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FEDERAL TRANSIT ADMINISTRATION



U.S. Department of Transportation
Federal Transit Administration

**Transit Asset Management
TAM Refresher II Webinar Transcript**

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Introduction

Mshadoni Smith: Good afternoon, everyone. This is the Transit Management Asset Refresher II. I am going to get started today with a couple of polls. Please take a moment to fill them out, and then we'll get going with that presentation.

Okay. It looks like things are going a little bit slow over here, so bear with me. The polls are coming up. There you go. Take a few minutes to fill those out.

All right, folks. Keep filling in your polls there, but it looks like things are starting to slow down. So you would describe your organization. Most folks it looks like you are Tier II. We've got several consultants and Tier I.

Welcome, everyone.

The stage of implementation overwhelming is in writing your TAM plans. We also have several folks that are collecting data. And then we have folks who have participated in two to five webinars and training, and -- in two to five web webinars and several who have done all of them, thank you very much.

I do want to point out for those who have mentioned that this is your first that this is not an introductory webinar. I will be making assumptions that you have already participated and know from the jargon, lingo, and acronyms.

You may want to take a look at the introductory webinar materials and come back to this as a recording if you are confused or it seems not quite where you need to be. Just to give you really quick tour of the web room. I am going to end these polls so that we can stop the voting.

End the polls. There we go.

In the upper left-hand corner is the file share pod, and that is where you can download your presentation for today, audio help, and a technical one pager. In the lower left corner is a chat pod where you can put in questions that come up during the presentation and in the bottom of the screen is the caption pod. That is where you can read along with the captioner.

If you are having difficulty hearing, or you can check and download the audio help file which can help you identify a couple of common audio issues.

With that we're going to go ahead and get started with the presentation. I would like to mention that this meeting is being recorded. For future reference on our TAM webpage, this is a reproduction presentation of the one we did in February.

And it's exactly the same presentation with a special guest from APTA and her name is Laura Zale.

With that, I'm going to turn it over to Laura to talk to us a little bit about -- all right. I'm trying to turn it over to Laura. Oh goodness, technology is wonderful. Okay.

Laura Zale

Laura Zale: Good afternoon. Can you hear me?

Mshadoni Smith: Yes, we hear you.

Laura Zale: Okay. . The technology keeps telling me to turn the music off, but thank you for including me on the agenda for the webinar.

And I am excited with the data repair standard working group, and I think a lot of the materials that we have been chartered to develop will help to help agencies as we go toward with the implementation of TAM. You might have heard about us before.

The focus of the group as shifted a bit since he started in 2012. Back then we were chartered to encourage agencies to start asset management programs with the idea of bringing your system to a state of good repair. A state of good repair is still a priority, and that is why we are all doing asset management.

Our work was more focused and developing a framework, helping people figure out what a state of good repair meant for the agency, but since that time there's been a lot of change in the industry. And Mshadoni will talk about that in the rest of the webinar. And agencies have collected a lot of data as I saw in the poll and implementing programs at their agencies since that time.

And the FTA has been busy since the TAM movements has come out developing resources for agencies to use. I see a list of the resources is available for the download of the webinar. We asked where we could employ best practices and supplement those things that have been developed by the FTA, and we are in a position to work with practitioners and the consultant to take the practice to the next level.

So I know a lot of us are really concerned with the October A deadline to finalize the TAM plan and instituting the program and the priority and with what the group is going is trying to develop things to make the TAM process into a more worthwhile thing for you and your agency.

That being said, we reconvened this spring, and we have three standards that are in active development. The first of the standards going on is the paper that discusses procurement of software that will enhance your business practices. And we as a group looked at the various departments and business functions that have the potential to interact with the TAM program, and we are developing a list of practices thaw you may have going, and we look at the criteria for specifying the process gap. Our goal is to develop this particular paper through the spring and have it ready for fall publication.

The second product that we have in the pipeline is an agency checklist for developing a TAM program and aligning with the FTA requirements. The text will provide guidance at the requirements for TAM rules and developing the report. When possible, we are trying to do this at the asset category level. And the goal for the working group is to have this document as a

reference the agency can refer to when they take the TAM plan to the agencies and you can take pieces of this to enhance your practice in different departments at your agency.

