



U.S. Department of Transportation
Federal Transit Administration

**Transit Asset Management
Final Rule-Small Systems Focus Webinar Transcript**

August 9, 2016

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Federal Transit Administration
U. S. Department of Transportation

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Introduction

Mshadoni Smith: Hopefully everyone has had an opportunity to take the poll questions that are up right now: How familiar your organization is with TAM, and to describe your organization. This afternoon, we are going to present the TAM Final Rule small systems focus presentation. My name is Mshadoni Smith, and I will be your presenter today.

As you already know, all of the listening capabilities are over your computer speakers, and please be sure to adjust the sound directly on your computer if you are having any difficulty. If, during the presentation, you have any logistical or technical issues, please use the Q&A pod.

A couple of housekeeping items: In the lower left-hand corner, you will see the Q&A pod. It is somewhat different than what we have used in previous webinars, but it is there for you to put any questions you have during the presentation, or throughout the presentation, and someone will respond to you.

Next, the middle left-hand side of your screen is the notes pod. There are several pieces of important information in the notes pod and a few web pages that you can refer to find the Federal Register notice for the Final Rule, as well as the Federal Register notice for both of the infrastructure and facility guidebooks, which are currently open for notice and comment. Just scroll down on your notes pod and you will find those web pages in there.

And lastly, in the upper left-hand corner is the file share pod. In this pod, you will find copies of all the presentations in the TAM webinar series, from the Final Rule for all operator presentations, the NTD asset inventory requirements presentation, the TAM performance measures presentation, and today's TAM small system focus presentation. You can either download all files, or select which ones are of interest to you and download those directly.

In addition, at the end of the webinar series, we will be posting information from all of the webinars, including recordings, transcripts, Q&As, and the presentations.

As I mentioned before, my name is Mshadoni Smith. I work with FTA's Office of Budget and Policy, and I am the Transit Asset Management program manager. I will be presenting the presentation today, and here are a few other contacts in the TAM program. So let's get started. I did want to mention that we are recording today's webinar, and a copy of that will be available at the end of the webinar series. Also, at the bottom of your screen, you will find a caption pod so that you could read along if you have problems with your audio or hearing impaired and, as I mentioned, a transcript will be available at the end of the webinar series.

So today, we are going to cover the TAM background, Final Rule provisions—specifically focused for small providers—some implementation information, and also talk about technical assistance. If you have participated in any of our prior webinars, a lot of this information will be the same.

What is Transit Asset Management?

So what is Transit Asset Management? Transit Asset Management is a business model that uses condition of assets to optimize funding with the goal of the State of Good Repair.

Graphically speaking, this is a representation of the current backlog. The horizontal line represents the around \$86 billion backlog, where a backlog is where a transit asset enters or

meets the rating of 2.5 on the term scale.

The left-hand side of your screen represents the backlog in 2030, and the bottom of your screen represents annual expenditures in billions of dollars. Both of these figures are in 2010 dollars. The diagonal line is a trend line that gives an estimate of where the backlog would be based on how much annual spending we put in to preservation, or to minimizing the backlog. If we wanted to continue to spend what we currently do on State of Good Repair, which is \$10.3 billion, the backlog would be at \$140 billion in 2030.

If we just wanted to maintain the backlog and spent \$12.7 billion a year, and if we wanted to actually eliminate the backlog, we would need to spend \$18.5 billion a year. So the difference between the current spending and the amount necessary annually to eliminate the backlog is \$8.2 billion.

While we don't have an additional \$8.2 billion to spend available for State of Good Repair, so we have to do more with what we already have. Some of the anticipated benefits of Transit Asset Management are the improved transparency and accountability, optimize capital investments and maintenance decisions, and more data driven maintenance decisions.

MAP-21 Performance Management Framework

Another potential outcome could be safety benefits. In 2012, MAP-21 instituted a performance management framework, and mandate both FTA and FHWA develop performance-based rules. This Transit Asset Management rule is one of three FTA regulations, and you can see on the right-hand side of the screen, there are a number of federal highway corollary regulations. At the bottom, the linking statewide and metropolitan planning regulation bridges the gap with regard to planning.

