

Transit Asset Management Noticed of Proposed Rulemaking Fact Sheet

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires the Secretary to develop rules to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, and to establish performance measures. On September 30, 2015, FTA published the Transit Asset Management (TAM) Notice of Proposed Rulemaking (NPRM). You may view the NPRM and submit comments to docket number FTA-2014-0020 at <http://www.gpo.gov/fdsys/pkg/FR-2015-09-30/pdf/2015-24491.pdf>. The deadline for submitting comments is November 30, 2015.



State of Good Repair

The purpose of the NPRM is to help achieve and maintain a state of good repair (SGR) for the nation's public transportation assets. Transit asset management is a business model that uses transit asset condition to guide the optimal prioritization of funding. Currently, there is an estimated \$85.9 billion transit SGR backlog.

The proposed regulations, once final, would apply to all Transit Providers that are recipients or subrecipients of Federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage transit capital assets.

Proposed State of Good Repair Definition: The condition in which a capital asset is able to operate at a full level of performance. A capital asset is in a state of good repair when that asset:

1. Is able to perform its designed function,
2. Does not pose a known unacceptable safety risk, and
3. Its lifecycle investments must have been met or recovered.

TAM Plans (Proposed)

Tier I vs. Tier II Applicability

The NPRM proposes grouping providers into two categories, Tier I and Tier II.

Tier I	Tier II
Operate > 100 vehicles in peak revenue service, or Operate rail fixed-guideway public transportation systems	Operate ≤ 100 vehicles in peak revenue service, and Do not operate rail fixed-guideway public transportation systems or Receive federal funds exclusively from §5310 or §5311 programs

TAM Plan Elements

The following graphic shows the TAM Plan elements that are required by each category of provider. Since Tier II providers generally operate less complex systems, their TAM Plan requirements are not as extensive.

1. Inventory of Capital Assets	Tier I & II
2. Condition Assessment	
3. Decision Support Tools	
4. Investment Prioritization	
5. TAM and SGR Policy	Tier I Only
6. Implementation Strategy	
7. List of Key Annual Activities	
8. Identification of Resources	
9. Evaluation Plan	

Plan Responsibility

Tier I providers must develop and carry out their own TAM plans. Tier II providers may develop their own plans or participate in a Group Plan, which is compiled by a Group Plan Sponsor (generally the State DOT or designated §5307 or §5310 recipient). Each Transit Provider must designate an Accountable Executive to ensure that the necessary resources are available to carry out the TAM plan and the Transit Agency Safety Plan, regardless of whether it develops its own TAM Plan or participates in a Group Plan.

Proposed Accountable Executive Definition: A single, identifiable person who has ultimate responsibility for carrying out the Safety Management System of a 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, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan in accordance with 49 U.S.C. 5326.

Performance Measurement (Proposed)

Asset performance would be measured by asset class, which means a subgroup of capital assets within an asset category. The following are the proposed performance measures for each of the four proposed asset categories:

Asset Category	Classes Measured	Performance Measures
Rolling Stock	<i>All revenue vehicles</i>	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark (ULB)
Facilities	<i>All buildings or structures</i>	Percentage of facilities within an asset class, rated below 3 on the Transit Economic Requirements Model (TERM) scale (1=poor to 5=excellent)
Infrastructure	<i>Rail fixed-guideway track, signals, and systems</i>	Percentage of track segments, signal, and systems with performance restrictions
Equipment	<i>Non-revenue vehicles</i>	Percentage of vehicles that have met or exceeded their ULB

Proposed Useful Life Benchmark Definition: 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

Targets Required (Proposed)

Targets should be set by each transit provider or TAM plan sponsor for each applicable asset class for the coming year. Initial targets must be set within 3 months of the issuance of the final rule and then every fiscal year thereafter. It is recognized that Transit Providers may not have complete data while setting initial targets. To the extent feasible, targets should be supported by data such as the most recent condition data and reasonable financial projections for the future, but the overall end goal is to be in a system-wide SGR.

Timeframes/Reporting (Proposed)

TAM Plans

A TAM plan must be updated in its entirety at least every 4 years, and it must cover a horizon period of at least 4 years. An initial TAM plan must be completed no later than 2 years after the effective date of this part.

NTD

Each entity developing a TAM Plan will have to report annually to FTA's National Transit Database (NTD). This submission should include: (1) projected targets for the next fiscal year; (2) condition assessments and performance results; and (3) a narrative report on changes in transit system conditions and the progress toward achieving previous performance targets.



Additional Information

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Comments will be accepted on the NPRM through November 30, 2015.

<http://www.fta.dot.gov/sgr>

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