We are also hoping to have this product ready by fall. The product will take a little longer to develop and it is a data governance document. When you look at the TAM rule, it's about having complete quality data about your system. After all, you can't make data-driven decisions without having the quantity and condition and performance information about your assets, so this paper will focus on using a framework in the institute of asset management model to develop consistent, reliable data, working at strategies, at standards, to data systems, and finally to data management and how to implement that at your agency.

Those are the first three things that we have working on with our group, but we do have some things that we would like to work on in the future and developing best practices for the other five requirements of the tier I and possibly Tier II's that might want to develop that as well.

Where does the TAM fit in your agency? How do you use it for internal and external agencies?

And we are looking at developing guidance for coordination between agencies and developing with planning partners. We're also looking at potentially developing some guidance for populating the asset inventory components of the national transit database, including the narrative report.

And finally, one of the things that we would like to work on but we're not sure that we're going to yet is the cross asset allocation, and how do you make decisions across an entire portfolio of asset classes. These thoughts are kind of going to evolve as we continue to hear from the industry, as we all continue to incorporate TAM at your agency, so I'm looking forward to having some documents circulate out for you all for review in the next couple of months and looking forward to work with the FTA to answer questions as they arise in the future.

Mshadoni Smith: Thank you, Laura. There were a couple of questions for you in the chat pod. Did you want to take a few minutes to respond to them now or wait until after the end of the presentation?

Laura Zale: Why don't we see what kind of gaps are answered through the presentation, and then we can go from there.

Mshadoni Smith: All right. That sounds wonderful. Thanks again, Laura, for presenting on APTA's latest standard subcommittee effort, and we will hear more from you at the end of the presentation.

So today's agenda, as I mentioned before, is exactly the same as what we presented in February. There is no new content. There is just repackaged from previous content, and we're going to go through the TAM requirements, targets and relevance to planning requirements, highlights of NTD reporting, and some questions.

So the TAM requirements, a lot of the things that I'm kind of pointing out in this presentation are questions that have come up in previous venues whether they be frequently asked questions or in other presentations folks have asked me about things like this.

The applicability is our recipients and sub-recipients of federal financial assistance under chapter 53 that own, operate, or manage capital assets used in the provision of public transportation. That includes all settle sets using the provision of public transit, not just federally funded.

So if you are using a state-funded vehicle in providing the federally funded service, that vehicle is included in the asset inventory. Only assets in revenue service are required, so if you're constructing a new rail line or facility, unless it is in revenue service, it is not included in the inventory. Non-dedicated assets such as taxis do not need to be included, although in the NTD you may be required to provide a representative vehicle for those that are being providing the service.

And lastly, vanpools that are operated by the grantee or uses assets owned by the grantee should be included. Basically only vanpools that only receive subsidies from FTA grantee could be excluded. Most are going to be included if you own any of the assets or operate that service. Ryan Newman of thumb if you report it to the MTB, probably report it to the TAM.

The next slide talks about the applicability for 5310. This used to be a super big question. It is less so now, so that makes me feel good that maybe I have been answering some of your questions. It really applies to open-door service, so not client-based service. 5310d only which are the alternative to public transportation funding source are exempt.

I don't know if the exempt is the right word, but you don't have to include them in your TAM plan or the service is not applicable or subject to the TAM requirements.

And coordinating services does not automatically make an operator subject to the TAM rule. It doesn't mean they may not be subject to the TAM rule, it's just that it's not an automatic trigger.

So there are two types of deliverables. The process deliverables and reporting deliverables is what I will start with. The first is a compliant TAM plan. And you guys have seen this slide before, the nine elements of the TAM -- the nine conditions for the TAM plan and that have 101 vehicles across all fixed route or one non-fixed route. And the top four are for all operators.

If you're interested in some of the materials we have for TAM plans, there is a TAM plan tab on the transit asset management webpage. The URL is at the top of this slide. Some things to point out, 5311 recipients and American Indian tribes are always Tier II unless they operate rail. Regardless of the size of their fleet f they are 5311 recipient or an American Indian tribe, they are a Tier II.

Something that I have learned through some of you guys that MOU or MOAs can help alleviate a lot of the questions about shared responsibilities. And a lot of questions about shared facilities, shared services, who does what, how do I do this, they report this to NTD but I do

this type of service. And some sort of memorandum of agreement or understanding can help you guys identify what to expect, who is responsible for what, and how you are going to share the cost.