Linking Proposed Regulations

This graphic shows the interrelationship amongst the FTA regulations. On the left-hand side is the agency safety plan regulation, in the center is the TAM regulation, and on the right-hand side is the transportation planning. You can see that asset inventory and condition assessments can lead to identification of hazards and risk assessments. Likewise, coordinating targets between safety and State of Good Repair can help planners develop MPO and statewide performance targets.

What Process Did We Take to Get Here?

So what process did we take to get here? In 2012, MAP-21 mandate that we develop this regulation, and we immediately went out and did some informal research in the way of an online dialogue. In 2013, FTA published their advanced Notice of Proposed Rulemaking in conjunction with the office of safety, and we set out some of our initial thoughts on what should be the regulation. Last year, in 2015, we published our Notice of Proposed Rulemaking, which had a more refined proposal of what we planned to enact, and it decoupled from the safety rulemaking.

About one month after that notice closed, the FAST Act passed and, fortunately, it maintained the mandate from MAP-21. And just two weeks ago, we published the Final Rule in the Federal Register.

CFR Part 625 Transit Asset Management Final Rule

So now I'm going to go through that actual Final Rule provisions identifying exactly what is mandated. These five sections are the same as were in the NPRM, and many of the provisions have only been refined in this stage of the regulations.

Changes from NPRM to Final Rule

And to that end, I will identify where the changes from the NPRM to the Final Rule, for those of you who have followed along through the rulemaking process. Those of you that this may be your first entry in to this topic, do not worry: We will walk through all of the regulations. But we will pay special attention, and I highlight, where there are changes by the Delta triangle symbol up in the upper left-hand corner.

On this page, you can see a listing of the most significant refinements from the NPRM to the Final Rule stage. I will go through each of them in a lot more detail throughout the provisions, but just briefly, to hit on a couple of items: The definitions of Tier II provider were given a little bit more information on how to determine if you were a Tier II provider, and explicitly stated that American Indian tribes were Tier II providers regardless of funding source.

Next, the asset inventory scope for equipment and third-party assets was more structured and more clearly identified. The next change was the 5310 applicability, which I will get to very shortly, and I am sure is of interest to this group, as it is focused on smaller systems and State DOTs. The 5310 applicability is designed to providers of public transportation; so closed-door service would not be subject to this rule. I'll get to that slide in a couple of minutes and we will spend a little bit of time with that.

And the last major change was in regards to group plans. We made sure that it was clear that a group plan sponsor is not the accountable executive for their group plan participants, and that small urban providers are not required to be part of a group plan given by a State DOT or other director designated recipient. But, they are eligible to participate, but it must be a mutual decision.

General Provisions

So let's go ahead and get started on those general provisions. So the purpose is to help achieve and maintain a State of Good Repair for the nation's public transportation systems and, if applicable, to all recipients and sub-recipients under Chapter 53.

Definition of Public Transportation

So clarifying who that actually includes, especially with regard to the sub-recipients, we clarified the definition of public transportation—which is from the U.S. C5302—and it means: regular continuing shared-ride surface transportation services that are open to the general public, or open to a segment of the general public, defined by age, disability, or low income.

So if your service is only to an exclusive group of people for—I have to look up an example—then you would not be subject to the TAM regulation.

National Transit Asset Management System

So next, the national Transit Asset Management System: these are the five pillars of the TAM system from MAP-21. We had to define the State of Good Repair; require TAM Plans for all

recipients and sub-recipients; establish performance measures; identify reporting requirements; and identify technical assistance that we will provide to recipients and sub-recipients.

State of Good Repair

So the definition of State of Good Repair is the condition in which a capital asset is able to operate at a full level of performance, and that definition has three objective standards: if it is able to perform its design function, it does not pose a known unacceptable safety risk, and it meets its lifecycle investments, or it has recovered them. Each of these objective standards must be met in order to be considered in a State of Good Repair.

Lifecycle investments includes a scheduled maintenance, or the schedule for maintenance and upgrades for an asset.

