FTA

FEDERAL TRANSIT ADMINISTRATION

REPORT SUMMARY

U.S. Department of Transportation
Federal Transit Administration

Asset Management Guide for Small Providers

Focusing on the Management of Our Transit Investments

Background

The Federal Transit Administration (FTA) and the U.S. transit industry are working to improve the understanding and practice of transit asset management, which is now a national policy. In the most recent National State of Good Repair Assessment, FTA found an estimated backlog of $86 billion in deferred maintenance and replacement needs, a backlog that continues to grow. The enactment of Moving Ahead for Progress in the 21st Century (MAP-21) and its successor, Fixing America's Surface Transportation (FAST) require transit agencies to prepare a Transit Asset Management (TAM) Plan. Helping transit agencies maintain bus and rail systems in a State of Good Repair (SGR) is one of FTA's highest priorities. In 2012, FTA published FTA Report No. 002, *Asset Management Guide*, which focuses on the management of our nation's transit investments and provides practical guidance for how individual agencies can apply appropriate asset management business processes to maintain their assets.

Objectives

FTA recommends TAM practices to preserve and expand transit investments. Having well maintained, reliable transit infrastructure—track, signal systems, bridges, tunnels, vehicles and stations—will help ensure safe, dependable and accessible services. This Asset Management Guide for Small Providers is designed as a resource for small transit service providers that have fewer assets and fewer asset classes to maintain than larger agencies and substantially fewer resources to direct towards how their assets are managed.

Findings and Conclusions

The Transit Asset Management Guide for Small Providers presents a framework for transit asset management tailored to small providers and a master template for developing a Transit Asset Management Plan.

The guide describes what Transit Asset Management (TAM) means for small providers and is designed to assist in developing TAM plans to improve the management of transit assets while meeting the intent of Federal requirements. The Guide limits descriptions to assets, practices, and requirements that are directly applicable to small providers; allows for tailoring to address inevitable outliers (e.g., rural agencies that maintain sizable fleets) and incorporate related state-level requirements that may differ among states; and provides a master template for small providers to develop TAM plans and offers example strategies and tips that can be applied to increase efficiency of day-to-day operations and maintenance efforts.

Part I of the Guide is a primer on TAM and TAM plans for small providers. It includes resources for developing and implementing a TAM plan, including examples of effective practices, answers to frequently asked questions, and web-based resources.

Part II of the Guide includes a link to a menu-driven template to assist in the development of a MAP 21-compliant TAM Plan for small providers. Options are provided for both a "compliant" TAM plan aligned to minimum requirements of MAP-21 or a "comprehensive" TAM plan.

Benefits

Through asset management, transit agencies can more effectively use available funds to improve the physical condition and performance of their system. This, in turn, has the potential to increase ridership. Some of the benefits associated with improved asset management activities include:

- Improved customer service – improves on-time performance and service operations and vehicle and facility cleanliness; reduces missed trips, slow orders, and station shutdowns; and focuses investments around customer-centered goals and metrics
- Improved productivity and reduced costs – maintains assets more effectively using condition-based approaches and using predictive and preventive maintenance strategies to reduce costs while improving service delivery
- Optimized resource allocation – better aligns spending with an agency's goals and objectives to obtain the greatest return from limited funds and incorporates lifecycle cost, risk, and performance trade-offs into capital programming and operations & maintenance budgeting
- Improved stakeholder communications – provides stakeholders with more accurate and timely customer-centered performance indicators and provides tools to communicate forecasted performance metrics (including level of service) based on different levels of funding

Project Information

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