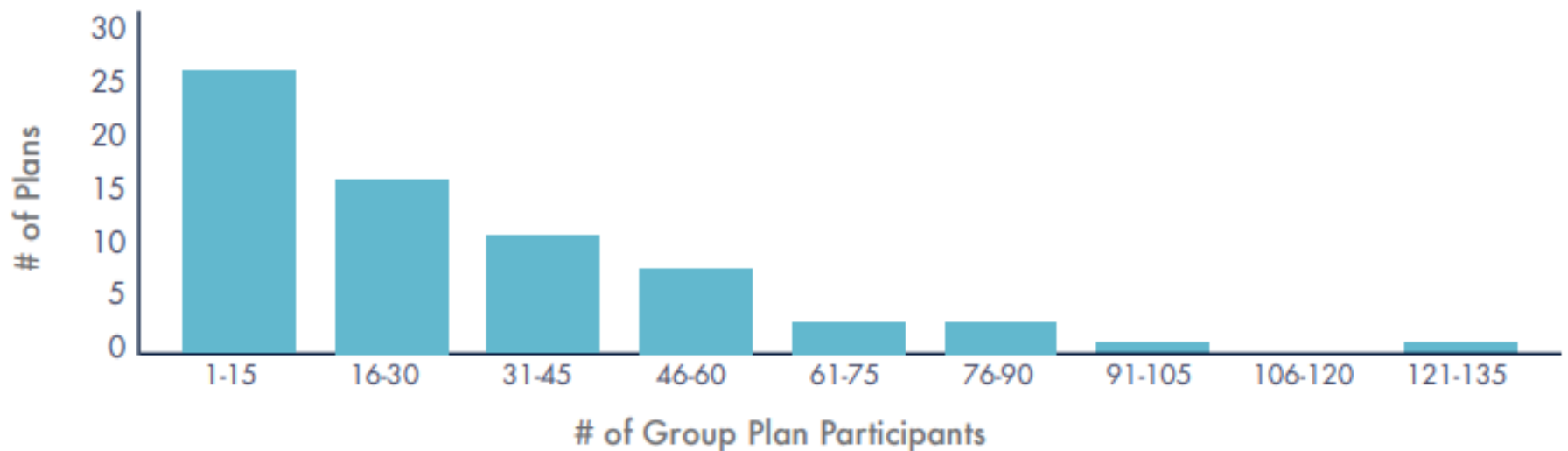
Most Group Plans had fewer than 50 participating agencies, with approximately 40% having 15 or fewer participants. Only two plans had over 100 participants. Figure 1 shows the distribution of the number of participants in Group Plans.



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NTD Fact Sheets: Group Plan Overview

FIGURE 1: DISTRIBUTION OF PARTICIPANTS IN GROUP PLANS



NTD Fact Sheets: Default and Custom ULBs

TABLE R-3: DEFAULT AND CUSTOM USEFUL LIFE BENCHMARKS (ULBS)

Asset Type	Asset Class	Percent Reporting Asset	FTA Default ULB (yrs)	Percent Agencies Setting Custom ULB	ULB Range (yrs)
Rail	Aerial Tramway	0.07%	12	50%	12 - 50
	Automated Guideway Vehicle	0.19%	31	80%	25 - 50
	Cable Car	0.04%	112	N/A	N/A
	Commuter Rail Locomotive	1%	39	58%	15 - 80
	Commuter Rail Passenger Coach	1%	39	54%	25 - 40
	Commuter Rail Self-Propelled	1%	39	50%	30 - 40
	Passenger Car				
	Heavy Rail Passenger Car	1%	31	67%	22 - 77
	Inclined Plane Vehicle	0.11%	56	33%	51 - 56
	Light Rail Vehicle	1%	31	48%	25 - 41
	Monorail Vehicle	0.04%	31	100%	80
	Streetcar Rail	1%	31	29%	25 - 35
Bus	Bus	38%	14	51%	1 - 22
	Articulated Bus	3%	14	49%	12 - 25
	Double Decker Bus	0.26%	14	29%	12 - 20
	Over-the-Road Bus	5%	14	31%	8 - 25
	School Bus	1%	14	43%	2 - 25
	Trolleybus	0.19%	13	60%	13 - 18
	Vintage Trolley	0.26%	58	N/A	N/A
Van/ Cutaway	Cutaway	81%	10	43%	1 - 23
	Van	42%	8	33%	1 - 15
Other	Automobile	14%	8	25%	1 - 10
	Ferryboat	1%	42	41%	10 - 105
	Minivan	43%	8	37%	2 - 84
	Other	0.3%	14	63%	4 - 15
	SUV	5%	8	21%	4 - 12



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TAMPLATE



TAMPLATE

- TAMPLATE replaces Small Provider Template previously provided by FTA.
- FTA's technical assistance tool is designed for any user, in developing their TAM Plans according to best practice and in alignment with requirements of FTA's Final Rule on Transit Asset Management.
- It's specifically helpful for two demographics: (1) Group TAM Plan Sponsors developing plans for sub recipients, and (2) Tier II transit providers developing their own individual plans.



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TAMPLATE

- Not a compliance tool, should be used for technical assistance but can be used as a first step to meet MAP-21 compliance or to update existing TAM plans.
- Need to create an account to access the tool but anyone can create an account and it's free.



Transit Asset Management (TAM) Plan Template

This TAM PLanning ASset TEmp~~l~~ATTE (TAMPLATE) is provided as a tool to assist Tier I and Tier II transit providers, and Group TAM Plan Sponsors, in developing their TAM Plans according to best practice and in alignment with requirements of FTA's Final Rule on Transit Asset Management (49 CFR Part 625).

This template is a technical assistance resource that is based on a previously provided Excel template. It can be used as a first step to meet MAP-21 compliance or to update existing TAM Plans.

Who Should Use the Template?