So Transit Asset Management and State of Good Repair, the relationship between them: The purpose of the TAM system is to keep our nation's asset in a State of Good Repair. So TAM is the process; SGR is the goal.

Transit Asset Management Plans

So next, let's talk a little bit more about the TAM Plans. Here, you will notice there is a Delta in the upper right-hand corner. So it indicates there has been a change from the NPRM. You will see that in this slide we have more clearly identified how to determine if you are a Tier I or Tier II operator. Since this presentation is geared towards Tier II or smaller transit operators, I'm going to go through that definition first, and it means: A sub-recipient of 5311 funds; or someone who is part of the rural program, an American Indian tribe; or a transit provider that has 100 or fewer vehicles across all fixed route modes, or has 100 or fewer vehicles in one non-fixed route mode.

Poll Question: So let's go to a poll. Based on that definition, would you be a Tier I or a Tier II operator? Please take a second to fill out this poll. Thank you for filling out the poll.

It has come to my attention that some of you still having some difficulty with the audio. I just want to remind you that there is no call-in number for this presentation; it is exclusively over your computer speakers. If you have calls in to a telephone line, then that's not for this webinar.

So I'm going to carry on. It does look like we have marketed to the appropriate audience. We have mostly Tier II operators here; we have got a couple of Tier I folks. Everyone is welcome. I just want to bring to those Tier I folks attention that we are focusing on the small operators and in some instances—which I will point out—the State DOTs. So you may want to download the Final Rule presentation and see the additional slides that would apply to a Tier I operator.

Responsibility for the TAM Plan Development

So now let's talk about the responsibility for the TAM Plan development. Each transit provider must have their own accountable executive, and that person is someone who is eligible to approve both their Transit Asset Management Plan and their Safety Plan. With regard to plan coordination, a Tier II provider has the option to participate in a group plan or to develop their own TAM Plan. In a couple of slides we will talk about what's included which elements are included in a TAM Plan, and give you a little bit more insight about the benefits of participating

in a group plan.

A group plan participant must collaborate with the group plan sponsor in the development of that plan. And the TAM Plan development activity is eligible under these program codes.

Group Plans

So again, let's talk a little bit about who is a group plan. I would like to direct you guys also to our TAM webpage: It is www.transit.dot.gov/tam. It has a lot of good information on there, and one of the things that it has on there are checklists under the "Getting Started" page. Those checklists are identified if you should be a group plan sponsor, if you should participate in a group plan, and how to identify if you are a Tier I or Tier II participant. In addition to those checklists, there is also a compliance checklist which could help you identify what pieces of information you need to gather and have on hand to be compliant with the Final Rule.

So group plans are compiled by a sponsor, and that sponsor is the State DOT, or the designated or direct recipient. Small urban operators are not required to be offered a group plan as other sub-recipients are, but it can be based on mutual agreement between sponsor and operator. Tier II providers may participate in a single-group plan, or they can choose to opt out and develop their own TAM Plan.

TAM Plan Elements

So as I mentioned before, here is a list of the TAM Plan elements. The first four are required for all Tier providers, and the last five are only Tier I providers. We will go over the first four in a little bit more detail. So the inventory of capital assets, as you see there is a Delta in the upper-right corner. There has been some refinement from the NPRM, mainly in the asset inventory scope. So inventory is a listing of all capital assets that are owned by the transit provider. It includes third-party assets, exclusive-use facilities, and does not include third-party equipment.

When it comes to equipment, we are including only those assets greater than \$50,000 purchase value and all non-service vehicles. The asset inventory should be at the same level of detail as the capital program of projects. You can use existing inventories, such as rolling stock and equipment reports, to develop your asset inventory. And all assets are required to be in asset inventory, not just FTA-funded assets.

Examples of Asset Categories and Classes

Here is an example of asset categories and classes. The next element is condition asset, and this is a rating of the inventoried assets, and it doesn't have to be on a scale of 1 to 10 or 1 to 5; there is no required methodology to be based on age, good, fair, poor rating, or percentage of residual life. It is local decision, but those ratings should be sufficient to monitor performance and plan capital investments.