Element 4 of the TAM plan, investment prioritization, includes all funding sources, not just federal. I get some questions from grantees at times that say, hey, well, you know, FTA funded this piece, but we got this other funding from someplace else. For element four, investment prioritization includes all funding that helps provide the service.

And one thing that I want to really kind of highlight is that the TAM rule allows flexibility. It is designed that way on purpose. There is no one size fits all. It is a minimum requirement. You are definitely allowed to do more and in fact, you are encouraged to do more if you have the sophistication and the knowledge base to do it.

So there are some activity codes currently in tram which is FTA's primary grant making system. That will cover development of TAM plans. You can talk with your grant manager or grant development contact at the regions to make sure that you are using the right activity line items.

Different funding programs have different allowable costs, so you'll want to check with your region for the most accurate information. But most programs like 5307, 5311, and 5310 allow planning activities which might include some TAM development costs.

For example, software purchases, IT expenses, amongst others, but the key take away here is to check with your region. Some of the other process requirements are recordkeeping requirements. And the TAM rule requires you to maintain the records supporting the TAM plan. So any materials you develop for the TAM plan, you will want to keep those for the duration of the TAM plan, which is four years, and you'll also -- you are also required to share with state and MPO your investment strategy.

And the last item on the process list was certification. TAM plans are self-certified by the grantee's accountable executive. And the accountable executive is identified by the grantee. It's the person with the responsibility for approving both the TAM plan and the safety plan. Group plan sponsor was not become the group plan accountable executive even though they have an administrative role in combining the materials for all the participants. That doesn't alleviate the participants and the sub-recipients from approving the TAM plan. -- of their accountable executive from approving the TAM plan.

This is a link to real estate source and the group plan workbook that I would recommend anyone who is required to or considering sponsoring a group plan, or who is considering participating in a group plan to take a look at them. It talks a lot about documentation. Some of the considerations, pros and con, and so forth, about participating and developing group plans. Currently the certifications and assurances reflect TAM final rule requirements. So your current certs and assurances on your grants already identify compliance with the final rule.

Come October 1, part of that rule is that you have a compliant TAM plan, so basically you are already certifying that you will follow the TAM final rules. So a lot of questions about oversight

have come up and triennial and state management reviews that will start in fiscal year 2019 will have the TAM requirements in them, so next year's triennial and state management reviews will reflect questions about transit asset management.

If you are interested in what that's going to look like, we have a checklist currently available on our webpage called the oversight or I think it's called the compliance checklist. There is a little picture of it on the lower left-hand side of this slide. Even though it's in different format and terminology, the questions are pretty much verbatim what will happen or what will be in the workbook.

So if you can answer questions to all of those on the checklist, you should have no findings in oversight review. Then the graphic, though it is kind of confusing, but it kind of shows you how the information flows from one element of a TAM plan all the way through to the end, so the dark blue boxes reflect the required TAM plan element, and the light blue boxes reflect the tier I TAM plan elements.

I encourage you to go take a look at that and kind of get a sense of the conceptual model for TAM plan. And how the data flows. So targets and their relevance to planning requirements.

I do get a good number of questions on what is required for MPOs or what's required for state planning, how to align and coordinate with planning, and I just want to take kind of one half step back and talk a little bit about the concept of performance management, which is much greater than just TAM, but specifically in the TAM performance management, which we have a performance management tab, the URL is up there at the top of the screen.

It really reflects your targets. Target setting to FTA's performance measures.

In the blue box on the left-hand side of the slide, the key expressions and goal metric performance measure and target, and those are very different in some cases the words are used interchangeably, but they mean different things.

A metric is a quantifiable number and is something that you can measure, whereas a performance measure is an expression based upon some quantifiable expression and the equipment measures from the map mandates and you may calculate a metric which is your raw value for any one of those performance measures, but you're going to set a target which is forecasting a future state for your performance.

Now, if that went over your head, I'm sorry if that was too simplistic, and I am also sorry but a lot of the information can be found in the group plan workbook, and I would encourage everyone to take a look at it even if you are not planning to do a group plan because there's a lot of information there that I think is super useful.

So one of our performance measures -- well, actually, two of our performance measures, both equipment and rolling stock, use the term useful life benchmark.

