



FEDERAL TRANSIT ADMINISTRATION



U.S. Department of Transportation
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**Transit Asset Management
Final Rule Webinar Transcript**

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Presented by

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FEDERAL TRANSIT ADMINISTRATION

Table of Contents

Introduction	3
Agenda	4
Background	4
What Process Did We Take to Get Here?	5
Provisions for New CFR Part 625	5
The State of Good Repair	5
TAM Plans	6
Responsibility for TAM Plan Development	6
TAM Plan Elements	7
The TAM Plan and Performance Targets	9
Useful Life Benchmarks	11
Recordkeeping and Reporting Requirements	11
Implementation Timeline	12
TAM Plan Example Walkthrough	13
Technical Assistance Available from FTA	14
Next Steps	15

Introduction

Mshadoni Smith: Good afternoon, and welcome to the Transit Asset Management Final Rule webinar. My name is Mshadoni Smith; I'm with FTA's Office of Budget and Policy.

Please take a few more moments if you haven't already to fill out the poll questions that are up on your screen currently, how familiar is your organization with Transit Asset Management, and also to describe your organization.

All right. It looks like folks have pretty much finished taking that poll.

We are going to go ahead and get started with our presentation. Again, my name is Mshadoni Smith, and I'm with the FTA Office of Budget and Policy.

This meeting will be recorded, and there is also a caption pod at the bottom of your screen if you need to read any of the information that we are saying.

So, the way that our webinar will be set up is slightly different than how we have held webinars in the past. We are using what we call a Q/A pod. That is located at the bottom left hand corner of your screen. You can submit your question at any time during the presentation, and someone will respond to you, either during the presentation or at the end, when we take the questions.

You will notice in the middle left-hand side of your screen is a notes pod. In there, you will find some information about the audio for today. It is over computer speakers only. I know previously, some people received a telephone number, and that was incorrect.

We are only presenting over the computer. In addition, if you scroll down in that note pod, some other information is available there: Links to our final rule on the Federal Register, information about the NTD asset inventory, and also a Federal Register notice for the two Transit Asset Management guidebooks that are currently open for notice and comment.

And then finally, in the upper left hand corner is our file share pod. In this pod, please download copies of all of the presentations that we have had to date: the final rule presentation, the asset inventory presentation, and the performance measure guidebook presentations from previous webinars.

Recordings of these webinars will be made available at the end of the webinar series on our Transit Asset Management web page.

Here is a list of presenters. I am Mshadoni Smith, again, with me in the room who will be answering questions at the end of our presentation, are John Giorgis and Candace Key, and we will have about 45 minutes of presentation which will leave about 45 minutes for question and answer.

So please feel free to put your questions in the Q and A pod during the presentation. Without further ado, here are today's topics.

Agenda

We are going to talk a little bit about TAM background, go through the final rule provisions, speak a little bit about implementation, and then finally talk about what technical assistance is available and what technical assistance you may need.

Background

So what is Transit Asset Management? TAM is a business model that uses the condition of assets to guide financial decisions, in an effort to achieve or maintain a state of good repair.

Here is a visual or graphical representation of the Transit Asset Management background. The horizontal line is the current state of good repair backlog, at \$86 billion. On the left-hand vertical axis is the 2030 state of good repair backlog in 2010 dollars, and on the horizontal axis are annual expenditures for preservation, both in 2010 dollars.

This diagonal line is a trend line representing how much, depending on how much is spent annually, what amount of backlog we can expect.

So, the horizontal line is what we currently spend on our state of good repair investment, around 10.3 billion, which indicates that in 2030, our backlog will be 140 billion.

If we continue to just want to maintain the current backlog, we need to spend about 12.7 billion. And if we actually want to reduce the backlog, we need to spend about 18.5 billion, which leaves a \$8.2 billion gap.

Unfortunately, there is not another funding source to fill in that gap. So we have to figure out a better way to prioritize condition of assets with the funding that is currently available.