Condition Assessments

Condition assessments can be collected at the individual or the asset class level. Again, that is a local decision. Condition assessments may include vulnerabilities to natural climate and hazards, and also condition assessments are required for assessments with direct capital responsibility. I am going to spend a couple more seconds on this slide. The group plan sponsor would identify the elements of the condition assessment, for instance, what type of

rating system that would be used, whether assessments would be collected at individual, or asset level for their groups. We are only requiring the condition assessments for assets where there is a direct capital responsibility, because without the financial aspect, you can't influence the condition of the asset.

Assessing Condition by Asset Class

So here is another slide representing some of the concepts, conceptual differences between the asset inventory and assessing the condition. So for each of the four required asset categories, here is the listing of what's in the asset inventory, and then also what's included in assessing the condition.

Decision Support Tools

The third element of a TAM Plan is a decision support tool. I always make sure to highlight that this is not a requirement for software; this is just a description of what type of process analytic process was used to determine your prioritization, to estimate capital investment needs over time, and assisting in prioritization of investments.

Investment Prioritization

And then lastly is the investment a prioritization, and this is a ranked listing of projects and programs ordered by year. Prioritization is locally determined based on policies and need. It does need to consider identified unacceptable safety risks and accessibility requirements. It should be fiscally constrained based on estimated funding levels; not just FTA, but from all sources.

Poll Question: Let's take another quick poll. Please take a second to fill out this poll. Based on our description of a group plan, do you think that you will participate in a group plan or do one on your own, and how much does your agency already do of those elements that we discussed? All right. Folks, it was brought to my attention again it seems like this phone line is still having a couple of issues. We are going to see if we can correct it, but right now it seems like it is okay.

We are going to get started. Thank you again for filling out the poll. Huh, that's kind of interesting with regard to the group plan. It looks like there is more folks that are going to do their own group plan—or do their own plan—than do a group plan. But that's not nearly the number of folks that are in the room. Maybe some of you folks are shy. That's okay; I won't put you on the spot. We are going to go back to our presentation, and hopefully we won't have any more audio problems.

TAM Plan Timeframes

So a little bit more about those TAM Plans. So the TAM Plan time frame: Each plan would need to be updated in its entirety at least every four years, which would coincide with the Statewide Transportation Improvement Plan and the Metropolitan Transportation Improvement Program. It will cover at least four years, and there is an option for amending the plan during the horizon time frame. Identifying what determines an amendment versus an update is also a local decision, and something that a group plan sponsor would share with their participants. The additional TAM Plans must be completed no later than two years after the effective date. So

that would be October 2018.

Performance Management

All right, so let's talk a little bit more about performance management. Here are four asset categories. You will notice that the infrastructure category is grayed out because, by definition, no Tier II provider can have rail, and the infrastructure is for rail fixed guideway. It is grayed out, but we wanted to make sure that you knew what performance measure was for. So we have equipment, rolling stock, and facilities. Two of these performance measures are age-based, and they use a useful life benchmark,—or ULB—as their measure of condition, whereas facilities uses an actual condition measure. I would like to point out again that FTA has two guidebooks currently open for notice and comment in the Federal Register: One of them specifically talks about the facility performance measure. I encourage each and every one of you to go and look at that guide book during its draft base and make any comments that you have that would help to improve the ultimate result.

Analyzing Assets

So this next slide is a graphical tabular representation of those performance measures for each of the asset categories. As you see, the infrastructure measure is still grayed out, but the equipment, rolling stock, and facilities are identified there. So, from assessing conditions to performance targets, we have further narrowed the asset scope. For example, equipment asset category in the top line, to the Assessing Condition, it says only the equipment with direct capital responsibility, and no third-party assets. However, in order to calculate a performance measure, we only use non-revenue service vehicles. So for that performance target—percentage of vehicles that have met or exceeded their useful life—that only applies to non-revenue service vehicles. So if you are noticing a trend as we move down the provisions in the Final Rule; that we are refining and narrowing the scope from asset inventory to assessing conditions to performance targets, so please keep that in mind.