I apologize to everyone that it's so close to an existing term that FTA uses explicitly and that is the term useful life. This is something different entirely, and so I'm going to call it ULB.

ULB is used online for target setting for TAM equipment and rolling stock targets. It is an expected life cycle or accepted period of use in service for an asset as determined by the transit provider, so that means given your specific operating environment, what is the maximum period of use for a specific type of asset. So traditionally FTA funding or the eligibility -- can't get that out.

The useful life term in grant making talks about the minimum age of an asset before FTA will participate in replacing it. A ULB is a maximum age that an agency given their specific environment expects to run that asset. So one of the minimum and one is the maximum. It's completely customizable for target setting. But you can also use FTA's defaults.

We have a handy cheat sheet available at the URL on this slide that you can take advantage of.

When reporting to the NTD, the defaults will already be prefilled, but you can change them and customize them based on your environment.

All right. So what are some of the conversations?

So metrics, the quantitative indicator, may change from year to year depending on size and quality of data, but that does not directly equate to shifting targets since targets are forecasts of where you're going to be in future years. It reflects the values and ideals and policies of an agency. Metrics may change from year to year, but targets may or may not, and that is completely a local decision.

All right. A little bit more about performance management. The coordination or excuse me, MPOs also have requirements that are from the joint FHWA and FTA planning rule. I don't remember the number off the top of my head, but it requires MPOs to set initial TAM targets within 180 days, receiving targets from transit providers.

So the MPO target is not the same as an operator target, and we suggest that they're coordinated, but they are not required to be the same, and that kind of makes sense since an MPO may represent multiple transit operators. It doesn't really feel intuitive to require MPOs to have the exact same target as any one operator in the region. However, there may be case where is that makes sense for an MPO just to adopt transit operator's targets.

But again, that is a local decision, and should be done in coordination between the transit providers and the MPOs. MPOs are expected to revisit their targets that coincide with the schedule for their updates of their MPO planning product. So an MPO cycle is typically more than one year. So they don't have the same cycle of update of their targets that transit providers do.

So again, that is another indicator that those targets may be different. And if you are interested and want more details about the performance-based planning and programming requirements, this URL will take you to a webpage that has some frequently asked questions, some one-pagers and other information including contacts to get more details on the planning requirements.

All right. So now let's talk a little bit about timeline and deliverables. I thought I had another slide in here, but I guess I don't. Okay.

So as you all know and probably have done extensively, in January 2017, the first state of good repair targets were required to be set. They were not required to be reported to FTA, but that was the beginning of the annual target setting effort by transit operators. In October 2018, your first compliant TAM plan is due, and will need to be updated at least -- at least -- every four years.

There may be -- and it is an expectation that it probably will be for many grantees, especially in the first couple of years a more frequent update as conditions change.

So if there are unexpected financial conditions or asset conditions, even something like -- what am I thinking?

Climate impacts or weather-related events that affect your assets or if there are funding fluctuations that effect your investment prioritization, you may want to update your TAM plan or redo the TAM plan in the interim of the four year, but the TAM plan cycle is every four years.

The subsequent targets or the reporting requirements are submitted annually to the NTD based on your fiscal year, and as you see here, starting October 2018, the first mandatory reporting of your TAM asset inventory, condition assessments and TAM targets begin. And it's based on your fiscal year. So four months after the end of your fiscal year is when the NTD report is due. And the TAM information is a part of your NTD report.

One year after that initial mandatory reporting, you will add to those requirements your narrative report, and the narrative report is an opportunity to provide context to the data that is submit as part of condition assessments, TAM targets and asset inventory.

You'll note the small asterisk at the bottom of your screen says that only one 1/4 of the total number of facilities condition assessments are required in the first year.

In the second year, a second quarter is due. In the third year, a third quarter is due. And in the fourth year, the final quarter is due. And then it begins again. So at least 25% of the total number of facilities, condition assessments are due in report year 2018.

Here are some highlights from the NTD reporting. I mentioned and I talked about a little bit in the timeline, some of the reports that are due to the NTD.

There is a data report and a narrative report.

The data report includes the performance targets, performance status such as condition assessments and inventory. TAM and NTD are similar, but they are not the same. I like to hit this one a little hard because it is very confusing.