Some of the anticipated benefits of Transit Asset Management are improved transparency and accountability, optimizing capital investments and maintenance decisions, and using data to make better maintenance decisions, and also there are potential safety impacts.

As you know, MAP-21 instituted a performance management framework for both FTA and FHWA, were tasked with developing new performance management rules. FTA is developing the rules we are talking about today, the TAM rule. In addition, the National Public Transit Safety Plan, and the Public Transportation Agency Safety Plan rulemaking.

In addition, there is a shared planning statewide and metropolitan planning rulemaking that pulls those two together.

So within transit or within FTA, linking the proposed regulations between safety, TAM, and planning, you can see the relationship between asset inventory and condition assessments leading to potential identification of risks, how safety targets will impact state of good repair targets, and ultimately coordinate with state and MPOs to influence their performance targets.

What Process Did We Take to Get Here?

In 2012, MAP-21 was passed and mandated FTA to develop the TAM regulations. Immediately, FTA began informal outreach in the way of an on-line dialogue, and then later in 2013 we published the advanced notice of proposed rulemaking. That ANPRM linked both TAM and safety in the document.

In 2015, we published the NPRM which separated TAM and safety into two separate rulemaking paths. About a month after the NPRM comment period closed, the FAST Act was passed. Fortunately, it maintained MAP-21's mandate to have a TAM regulation. And just last week, the final rule was issued.

Provisions for New CFR Part 625

So, let's talk a little bit about the provisions for the new CFR Part 625. The final rule is organized in these five categories, and we will go through each.

Just to highlight some of the changes from the Notice of Proposed Rulemaking to the final rule, you will see a delta or a triangle symbol in the upper right-hand corner on those slides that indicates the differences from NPRM to final rule.

So general provisions, the purpose of the TAM regulation is to help achieve and maintain a state of good repair for the nation's public transportation systems.

It's applicable to all recipients or subrecipients of federal financial assistance under chapter 53. The reason there is a delta here is because we received comments on the NPRM with regard to applicability for 5310.

As you see on this slide, the definition of public transportation from 5302 means, regular continuing shared-ride surface transportation service that is open to the general public, or open to a segment of the general public.

This indicates that closed service is not considered public transportation, and thus some 5310s would not be required to or would not be subject to the TAM rule.

In our estimates, about 80 percent of the 5310s would not be subject to the TAM rule. So we have clarified the applicability with relationship to 5310 subrecipients.

Next section is the national TAM system. This diagram represents the five pillars of the TAM system, the definition of state of good repair, TAM plans, performance measures, reporting requirements, and that FTA is committed to providing technical assistance.

The State of Good Repair

The state of good repair is the condition in which a capital asset is able to operate at a full level of performance. This means the asset meets the three conditions listed below. It's able to perform its designed function, it does not pose a known unacceptable safety risk, and its life cycle investments have been met or recovered.

All three of these in the affirmative means that an asset is performing at its full level of performance.

Talking about the relationship of TAM and state of good repair, the purpose of the TAM system is to keep our nation's assets in a state of good repair. Some of the consequences of not being in a state of good repair could be, decreased reliability, and higher maintenance costs, among other things.

TAM Plans

Let's talk about the TAM plans. Notice here there is a delta in the upper right of this slide, which indicates there is a slight difference from the NPRM to the final rule. This difference is a clarification of the Tier II category. So TAM plans identify providers as either Tier I or large and Tier II or smaller transit providers.

The smaller transit providers are subrecipients of 5311 funds, or American Indian tribes regardless of funding source, or they have less than 100 vehicles across all fixed route modes, or less than equal to 100 vehicles in one nonfixed route mode.

Also, Tier II do not operate rail. The reason behind separating the requirements of the rule by Tier I and Tier II is to allow smaller operators to reduce the burden of applying the rule, and also so that they could leverage some group plan activities.

First Poll Question

So let's go to our first poll question. Please pick whether or not based on the definition, you would be considered a Tier I or Tier II.