The application is designed for any user, but specifically helpful for two demographics: (1) Group TAM Plan Sponsors developing plans for subrecipients, and (2) Tier II transit providers developing their own individual plans. For Group TAM Plan Sponsors developing a TAM plan for subrecipients, the template can be used as a data collection tool to consolidate information from subrecipients to produce a comprehensive plan. For individual Tier II providers, a completed template will give you a TAM plan that can be modified as desired.

Personnel most knowledgeable about your agency's assets and responsible for implementing internal processes to manage assets (e.g., procurement, maintenance, compliance, etc.) should complete the plan. The completed plan should then be reviewed and approved by your organization's accountable executive to ensure that the necessary resources are available to carry out the Plan.

How to Use it?

This tool is organized into three (3) sections, Getting Started, Chapters, and the Optional Fleet Replacement Module.

Getting Started

This section requires the basic details of your plan, including agency names and subrecipients, it also identifies several documents that may assist completing your TAM plan, and uploads the relevant NTD data from the most recent published reports for those identified agencies.

Chapters

This section has five (5) chapters covering the nine (9) elements of a TAM plan. Some data collection forms are optional for Tier II and Group Plan Sponsors who are only required to do a four (4) element TAM plan.

To begin a new blank plan, create a username and password and enter your data in the below chapters.

- Chapter 1 – Introduction
- Chapter 2 - Capital Asset Inventory
- Chapter 3 - Condition Assessment
- Chapter 4 – Decision Support
- Chapter 5 – Investment Prioritization

You may also retrieve previous TAM plans created with your username and password. Please note the server will not save TAM plans from previous NTD report years.



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Getting Started

TAM Plan Name *	<input type="text" value="State DOT Group Plan"/>
TAM Plan Type *	<input type="text" value="Group Plan Sponsor"/> <small>Value cannot be changed after the initial creation of the TAM plan</small>
Agency Name *	<input type="text" value="Other"/> <input type="text" value="State DOT"/> <small>Value cannot be changed after the initial creation of the TAM plan</small>
Accountable Executive *	<input type="text" value="Example"/>
Last Modified Date *	<input type="text" value="02/13/2020"/> <small>If new, enter today's date</small>

OPTIONAL - Related Documents

As a first step, there are a number of documents that may be helpful in facilitating development of your TAM plan, if you have them. Please indicate below by using the drop down menus where this information is available. While your agency(s) may not have the specifically named reports, you may have the information stored in other formats. If not available, the information can be collected through workshops or conversations with staff.

Please answer the below as best as you can, as provides most value to the agency.

Asset register or inventory information including spare parts or equipment

Routine checklist for inspections or other preventive maintenance activities

Reports or information on asset condition

Original Equipment Manufacturer (OEM) Manual

Warranty information for any asset types



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Chapter 1 - Introduction

Basic
(Required)

Comprehensive
(Optional)

TAM Goals
(Optional)

TAM Roles and Responsibilities
(Recommended)

Brief Overview *

Describe your TAM plan context including the contents and structure. Could include time horizon of interdependencies of asset groups and other relevant details.

Methods Used In Setting The Targets

Explain the methods your agency used to set performance targets (OPTIONAL).

Performance Targets & Measures

You are required to enter a value for the following year, all others are optional.

Asset Category -
Performance
Measure *

-- Select --

Asset Class *

2021 Target *

Please enter numbers between 0-100

2022 Target

Please enter numbers between 0-100

2023 Target

Please enter numbers between 0-100

2024 Target

Please enter numbers between 0-100

2025 Target

Please enter numbers between 0-100



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Fleet Replacement Module

Existing Fleet

Existing Fleet Remaining Per Year

Fleet Required

New Fleet

New Fleet Inflation

Existing Fleet

Existing Fleet: This is a listing of your revenue vehicle assets.

Asset Category ▾	Asset Class ▾	Asset Name ▾	Manufacturer ▾	Model ▾	Count ▾	ID/Serial No. ▾	Asset Owner
Revenue Vehicles	AB - Articulated Bus		New Flyer of America	DE60LFR	30	357790	Overseas Private Assets (OPA)
Revenue Vehicles	AB - Articulated Bus		New Flyer of America	DE60LFR	12	357791	Overseas Private Assets (OPA)
Revenue Vehicles	AB - Articulated Bus		New Flyer of America	XDE60	10	357792	Overseas Private Assets (OPA)
Revenue Vehicles	AO - Automobile		Ford Motor Corporation	Taurus	144	347095	Overseas Private Assets (OPA)
Revenue Vehicles	AO - Automobile				38	39293	Overseas Private Assets (OPA)
Revenue Vehicles	BR - Over-the-road Bus				327	45118	Overseas Private Assets (OPA)



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Generate TAM Plan

Generate TAM Plan Appendix

Instruction: Please note that the TAM plan can be certified only once.

I, , hereby certify on **2/13/2020** that the information provided in this TAM Plan is accurate, correct and complete.

Certify

TAM Plan



TAM Plan Name: State DOT Group Plan

TAM Plan Type: Group Plan Sponsor

Agency Name: State DOT

Account Executive Name: Example

Last Modified Date: 02/13/2020

Introduction

Sub Recipients

Agency Name	Accountable Executive
Sub Recipient	Example

Appendix C: Fleet Replacement Module Output

New Fleet

Fleet Type (Year/Manufacturer/Model)	Number	Cost In 2020 \$	Number	Cost In 2020 \$	Number	Cost In 2020 \$	Number	Cost In 2020 \$	Number	Cost In 2020 \$
0	0		0		0		0		0	



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Conclusion

- Questions?
- FTA is interested in hearing from States on:
 - How they developed their NTD narratives
 - How TAM impacted their SMR experiences
 - How NTD reporting has gone





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TAM Reporting and the SMR Experience