Targets for Performance Measures

And with regard to those targets, those are annual targets and should be supported by the data, which includes your most recent condition data and regional financial projections over the four-year period. Targets for group plans apply to the group as a whole, so if there are five participants in a group plan, then all five of them can play a part in achieving the goal. It is not necessarily each person is responsible for that goal independently, but again, that is something that is determined by the group plan sponsor in coordination with the group plan participants.

These targets are reported annually to the NTD, and here is it a URL that you can take a look at. It talks a little bit more about the asset inventory modules, and I believe there is another webinar that is taking place next Tuesday that will go over the NTD asset inventory information.

Useful Life of Benchmark (ULB)

So I mentioned a term, useful life benchmark—or ULB—a few minutes back with regard to the performance targets, and I just want to clarify that a useful life benchmark is not the same thing as useful life for FTA grant programs. It has been described to me as the minimum and the maximum useful life, where useful life for FTA grant programs is the minimum age where you can apply for replacement assistance, and a useful life benchmark is the maximum age or life of your asset before it enters the State of Good Repair backlog. So they are not equivalent terms

and the next slide will show this in terms of actual numbers.

In addition, FTA will be providing default values for the useful life as an output of the term model. However, we are also allowing operators to submit their own useful life benchmarks, which are customized to their specific operating environment and other elements that impact the maximum life.

Sample Default ULBs

So as I just mentioned, here is a table that shows the difference between the useful life benchmark and the useful life that is used in grant programs. For example, a ferry boat. The useful life benchmark is 42 years, and that indicates the maximum life based on the information we have in the term model that a ferry boat would achieve before it enters the State of Good Repair backlog. So basically, at 42 years a ferry boat is at rating of 2.5 on the term scale. Alternatively, the grant program, you can apply for replacement of a ferry boat at eight years.

E. Recordkeeping and Reporting Requirements

So let's talk about the recordkeeping and reporting requirements for this Final Rule.

Annual Report Requirements

So really, the reporting requirements, there are only explicitly two, but they are broken out in to various pieces. And all of the reports are due to the NTD. Because you are providing your TAM data to the NTD does not necessarily mean you have to report NTD information. The NTD reporters collect information beyond the TAM requirements. So please be sure to check out the manual on the NTD Web page to see if you are indeed required to be an NTD reporter, or if you simply need to report your TAM requirements there.

So, number one is the data report, and this is actual numerical value that you will submit to the NTD. There are a couple of templates available, which are just examples and illustrations of what we think this data collection is going to look like. They are not the explicit data collection pages; they are just examples. But we will be collecting performance targets for the next fiscal year, and system condition and performance reports.

We will also be collecting a narrative report on the A90 form, and this is just an opportunity for transit providers to basically provide a narrative on how things may have changed in the prior year. For instance, if you maybe changed the way you categorized your certain asset classes, you'd want to mention that in your narrative report because your data points will shift, and you want to have some explanation of why they are shifting.

Group plan sponsors are required to submit a consolidated report on behalf of their participants. And if you want a little bit more information about the relationship of NTD and TAM requirements, take a look at the crosswalk at this URL.

National Transit Database Webpage

So as I just mentioned, the asset module reporting template can be found on the NTD webpage. The URL is at the bottom of the screen. It looks a little challenging to me to see this page—the shading seems a little bit light—but go to the FTA home page, transit.dot.gov, and look for NTD, and it will take you to this page.

Recordkeeping Requirements

So, some of the recordkeeping requirements: Each transit provider group plan sponsor or

individual TAM Plan developer will need to maintain the records supporting their current TAM Plan. In addition, they have to share information with their state and metropolitan and planning organizations, including the TAM Plan, performance targets, investment strategies, and annual conditional assessments. This is indeed intended to help coordinate those targets for the state and NPO's performance measures.

Certification

Also, TAM Plans are self-certified by each transit provider's accountable executive. FTA is updating the certifications and assurances to reflect these requirements, and we are also reviewing how to update the triannual and state management reviews—as well as MPO certification reviews—to reflect these new requirements.

Implementation

All right, so that's all of the provisions of the Final Rule explicitly. Now, let's talk a little bit about implementation of the rule.