If you are not a transit operator, you do not need to vote in this poll. (pause).

All right. It looks like the polling is slowing down here. We have a majority of Tier I operators on the call today. And we have a good number of potentially Tier II operators in here.

I just want to bring your attention to additional webinars, specifically focused at smaller transit systems. Please take a look at our webinar registration page. You can link to it from the TAM page, and see what might be available for smaller operators.

Responsibility for TAM Plan Development

All right. So talking a little bit more about the responsibility for TAM plan development, each transit provider must designate an accountable executive. This person is identified as the high ranking or executive official at the transit provider who has the authority to approve both the Transit Asset Management plan and their safety plan.

With regard to plan coordination, each Tier I or larger operator must develop their own TAM plan. A Tier II provider has options. They can participate in a group plan, or they can develop their own TAM plan.

We will talk a little bit more shortly about what is involved in a TAM plan, but I just want to mention the group plan, a Tier II provider can only be a part of one group plan, not multiple.

A group plan participant must collaborate with their sponsor in the development of the TAM plan.

TAM plan development is an eligible activity under these grant programs: 5337, 5307, and 5311.

So, group plans: a group plan is compiled by a sponsor. And this sponsor is the State D.O.T. or a designated or direct recipient.

There is a checklist on our web page which will help you identify whether or not you are a group plan sponsor or a group plan participant. I encourage you to take a look at those checklists to get a little bit more information specialized for your own environment.

You notice the delta in the upper right-hand corner, because we have clarified that a group plan sponsor does not become the accountable executive for its group plan participants.

Each transit provider is still responsible for approving the TAM plan, even if they are participating in a group plan.

The group plan leverages the administrative and reporting burden across a larger group of people.

Small urban operators, 5307 recipients, are not required to be a part of a group plan, but they can participate based on the mutual agreement between a group plan sponsor and the 5307 recipient.

TAM Plan Elements

Next, I'm going to go through what actually is involved in a TAM plan.

The first four elements, each TAM plan must include, that is, an inventory of capital assets, a condition assessment, decision support tools, and investment prioritization, these four items were listed explicitly in MAP-21, and each transit provider subject to the TAM plan must have these four elements, both large and small.

And group plans must also have at a minimum these four elements. The remaining five elements are only applicable for larger and rail operators, or Tier I operators. And they are the TAM and SGR policy, implementation strategy, list of key annual activities, identification of resources, and an evaluation plan.

I will go through each of these items briefly in the next couple of slides, but those last five elements are more about institutionalizing TAM at your organization.

Let's go through the elements. The first element, the inventory of capital assets, you will see has a delta on the sheet which indicates there have been some modifications from the NPRM, primarily, with regard to the scope of the inventory. An asset inventory is a listing of all capital assets owned by the transit provider. With regard to equipment category assets, all nonservice vehicles and equipment over \$50,000 must be included in your asset inventory.

Third party assets including exclusive use, maintenance facility, must be included in your asset inventory.

No third-party equipment assets need be included in your asset inventory. The asset inventory is also at the same level of detail as what is in your capital program of projects. You can use existing inventories, for instance, the biennial FTA inventory, to help populate your TAM inventory.

And it's important to note that the TAM asset inventory includes assets that were not acquired with FTA funds.

Here is an example of asset categories and classes. You will notice the four asset categories on the left: equipment, rolling stock, infrastructure, and facilities, and some examples. This is not an exhaustive list. This is just an example of some asset classes that you may determine for each asset category.

Element 2 is a condition assessment. That can be a rating of inventoried assets. It doesn't have to be a numbered list. It could be based on age, good, fair, poor, percentage of residual life. Ratings should be sufficiently detailed to monitor the performance and plan capital investments.

Condition assessments also may include vulnerabilities to natural climate hazards. I do want to direct your attention to the last bullet, which is a slight modification from the NPRM which states that condition assessments are only required for assets with direct capital responsibility.