Montana Department of
Transportation (MDT)
Transit Section
March 13, 2020



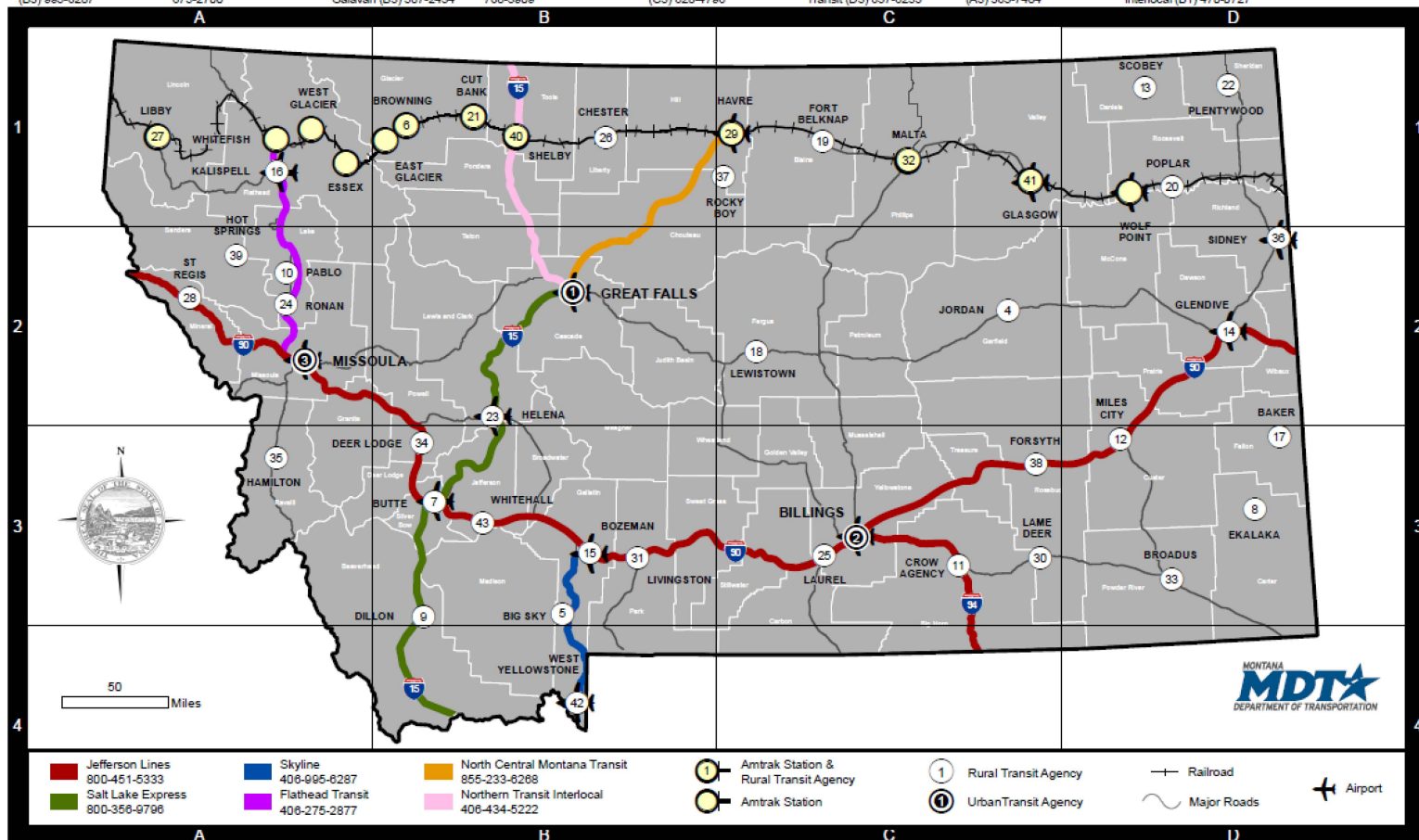
Outline

- Montana Transit Program
- TAM Final Rule
- TAM Plan
- NTD
- SGR Targets
- Narrative Report
- Reporting Lessons Learned
- SMR
- Summary

MONTANA PUBLIC TRANSIT SYSTEMS

2020

1 Great Falls Transit District (B2) 727-0382	6 Blackfeet Transit System (B1) 338-5007	11 Crow Nation Transit (C3) 638-2430	16 Eagle Transit (A1) 758-2427	21 Glacier County Transit (B1) 873-5063	26 Liberty County COA (B1) 759-5244	31 Park County Transit (B3) 220.6000	36 Richland County Trans. (D2) 433-7433	41 Valley County Transit (C1) 228-8744
2 MET Transit (C3) 657-8218	7 Butte-Silver Bow Transit System (B3) 497-6521	12 Custer County Transit (D3) 874-3482	17 Fallon County COA (D3) 778-3595	22 Glen-Wood, Inc. (D1) 765-1018	27 Lincoln County Transit Service (A1) 293-8024	32 Phillips Transit Authority (C1) 654-5301	37 Rocky Boy's Transit Service (C1) 395-4490	42 West Yellowstone Found. (B4) 840-2030
3 Missoula UTD (A2) 543-8386	8 Carter Charter (D3) 775-8751	13 Daniels County Trans. (D1) 783-7029	18 Fergus County COA (C2) 535-7486	23 Capital Transit (B2) 447-1580	28 Mineral County Pioneer Council (A2) 649-2019	33 Powder River Trans. (D3) 436-2243	38 Rosebud Transportation (C3) 346-4223	43 Whitehall Public Trans. (B3) 287-2300
4 Big Dry Transit (C2) 557-2501	9 City of Dillon (B3) 683-4245	14 Dawson County Transit Authority (D2) 377-1364	19 Fort Belknap Transit (C1) 353-2447	24 Lake County COA (A2) 676-2367	29 North Central Montana Transit (C1) 265-3699	34 Powell County Public Trans. (B3) 846-9789	39 Sanders County Trans. (A2) 741-2346	
5 Big Sky Transit District (B3) 995-6287	10 CSKT (A2) 675-2700	15 District IX HRDC/ Galavan (B3) 587-2434	20 Fort Peck Transit (D1) 768-3909	25 Laurel Transit Authority (C3) 628-4796	30 Northern Cheyenne Transit (D3) 637-6253	35 Ravalli County COA (A3) 363-7484	40 Toole Co & Northern Transit Interlocal (B1) 470-0727	