Where Do We Go from Here?

So where do we go from here? In our last timeline slide, we ended with the Final Rule being published, and now we begin with it being published. I want to point out that the effective date has been identified as October 1st, 2016, so that gives about for everyone to become familiar with what's in the Final Rule and participate in some of the technical assistance FTA is providing.

MAP-21 explicitly stated that we require initial targets three months after the effective date of the Final Rule, so that would put the initial targets at January 2017. As we mentioned before, the initial TAM compliance date is October 2018. I want to clearly identify that your TAM Plan is not required to be submitted to FTA, not headquarters, or your regional office. There is no requirement to submit your TAM Plan, but you must have a compliant TAM Plan available by October 2018. And then lastly, the TAM reports due date are due annually with the NTD report. For those of you who don't currently report to the NTD, it is a rolling basis based on the end of your fiscal year. So within four months of the end of your fiscal year, your NTD report is due. This will be the same for your TAM requirements to the NTD. They would be due within four months of the end of your fiscal year.

TAM Timelines

So this is just a different representation of the information that I just talked to you about. And also, it adds a little bit of information about the frequency of those submittals. So the Final Rule is effective October of this year, and the first targets are due by January of 2017, and they must be submitted to the NTD by the end of January 2017.

Each subsequent year, your targets are due within four months of the end of your fiscal year, which what we call the NTD report. The TAM Plan is due: Your first one must be compliant and in by October 2018, and every four years thereafter, it must be updated in its entirety. It must be updated in its entirety at a minimum every four years. For those of you that are NTD reporters, the asset inventory and the condition reporting will be due within four months of the end of your fiscal year 2018, and thereafter every year as part of your NTD report. I want to highlight an asterisk here that clarifies that only one-third of your facilities' conditional assessments are due in NTD report year 2018, and then another third every year until all have

been completed, and then you start over again.

And then lastly on this graphic, the narrative report—or where you get a chance to provide your anecdotal support for any changes, achievement or not achievement of targets, or just really any backup information you want to provide—is due within four months of the end of your fiscal year 2019. This is due one year after your TAM Plan is in place and one year after your mandatory asset inventory and condition reporting because you want to have targets based on complete data and your TAM Plan in place before you provide a narrative about those targets.

TAM Plan Example

So let's walk through an example. I know up until this point, I have not explicitly referenced the State DOTs. However, a State DOT is most often in the role of a group plan sponsor for their 5311 program sub-recipients. In some cases, also for the 5310s depending, on how your state operates. So the information that I'm providing here is a group plan example. So both small operators and State DOTs can see themselves reflected in this example. This example is based on, just to clarify, it is not based on any real world situation; this is just an example based on made-up numbers to represent walking through the different elements of TAM provisions.

So these three questions you may ask yourself when you are starting out with a TAM Plan: is this rule applicable to me, am I Tier I or Tier II, and can I participate in a group plan?

Inventory Capital Assets

So this example has two agencies: Agency A has four, 30-foot low floor buses, and Agency B has two 30-foot low floor buses, and their group plan sponsor is going to group them together. So in total, this group has six 30-foot low floor buses, even though it is over two agencies.

Assess Condition

So next, we would assess the condition of our asset inventory, and based on local policy decisions, they have identified these criteria as being important for their condition. As you see in the second row, age of each of these vehicles is identified, and then a rating for the safety, reliability, and appearance.

Decision Support Tools

The next step would be to utilize some methodology. It does not need to be a software tool, but utilize some methodology to support the decisions on how to prioritize investments. In this case—Bus 1 through 6—the information from our previous condition assessment is replicated in this table and, in addition, the weighting for each of these factors is included. These weightings are completely locally determined. Based on this decision support methodology, this group plan sponsor has identified these criteria: That greater than 50 this asset needs to be replaced this year; score between 50 and 30 mean it is has to be replaced this year; and a score less than 30 means no additional action. Utilizing the weighting and rating of the vehicles in the fleet, we recognize one vehicle, Bus 1 from Agency A, should be replaced this year, and three vehicles reflecting both Agency A and Agency B assets should be replaced within three years.