So if you have no financial impact on the condition of the asset, you do not need to do a condition assessment for it.

Here is another look at the asset categories, and what it entails. As you can tell from the middle column, it describes what is included in the asset inventory. Let's use rolling, well, that is not that interesting. Let's use equipment as an example.

All nonrevenue service vehicles and equipment over \$50,000 used in the provision of public transit is part of the asset inventory excluding third party equipment, but which comes to assessing the condition only that equipment from the asset inventory that has direct capital responsibility needs to be included.

The next element is decision support tools. This is a list of analytic processes used to make investment prioritization. This 'tool' does not have to be software. The term, tool, is used loosely here. It does not mean it is a software package.

The next element is the investment prioritization. This is a rank listing of proposed projects and programs ordered in the year that they are planned to be conducted.

It is prioritized based on locally determined policies and need. It must adequately consider unacceptable safety risks and accessibility requirements.

This investment prioritization should be fiscally constrained based on estimated funding levels from all sources.

So those are the four elements that every transit operator must provide in their TAM plan. Now we are going to go into some of the other five elements that only larger providers need to include.

Element 5, the TAM and SGR policy, is kind of like the high-level vision for your TAM plan. It gives you the executive-level direction and support of goals for your TAM program. It defines the objectives and commitment to the state of good repair.

Elements 6 and 7 on the slide are the implementation strategy which is more operational level. If element 5 was the high level, element 6 is more how do we accomplish TAM implementing the TAM plan. And element 7 itemizes it by annual order. For instance, if you need to develop software prior to coordinating maintenance and finance offices, you would have those key activities by year of how you needed to accomplish your TAM and SGR policy.

Element 8 and 9 on the slide, 8 is the identification of resources. This is a pretty important step in that it identifies how much time, technology requirements, funding, and other resources that you will need to accomplish your TAM vision.

And lastly, the evaluation plan is kind of like your continuous improvement. It is not intended that your TAM plan will be a one and done, so you finish it, it sits on the shelf until you have to update it again. This evaluation plan says, how will we know that we are moving closer towards our TAM vision.

Second Poll Question

Next we have another poll question. Please take a second to respond to these questions. How your agency does what percentage of these elements that are required, and based on these provisions, it may change the way you prioritize and program funding. [pause]

It looks like most folks have had a chance to respond here. There is a couple of last-minute changes there. Based on the poll, it looks like most of you guys feel that your agency does not do, or does one to 15 percent of the elements that are current, that are required. That is a pretty good bell curve there with 1 to 15 being the high point.

But there is a good number of folks that are doing over 75 percent. So that is very encouraging.

And a good number of you, the majority feel that, I guess that could be considered neutral, that the TAM plan will change the type of projects your agency will prioritize programs for funding.

All right, thanks.

The TAM Plan and Performance Targets

Let's get back to the presentation. Talking a little more about the Transit Asset Management plan, the plans will need to be updated in their entirety, at least every four years. This coincides with the statewide transportation improvement plan. The horizon year is at least four years. We also have the option for amending during those four years, when there is a significant unexpected change, for instance a natural disaster, or a significant change in funding levels. You

will want to amend your TAM plan, because it will impact the type of projects that you prioritized and the potential change in condition of your assets.

So the initial TAM plan compliance deadline is October 2018. That gives you two years after the effective date to develop your initial TAM plan.

Section B, Performance Management. Here is a similar slide that we looked at before, with the asset categories, assessing condition and performance targets.

The reason I keep bringing this slide up is there is slight modification of what is included in the asset inventory versus what is included or what needs to be included in a condition assessment, and what is actually measured in a performance target.

So please take some time to take a look at these slides, or to look at the rule closely, to identify what elements are actually included in the asset or what asset elements are included for each type of TAM requirement.

Highlighting here, for equipment, for example, that assessing condition is age-based, and the performance targets only include nonrevenue service vehicles.