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TAM Final Rule

- \$85.9 billion transit SGR backlog
 - FTA's Transit Economic Requirements Model (TERM), 2016
- Final Rule
- TAM measures performance toward SGR

Asset Category	FTA established Performance Measure
Rolling Stock	% of revenue vehicles exceeding ULB
Equipment	% of non-revenue service vehicles exceeding ULB
Facilities	% of facilities rated under 3.0 on the TERM scale
Infrastructure	% of track segments under performance restriction



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Montana TAM Plan

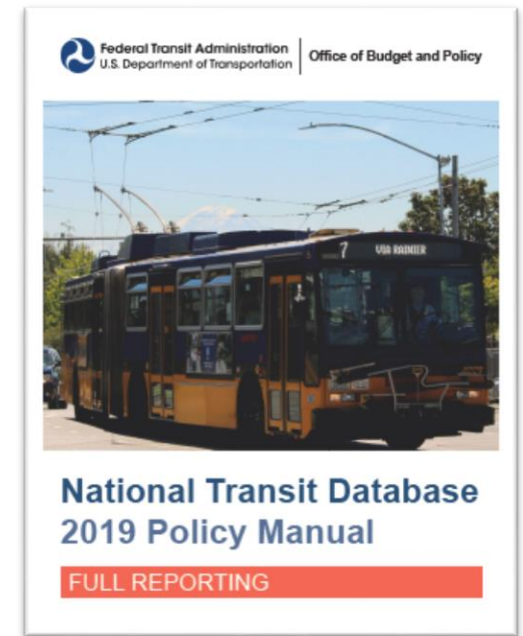
- Tier II Group Plan (2017)
 - Minor updates annually; major every 4 yrs.
- Resources
 - FTA Final Rule and other FTA guidance
 - TCRP Reports 157, 172
- SGR Targets
 - Rollingstock and facilities (no equipment or infrastructure to report)
- Data collection system



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NTD Reporting

- RY18: TAM performance measures
- 2019 MT Fall Workshop
 - NTD Training
- NTD reporting
 - Subs direct
 - SGR and Narrative report
- RY19: Narrative report
 - Outlines performance targets and their progress towards their targets.



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A-90 Rolling Stock

- 2019 Targets
 - Performance Measure: % of revenue vehicles exceeding ULB
 - *Lower Performance Measures Values = Better State of Good Repair*
- 2019 Performance
- 2020 Targets

1) Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Performance Measure	2019 Target (%)	2019 Performance (%)	2019 Difference	2020 Target (%)
AB - Articulated Bus	N/A			
AO - Automobile	N/A	50.00		50.00
BR - Over-the-road Bus	N/A			
BU - Bus	25.00	8.16	-16.84	7.50
CU - Cutaway	25.00	30.00	5.00	25.00
DB - Double Decker Bus	N/A			
MV - Minivan	25.00	27.78	2.78	25.00



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A-90 Facility

- MDT adopted TERM scale in 2017
 - Performance Measure: % of facilities with condition below 3.0 on TERM scale
 - *TERM condition rating: 5 = Excellent / 1 = Poor*
- Condition of each facility supporting transit operations must be reported to the NTD at least once every 4 years
- MDT Facilities: Rated 4 or above OR 0% of facilities are with condition below 3.0 on TERM scale.

Narrative Report

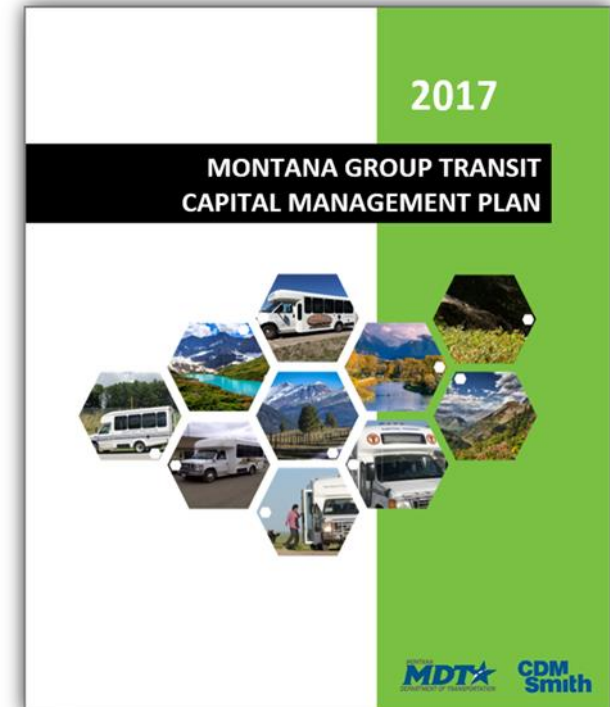
1. State previous year's target for each asset category and explain why the target was or was not met:
 - ✓ MDT expected 25% of Bus vehicle type would have met or exceeded the ULB for 2019. Bus was over-estimated in the annual report.
2. State and explain the current year's target for each asset category:
 - ✓ MDT will lower the 2020 Bus target to 7.5% to reflect current performance measure, adjusted with a slight % increase for vehicles which will exceed the ULB. We expect no new Bus types to be delivered in 2020, which would have lowered the target. We do expect new Bus types in 2021 which will likely lower the performance %.

