



U.S. Department of Transportation
Federal Transit Administration



**FACT SHEET:
TRANSIT ASSET MANAGEMENT
SECTION 5326**

Purpose

This section establishes new requirements for transit asset management by FTA's grantees as well as new reporting requirements to promote accountability. The goal of improved transit asset management is to implement a strategic approach for assessing needs and prioritizing investments for bringing the nation's public transit systems into a state of good repair.

Statutory References

49 U.S.C. Section 5326 / MAP-21 Section 20019

Eligible Recipients & Activities

Not applicable; no grants are established under this section.

This section establishes cross-cutting requirements across FTA's grant programs.



What's New

National Transit Asset Management System

Through regulation, FTA will establish a national transit asset management system. The regulation will:

- define "state of good repair;"
- set objective standards for measuring the condition of capital assets (including equipment, rolling stock, infrastructure, and facilities); and
- establish performance measures for state of good repair, under which all FTA grantees will be required to set targets.

Grantee Plans

As established by the above regulation, all FTA grantees and their subrecipients will be required to develop transit asset management plans that include, at a minimum:

- capital asset inventories and condition assessments; and
- investment prioritization.

Reporting Requirements

As established by the above regulation, each designated recipient of FTA formula funding will be required to report on:

- the condition of their system;
- any change in condition since the last report;
- targets set under the above performance measures; and
- progress towards meeting those targets.

(cont.)

Transit Asset Management

What's New (cont.)

Performance Targets

- Each recipient is required to establish performance targets in relation to the definition of state of good repair established by FTA.
- As part of the performance-based planning process (49 U.S.C. Sections 5303 and 5304), metropolitan planning organizations (MPOs) and states are required to coordinate their performance targets with the targets for state of good repair set by grant recipients.

Technical Assistance

FTA will support this effort through technical assistance. In particular, FTA will develop an analytical process or a decision support tool for estimating capital investment needs over time and assisting with investment prioritization.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.