So, if you remember, a few slides back, there was a bullet that said, 'TAM plan asset inventory for equipment assets included all nonrevenue service vehicle and equipment over \$50,000.' That is part of your asset inventory.

But when you are doing your performance target, you are only looking at your nonrevenue service vehicles.

Talking a little more about targets, the targets are set annually, for each asset class, and should be supported by data, which includes your most recent condition data, and reasonable financial projections.

Targets for group plans are unified targets. So if there are five transit operators in a group, then the target represents all five transit operators, not one-fifth per, but all of them together.

These targets are reported annually to the National Transit Database. I feel the need to clarify that reporting TAM requirements to NTD does not necessarily make you an NTD reporter. It is just the data repository where we are collecting TAM information. For more information about the NTD asset inventory and updates to the manual, please look at this web page for more information, or join us for an NTD webinar about that issue.

I feel like a slide has been out of order. If you guys will bear with me, I'm going to actually go out of order, because it's important for you to know what the performance measures you are setting targets for, before I go into any detail, any further detail about those targets.

Here are the four asset categories and the performance measures that FTA has developed for each.

For equipment, it's the percentage of vehicles that have met or exceeded their useful life benchmark or ULB; rolling stock is again a percentage of revenue vehicles within an asset class

that has met or exceeded their ULB. Infrastructure is a performance-related measure, which is percentage of track segments with performance restrictions by class, also called slow zones. And facilities is a condition measure which measures the percentage of facilities with a condition rating below 3.0 on FTA's TERM scale.

Useful Life Benchmarks

Now I'm going to go back a few slides, again apologies, but to talk about that useful life benchmark which is part of the two age-based performance measures for rolling stock and equipment.

Just to be clear, the useful life benchmark is not the same as the term useful life used in FTA grant programs. Useful life benchmark incorporates users' operating environment, and other customizable information that is related directly to a transit provider.

FTA will provide and post default ULBs annually for an agency to use, either in advance of developing your own, or in lieu of developing your own.

So let's take a look at what those useful life benchmark defaults could look like.

Here is a handful of revenue vehicle types, and the default ULB in relationship to the useful life from FTA grant programs.

You will notice that a cutaway bus has the same ULB and useful life, but a ferryboat has a much larger ULB than a useful life for grant programs.

This is because TERM model identifies where various assets reach the 2.5 on the TERM scale or when they enter the backlog, based on actual usage information.

We looked at this slide before, about the performance measures. Now let's talk a little about the recordkeeping and reporting requirements.

Recordkeeping and Reporting Requirements

So, the annual reporting requirements which are all submitted to the NTD consist of two reports: the data report and the narrative report.

The data report includes targets for the following fiscal year, or a forecasting target, and information about the system condition and performance reports.

The narrative report is just that, a narrative that describes the transit provider or groups changing condition and how they either achieved or didn't achieve their targets.

Group plan sponsors will submit reports on behalf of all of their group plan participants. Additional information about NTD and TAM can be found at the NTD crosswalk.

In addition, if you are interested in the asset inventory module example, it is available as a template on the NTD web page. It is maybe a little hard to see on here, but this presentation is

downloadable in your file share in the upper left hand corner. Or you can just visit the NTD web page, and take a look at the asset inventory module's template.

The rule also requires that transit providers and group plan sponsors maintain records supporting their TAM plan, and share them with their State and MPO planning agencies. This is so that there can be coordination between the planning organizations and the transit organizations.

The TAM plans are going to be self-certified by each operator's accountable executives. FTA is updating the certs and assurances to reflect these requirements, as well as reviewing triannual and state management review, workbooks, and requirements, as well as MPO certification reviews.

Implementation Timeline

Now let's talk a little bit about implementation. Where do we go from here? The TAM rule was published last week. We have given about three months between the publication and the effective date, so October 1, 2016, is the effective date for the final rule. The initial targets submittal date is January 2017.

The very first TAM plan compliance deadline is October 2018, which is two years after the effective date. TAM reports are due annually with the NTD report.