Reporting Lessons Learned

- Agencies should not set the same targets across an asset category
- Stay current from year to year with performance changes
- Targets will likely vary from report year to report year
- Good data collection = Good reporting
- Review subrecipient asset reports closely
- Condition reports must be submitted for at least 50% of facilities supporting transit operations
- Use available resources

SMR Experience

- No findings in TAM portion
- All rural agencies opt-ed in
 - Tier I and MPO (Not applicable)
- NTD Target Report
- **Annual updates to the TAM Plan**
 - New agencies / subs
 - Accountable Executives
 - Target adjustments
 - Website



Summary

- Follow FTA guidance
 - TAM Plan, TERM Scale, NTD data requirements, ULB, etc.
- Keep current with program requirements
- Coordinate programs
 - Data Collection / Grant Management Solution
 - Capital Prioritization
 - SGR Targets and reporting
- Achieve SGR

Contact Information

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Transit Section

Rail, Transit and Planning Division

Montana Dept. of Transportation

2960 Prospect Ave.

Helena, MT 59620



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Resources

- **Performance Management Resources.**
<https://www.transit.dot.gov/PerformanceManagement>
- **NTD Homepage.** <https://www.transit.dot.gov/ntd>
- **2019 NTD Reporting Policy Manual.**
<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/ntd/133146/2019-ntd-reporting-policy-manual-v1-2.pdf>
- **NTD Annual Reporting User Guide.**
<https://www.transit.dot.gov/ntd/ntd-annual-reporting-user-guide>
- **Frequently Asked Questions.**
<https://www.transit.dot.gov/ntd/ntd-reporting-frequently-asked-questions>
- **Training Opportunities.**
<https://www.transit.dot.gov/ntd/trainings-and-conferences>



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2020 MTAP Technical Initiatives Forum

Transit Asset Management

Performance and Targets for Rail Rolling Stock

Asset Class	% Vehicles Below ULB	% Vehicles Met or Exceeded ULB	
	Current Performance	Current Performance	Performance Target
Locomotive (MNR)	46%	54%	13%
Locomotive (SLE/HL)	0%	100%	17%
Passenger Coach (MNR)	100%	0%	13%
Passenger Coach (SLE/HL)	0%	100%	17%
Self-Propelled Passenger Car	88%	12%	13%

Let's Talk Narrative Reports, SMRs/Oversight and More....



Sharon Okoye, PMP
Transit Asset Management Lead



Discussion

- 2019 National Transit Database (NTD)
Narrative Reports
- NTD AIM Module Reporting Challenges
- Triennial/State Management Review



**Federal Transit
Administration**



NTD Narrative Report Requirements

...Transit providers are required to submit an annual narrative report to the NTD that provides a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year.....

NTD Narrative Report (FTA Sample)

Narrative elements:

- Performance targets by specific classes noting customized ULB
- Connecticut's methodology used for calculating targets.
- Progress made during the reporting year to meet previous targets.
- Potential challenges in progressing towards goals.

CTDOT Narrative Report Preparation

Prepared Narrative Reports for Tier 1 Service Providers
A-90 performance targets:

- CT Transit Bus Systems' four divisions
- CT Transit third-party providers
- New Haven Line (CT Assets)
- Shore Line East Commuter Rail

Prepared Narrative Report for combined Group Plan
Participants for unified A-90 performance targets

- Twelve, Transit Districts (Rural/Urban)
- Mashantucket Pequot Tribal Nation
- 5310 program subrecipients

Approach for Target Setting

- Revenue Vehicles (Useful Life Benchmark)
 - Target based on vehicle replacement policy
- Non-Revenue Vehicles (Useful Life Benchmark)
 - Target based on vehicle replacement policy
- Infrastructure (Percent of Guideway under Restriction)
 - Target coordinated with Rail Provider (MNRR)
- Facilities (Percent of Facilities below 3, on 1-5 TERM Rating Scale)
 - Aspirational target in lieu of detailed data

NTD AIM Reporting Challenges

- **CT Transit Bus Operator Unique NTD Reporting**
 - Tier I Provider
 - Four Separate Divisions / Four Separate NTD ID's
 - Divisions Consider Tier II / Require Group Plan Sponsorship

- **CTDOT/MNRR Separate Reporting Years for New Haven Line**
 - MNRR Historically NHL System Sole Reporter (NYC-CT)
 - CTDOT/MNRR Joint Asset Ownership
 - CTDOT New Separate Reporter due to Capital Responsibility
 - MNRR (Annual Reporting, April)
 - CTDOT (Annual Reporting, October)

- **Track Disposal of 54,5310 Program Recipient Vehicles**

State Management Review (November 2019)

- Recipient Information Request to FTA in January 2019 (CTDOT and Select Group Plan Recipients)
- RIR requirements consistent with TAM provisions:
 - Nine TAM Elements
 - Performance Targets
 - Group Plan requirements (Sponsors Responsibilities)
 - MPO coordination
- On site reviews occurred November 19–25, 2019

Questions?

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Missouri Department of Transportation