Reporting Requirements

So the TAM Plan sponsors reporting requirements would require them to set targets for their next fiscal year, and based on the information about the useful life benchmark, they would set a

target of 35% of those buses exceeding the 12-year useful life benchmark. I want to remind everyone that there is no benefit for achieving your target, and there is no penalty for missing your target.

Report Annually to NTD

The group plan sponsor would then submit their data report to the NTD, including all the condition information from the table that we identified a few slides back, and the performance targets for their next fiscal year. They would also describe the changes from their last report in the narrative report.

Technical Assistance from FTA

So lastly, I want to talk about some of the technical assistance that is available from FTA currently, and what's in process.

So in this slide, the upper left-hand corner is a TERM-Lite, which is a decision support tool that's available free of charge from our webpage. Going along that top row, the Transit Asset Management Guide is more so on larger systems, but it is a good place to get foundation in Transit Asset Management. In addition, TCRP has developed numerous products and reports that may be valuable in your implementation of TAM, and FTA has developed a TAM newsletter series that provides noteworthy practices amongst transit stakeholders.

Directly below that is the facility condition and rail guide way guidebooks. I have mentioned this a couple of times: These are the State of Good Repair performance measure guidebooks that are currently open for notice and comment, and they give a couple of methodologies to use to develop those performance measures. We are also updating all of our TAM training and expanding the curriculum for TAM training, as well as providing technical assistance opportunities like this one for webinars and other information. We also have an asset inventory development and integration guide available on our webpage, and lastly, we have our small provider guide and template.

Asset Management Guide for Small Providers

I saved this for last because I think this one is probably going to be the most useful to this group of folks. So we published this in I think March of 2016, and it is available right now on our webpage, and it gives you kind of an explanation of what asset management is from a small operator, bus-only rural environment. It talks about what those requirements are for small providers and other considerations. In addition, there is the template which can help you identify compliant versus comprehensive TAM Plans.

Guide for Small Providers, Inside

So here's an excerpt from that guide. I do want to point out that this guide is also useful for State DOTs, or any group plan sponsor that may be collecting information from a number of sub-recipients or group plan participants. It is an Excel spreadsheet, so it can be customized based on your asset inventories, and you could potentially specialize it for your participants, share it, and have them fill in whatever information is necessary for you to do the investment prioritization and decision support methodologies. It is one way to kind of have a consistent data collection, and also to share information with the group plan sponsors about what your expectations of participation may be. It is totally voluntary, but it could be a tool to help in that environment.

TAM Template for Small Providers

So this is a direct poll from the TAM template for small providers, and you can see in the bottom there are various tabs that provide information for the type of TAM Plan that you are doing if you are doing a group TAM Plan, or if you are doing an individual small TAM Plan. The macros can help you to figure out what the next step will be, and there are instructions embedded within the document. So please take a look at that, and I hope that it can be useful for your TAM Plan development.

Poll Question: So lastly, I'm going to take another poll, and this one is specifically about what can FTA do to help educate about TAM and what type of training opportunities or technical assistance you feel would be the most useful? So please take a second to fill this out. If your answer of choice is not in this field, please do add it to the question and answer pod. Start off with the term "TA –" so we can pull out specifically those items that are for technical assistance. All right. Take a few minutes to fill this out. This is very important for FTA to provide the type of information and the technical assistance that you find the most useful. All right. It looks like most of you guys have had a chance to fill out the poll. Perhaps you are still filling in your Q&A pod, which I encourage you to do throughout the remainder of the presentation, and the question and answer period so that we can get this technical assistance that is necessary to you.

Next Steps

So just closing out this presentation. The next steps: Again, the guides are open for comment, and our next webinar will be on Thursday. I believe that is the performance measures webinar, and there are still a few slots available. If you are not able to attend, we will be posting all the material on our webpage at the conclusion of this webinar series. And with that, I thank you all for your active participation, and I am going to turn it over for questions. I would like to introduce another FTA colleague who will assist in the question and answer: Coral Key. She is the attorney advisor for Transit Asset Management. I will ask Coral to read the first question.