To speak on this in a different way, the same information here, but also adding a little bit about frequency, the first line talks about the effective date, and the second line about the SGR targets. The first targets are three months targets due in January 2017. But thereafter, they will be annual targets due within four months of the end of the provider's fiscal year, as part of the NTD report.

The TAM plan compliance deadline is October 1, 2018. And thereafter, every four years, at least every four years. It can be amended in between that time period. The first asset inventories and condition reporting will be due within four months at the end of the provider's fiscal year 2018.

And annually, thereafter, as part of the NTD report. There is an asterisk here by the condition reporting that states only one-third of facilities' condition assessments are due in year 2018.

Lastly, the narrative report is due within four months of the end of the provider's year 2019. The reason there is this one-year difference between the asset inventory and condition assessments and the narrative report is because you won't have anything to say about whether you have achieved or not achieved your targets until you have the full TAM plan in place, asset inventory and condition assessments in place, to actually develop targets based on data. The narrative report will be due at the, in the report year for the NTD 2019.

TAM Plan Example Walkthrough

Now I'm going to walk through a very simplified TAM plan example, just to highlight some of the interactions that these requirements may or may not have at your transit provider. 42:22

So some of the questions that you may have are, is this rule applicable to me? Am I Tier I or Tier II? Can I participate in a group plan? Each of these questions could be answered by our compliance checklist, which is on our TAM web page, which is www.transit.dot.gov/TAM.

It can also be found on the notes page in the middle left of your screen.

Let's walk through the components of the TAM plan via this example. Let's say this agency has a fleet of six 30-foot buses.

The first step is to inventory your assets. As you see here, we have also assessed the condition, so we have six buses, bus 1 is 17 years old, bus 2 is 15, and so forth. We have also identified the useful life benchmark default which is 14 years, which leads us to know that three of our six buses, 50 percent of our fleet is below the useful life benchmark.

The next TAM plan element is the decision support tool. Here we just have a process or methodology that weights the criteria which are locally defined, for each of the buses. In this case the criteria include safety risk from a range of 0 to 5, age of the vehicle, reliability, and appearance. Each of them is given a weight based on the importance, at this local jurisdiction. And it's calculated across all of the buses.

What we have identified in the next step, the investment prioritization, is kind of the process for determining what should be fixed or what should be prioritized for funding.

Here they have a repeatable process and a very objective process which does a score over 50 means replace this year, score between 50 and 30, replace in year 3, and a score less than 30, no immediate need.

Based on their prioritization process, they have four of their six buses that they plan to prioritize in the next four years, within the next three years.

So even though this is what we would consider to be a Tier II operator, let's walk through the other TAM plan elements just to see, for instance, maybe this is only one part of their fleet, and there are larger, or they have a larger fleet of different types of rolling stock.

So, if they were to identify a TAM plan or SGR policy, remember this is the executive level policy, they have two objectives to ensure that their vehicles are not more than six months behind in maintenance, and zero transit deaths.

They have identified the roles and responsibilities for their chief of maintenance and their chief financial officer. This helps to identify who is responsible for what, and that everybody is working together towards achieving those objectives.

The next elements, the implementation strategy and the key TAM activities, explains how you are going to make your TAM plan vision a reality. This step differs from the last step because

here it's an operational level decision. The implementation strategy comprises of the actions that a transit provider decides to conduct in order to achieve his TAM goals and policies.

For this step, that agency found it necessary to delineate who is responsible providing data or inputs to other offices, which is shown by the arrows on the org chart, and also defining the implementation schedule, which shows key dates circled on the calendar.

The last two elements are the identifying resources and developing an evaluation plan. In this slide, it shows from each of the offices, how many of the staff are needed and how much that equates to, and how much totally would need to be allocated to achieve that vision.

Then, finally, developing an evaluation plan to outline how you will monitor and update and evaluate the TAM plan and related business practices as needed to ensure continuous improvement.