Traffic Asset Management



MTAP FTA TAM Bus Webinar

Joni Roeseler
March 13, 2020

- Transit, roads and bridges
- Partner collaboration
- Group TAM plan

Transit



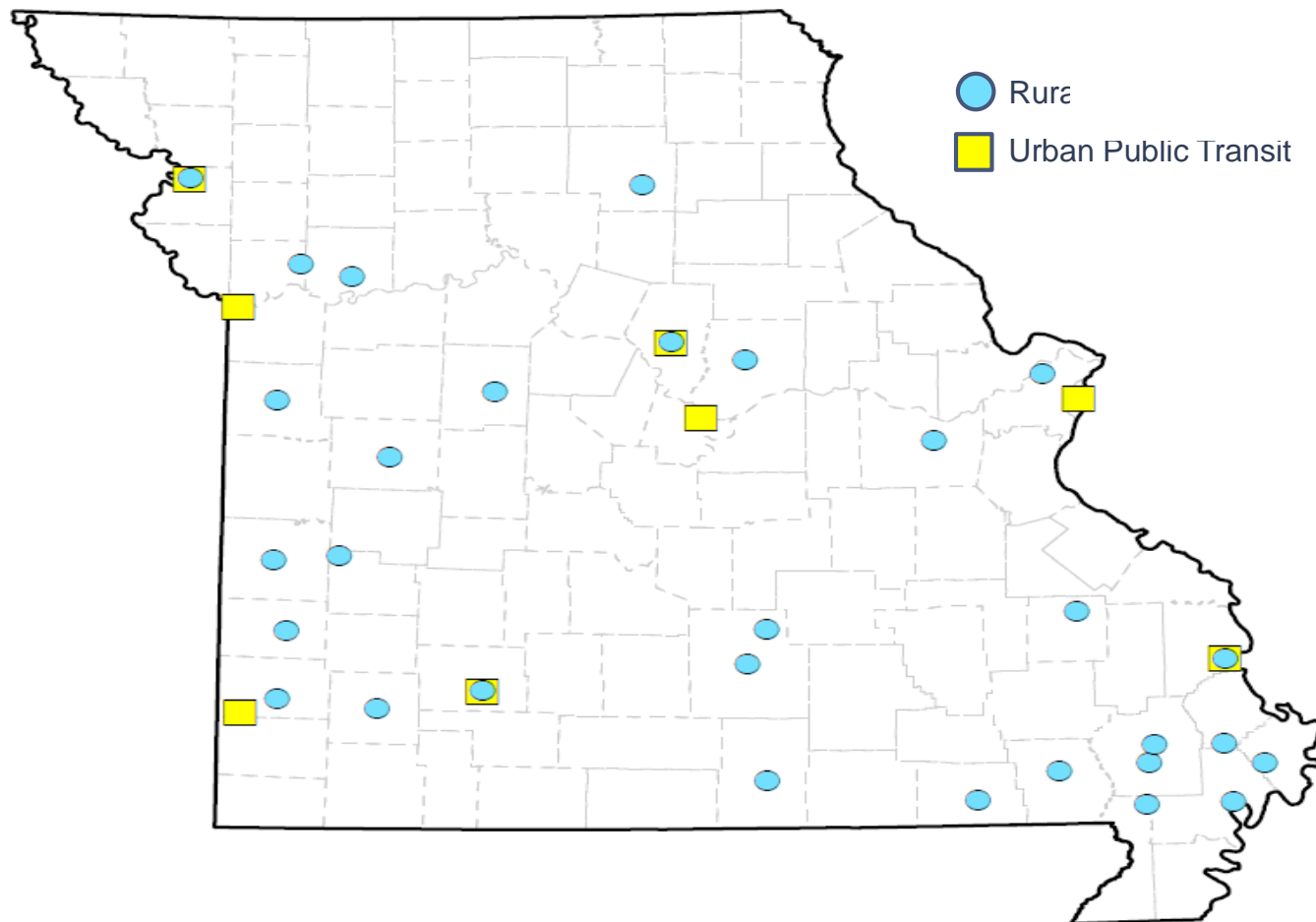
58.6 million trips annually



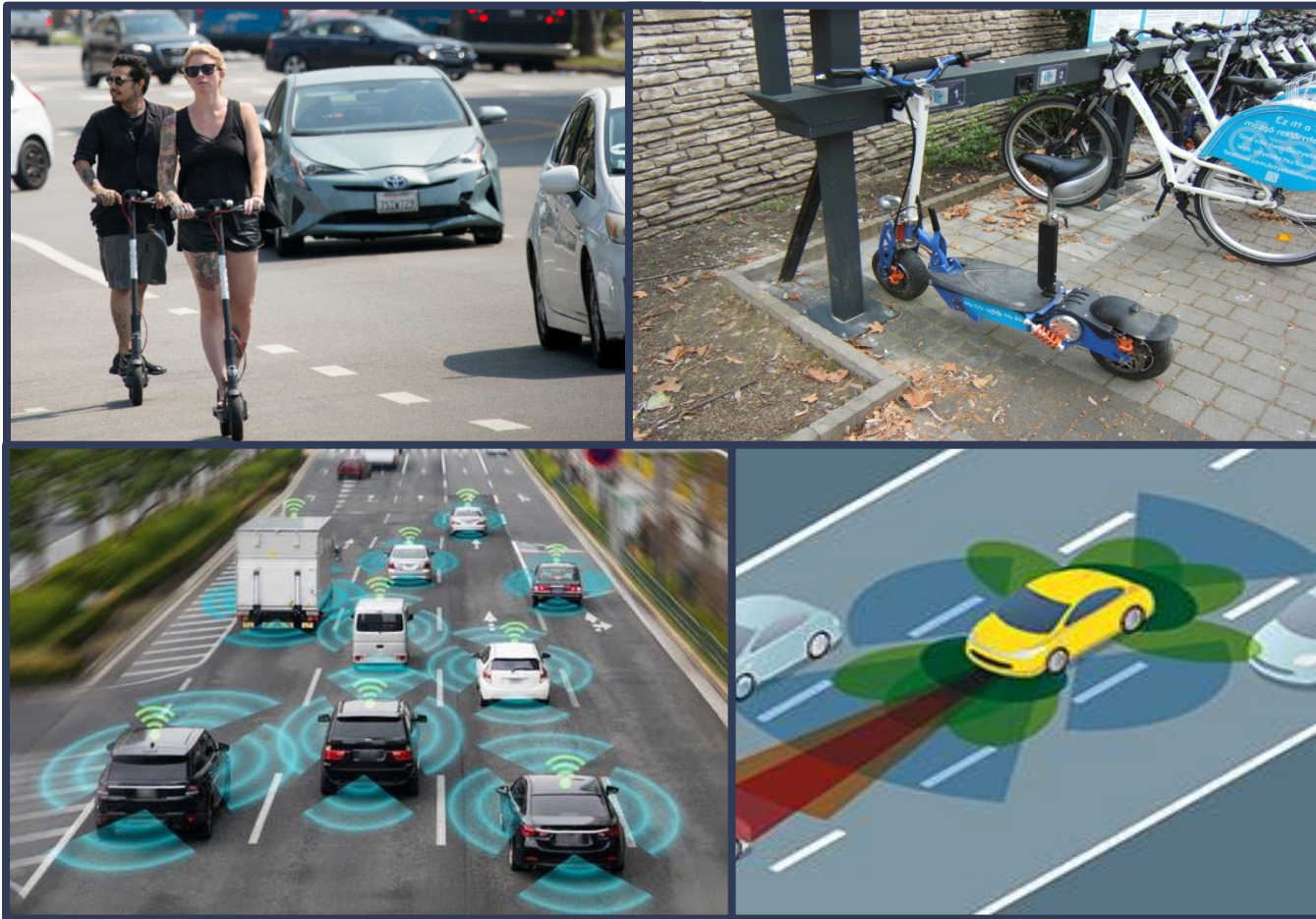
Transit



Public Transportation Providers



Micromobility and Autonomous Vehicles

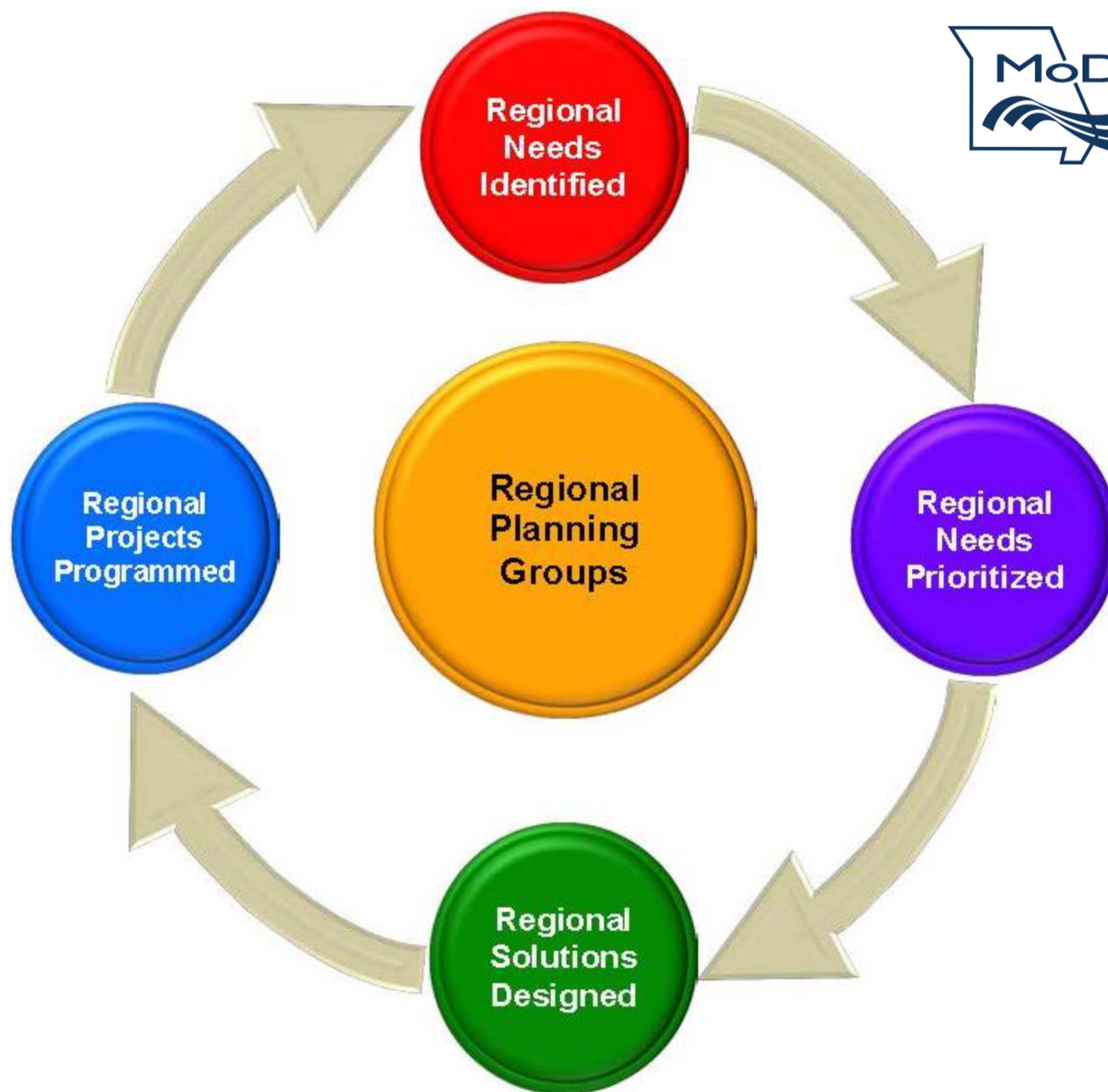


Collaboration Partners



- Nine MPOs – including four TMAs
- 19 Regional Planning Commissions
- State DOTs – Arkansas, Illinois, Kansas, Missouri
- FHWA local division staff from Arkansas, Illinois, Kansas and Missouri
- FTA Region VII staff
- Applicable subject experts



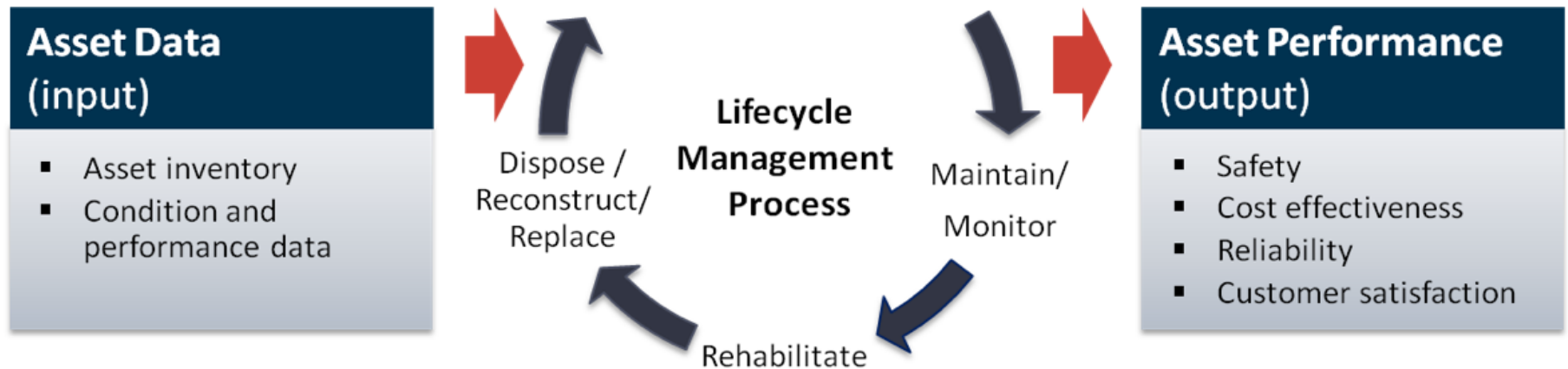


What's Needed?