Lastly, the reporting requirements for this mock agency would be to calculate their condition assessment and set targets for the next fiscal year.

Their target says currently 50 percent of their 30-foot buses exceed the useful life benchmark. Their target is that 35 percent of their 30-foot buses would exceed a 12-year useful life benchmark.

Technical Assistance Available from FTA

Now we are going to shift gears, and talk a little bit about technical assistance that is available from FTA.

Each of these boxes represents technical assistance that is either currently available or is in process. The TERM-Lite decision tool is currently available on the web page listed below. If you click under TERM-Lite on that landing page, you will find a big button that says, download here.

Next the Small Provider Guide and Template for those of you Tier IIs that are on the webinar today, this is a very useful tool that can help you develop a compliant TAM plan, and also speaks, pulls information from the 2012 asset management guide, which was more global and encompassing of rail operations, to a bus only and rural-type provider.

Which brings us to that Transit Asset Management Guide, which is being updated to coincide with the final rule. And should be updated within the next 30 days, 30 to 60 days and available.

Asset Inventory Development & Integration Guide is also a resource that can be used to help identify asset inventory hierarchies and how to develop an asset inventory. There are various TCRP products and research tools that are available for you to download. Some of those products are referenced on our web page under the resources tab.

You can also check out TCRP directly to take a look at those resources. We have updated training and webinars coming soon; this webinar series you are part of today extends through the middle of the month. And there is updated training being developed to provide a basic TAM 101 course, as well as additional information about the performance measures.

The TAM News and Noteworthy Practices newsletter series that most of you guys get from the gov delivery list, keeps a community of practice feel and feedback to the industry about best practices, and noteworthy practices from TAM implementation throughout the industry.

And lastly, the Facility Condition & Rail Guideway Guidebooks, both of these guide books are currently open for notice and comment in the Federal Register. And I encourage all of you to go there and make comments on that guidebook. Once it is finalized, this will be our guidance with regard to how to calculate and the methodologies for developing two of the four performance measures.

Final Poll Question

One last poll question. This is about what can we do to better serve you? What topics would you like to see covered by technical assistance? If you don't see the topic listed here, please enter it into the Q and A pod. Put TA in front of it so we can distinguish it from previous questions. Also what type of training opportunities have you and would you benefit from most? Please take a second to fill these out. This really does help us to refine our resources to better serve you.

All right. It looks like we are pretty much done with these polls.

Thank you all for sharing this information with regard to the technical assistance. It looks like a lot of folks are curious about reporting, which makes sense. Also, prioritization methodologies, and I'm sure there's a number of specialized TA subjects coming in in the Q/A pod. Please continue to do so.

The training opportunities that you benefit from are webinars, technical reports and manuals, well, pretty much everything, in-person training, and so forth. All right. Great.

Next Steps

With that, let's talk a little bit about next steps. We have the draft condition guidebooks available and open for comment that I've mentioned a few times. Please do take a look at those in the Federal Register notice. Make your comments. Make your thoughts heard. We do respond to your comments. So please comment.

The next webinars that might be of interest are Guidebook Webinars on August 11, which talks about the two performance measures for facility and infrastructure, the guidebooks are actually open for notice and comment right now. And the NTD Asset Inventory Webinar, which will be August 16, both of these are at 2:00 p.m. Eastern Standard Time.

If you do have questions in the interim, some places that you may get some answers directly, we have a web page, a revamped web page, which is a little bit easier to use, and you can take a look there and see if maybe there's resources already developed that could help you, including the frequently asked questions. You can talk to your regional staff. FTA has identified a TAM point of contact in every region. So there is someone at your region who can help you.

Or you can contact me directly at this email or telephone listed here.

And with that, I am going to conclude the presentation portion of this webinar. We are going to go through our questions and provide some answers. We have until 3:30. If we don't get to your question today, we will respond in a Q and A summarization which will be posted on our web page at the conclusion of the webinar series, along with the recording from today.