- Coordination
- Flexibility
- Everyone on the same page
- Timely resources

Asset Lifecycle Process



Missouri Transit Providers



Tier I – Individual Plans

- Metro Bi State – (St. Louis area)
- Kansas City Area Transportation Authority (KCATA)
- KC Street Car – (Kansas City)

Missouri Transit Providers



Tier II – Individual Plans

- City of Columbia
- City of Jefferson
- City of St. Joseph
- City of Joplin

Missouri Transit Providers



MoDOT Sponsored Group TAM Plan

- Cape Girardeau County Transit Authority
- City Utilities – Springfield
- Section 5311 Subrecipients
- Section 5310 Subrecipients that provide Public Transportation

TAM Plan Narrative Report and NTD Reporting



Useful Life Benchmark – Revenue Vehicles

What targets did your agency set?

Less than 45% exceeding their useful life benchmark for the following categories:

- Automobiles – 8 years
- Minivans – 8 years
- Vans – 8 years
- Cutaways – 10 years
- Buses - 14 years

TAM Plan Narrative Report and NTD Reporting



Useful Life Benchmark – Revenue Vehicles

How did your agency calculate these targets?

The assistance of the Decision Support Tools template provided through FTA and sub-recipients submitting a condition report on federally funded vehicles gave a starting point with the previously mentioned targets and keeps federally funded vehicles in the State of Good Repair.

TAM Plan Narrative Report and NTD Reporting



Useful Life Benchmark – Revenue Vehicles

*How has your agency made progress
toward its targets?*

Through the assistance of our sub-recipients
and their requests to replace older vehicles,
Missouri is making progress toward the targets.

TAM Plan Narrative Report and NTD Reporting



Useful Life Benchmark – Revenue Vehicles

What challenges face your agency in making progress toward the targets?

Capital funding is a challenge. Sub-recipient needs for replacement vehicles and/or vehicles to expand services are greater than available funding. Currently, greater emphasis is on the purchases of replacement vehicles.

TAM Plan Narrative Report and NTD Reporting



Facilities – Condition

What targets did your agency set?

The following categories are based on a percentage less than “3” on the TERM Rating Scale:

- Administration Facilities – 30%
- Passenger Facilities – 30%
- Maintenance Facilities – 25%

The goal is to maintain a condition “3” or higher

TAM Plan Narrative Report and NTD Reporting



Facilities – Condition

How did your agency calculate these targets?

With the assistance of the TERM Rating Scale and Score Card provided through the templates, each sub-recipient submitted a condition report for all facilities. By analyzing and entering the data received, a base percentage was developed on the TERM Rating Scale.

TAM Plan Narrative Report and NTD Reporting



Facilities – Condition

How has your agency made progress toward its targets?

Currently, we are on track with these targets.

TAM Plan Narrative Report and NTD Reporting



Facilities – Condition

What challenges face your agency in making progress toward the targets?

We do not anticipate any major challenges to keep on track.

How TAM Impacted the 2019 SMR Review Experience



Prior to the Review

- Provided the SMR Review Contractors a copy of the TAM Plan
- 10 days prior to the review, the SMR contractor sent a list of questions, including the four TAM questions
- We provided responses to the review questions prior to the on-site portion of the review
- There were no TAM findings
- During the review, we utilized conference facilities with video capability in order to access any additional documents needed for discussion

How TAM Impacted the 2019 SMR Review Experience



TAM3: Please identify the Accountable Executive for MoDOT and their responsibilities related to the TAM plan.

MoDOT Response: The Accountable Executive for MoDOT's TAM Plan is the Administrator of Transit. The Accountable Executive is a single, identifiable person who has ultimate responsibility for carrying out the safety management system of the public transportation agency, responsibility for carrying out transit asset management practices and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan and transit asset management plan.

How TAM Impacted the 2019 SMR Review Experience



TAM4: How did the state coordinate with all participants' accountable executives in the development of the group plan? How does the state make the group TAM plan available to participants?

MoDOT Response: Details of how the state coordinated with all participants' accountable executives in the development of the group plan may be obtained by interviewing MoDOT's administrator of transit. MoDOT Transit reached out to the sub-recipients via email and video conferences, explaining the responsibilities of an accountable executive for the TAM Plan.

In return, the sub-recipients responded with their designated accountable executive to participate in the development and to review and support the State Sponsored Group TAM Plan. Transit sent a copy of the completed State Sponsored Group TAM Plan to each accountable executive for their review and approval returning (via email) the acceptance of the TAM Plan.

How TAM Impacted the 2019 SMR Review Experience



TAM8a-b: How does the state monitor sub-recipients that are not direct recipients of FTA funds and are Tier II providers who have opted out of the group plan or are Tier I providers for compliance with FTA TAM requirements? Has the state reviewed the TAM plans for the required elements?

MoDOT Response: No subrecipients opted out of the group plan.

How TAM Impacted the 2019 SMR Review Experience



TAM8d: Does the state obtain from the sub-recipients the TAM plans, any supporting records or documents performance targets, investment strategies and the annual condition assessment report to aid in its planning process?

MoDOT Response: Yes.



Thank You

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<http://www2.modot.org/BuckleUpPhoneDown/>