Some requirements are actually NTD requirements, and some requirements are TAM requirements, but we kind of lump them together because NTD is the repository of all of the

TAM reporting requirements. So NTD omits equipment other than service vehicle, where TAM includes non-vehicle equipment assets over \$50,000. NTD is reporting annually whereas TAM is updated at least every four years. NTD only reports on assets in which you have full or partial replacement, capital replacement responsibility.

The exception to that is for passenger stations and track. All passenger stations and all tracks are reported to the NTD regardless of your capital replacement responsibility. And for TAM, inventory includes all assets used in the provision of public transportation. Whether or not you have direct capital responsibility. For the inventory specifically, if you don't have direct capital responsibility, you don't have to do the further TAM elements, but you do have to include it in your inventory. The NTD has a hierarchy and classifications that are standard.

And the TAM hierarchy and asset classes are flexible, so these are just a few of the differences and similarities between NTD and TAM. If you are interested in getting more information about those differences, there is an NTD crosswalk we will be going over in a couple of slides.

Oh, I will answer that question later, but Gregory, right now I want to tell you it's not all assets over 50k, but only equipment assets over 50k. All assets, period.

And the NTD reporting requirements and annual NTD, and the projected performance targets are for the next fiscal year, so all the data in the NTD is basically looking backward over the year and that just ended except the TAM targets are forward looking and forecasting the performance you expect based upon your TAM plan to be in at the end of the next fiscal year. And those are reported on the a-90 form.

There is also asset inventory and condition assessments which include useful life benchmarks for rolling stock and equipment. Age is calculated automatically from the year of manufacturers. Condition assessments for facilities and the a-15 form and slow zones for infrastructure which for NTD only includes a rail fixed guideway on form a-90.

And if you are interested, there is a lot of information on the NTD webpage including webinars that have been recorded and other technical assistance to walk you through what is report to believe the NTD, not at least of which is the NTD manual. So for the TAM inventory, it is more inclusive than the inventory reported to the NTD. It is an inventory of all assets used to provide service, whether the provider owns it, jointly procured it, or is owned by a third party. If it provides public transportation, it is included. Except equipment with acquisition costs under \$50,000. Condition assessment of inventory assets for which the provider has capital responsibility, so temporary facilities such as trailers do not require a facility condition assessment.

I'm really going to zoom through this because this is in our TAM frequently asked questions, one of our responses, and it just goes through the TAM plan and NTD inventory. This is the crosswalk I mentioned to you guys. The first column describes what type of asset category and what type of ownership. And then it says whether or not it should be included in the TAM plan inventory, a TAM plan condition assessment, and the NTD inventory or condition submittal.

And finally the state of good repair targets. You can take a look through this and kind of see where your assets fall.

So it goes through all four asset categories and go backwards really quickly. Revenue vehicles, equipment, both nonrevenue vehicle, equipment over \$50 thousand dollars, and equipment under \$50,000.

It talks about facilities and how it is also owned and infrastructure both non-rail fixed guideway and rail fixed guideway, so you can walk through pretty much any asset type that is subject to the TAM rule and figure out whether it should be in your TAM plan, the NTD inventory, and if you need to set targets for it or submit condition assessments.

All right. So this is a slide I stole directly from the NTD program, and it talks about the different areas and forms required for submitting NTD and when they are required, so you'll see down at the bottom, again, the asset inventory module URL. That is useful for you guys if you want to get some more details about the information that will be collect and the NTD a form. All right.

So TAM group plan reporting. A state sponsor will manage TAM requirements in the same manager as current sub-recipient -- excuse me -- reports. So this is also about NTD reporting. It means if the sub-recipients are currently reporting to NTD directly, they probably will continue to. However, as a group plan sponsor, you are required to submit the targets. Only new TAM reporters will be managed by the state exclusively. There is only one a-90 form to be completed for the entire group. In the NTD there is the ability to identify who the group plan participants and who the group plan sponsor is. All right.

Narrative reporting environments, and I mentioned to you guys before this is really the opportunity to provide context for the metrics and the quantitative aspects of the TAM reporting requirements. And notice I use the term report year because this is also submit to the NTD and goes by the fiscal year and the report year is represents the year the data covers.

So this will be a report that covers information in your fiscal year 19. It also represents one year after the TAM plan is in place and so you have enough time to identify basically whether or not your metrics and your targets were a changing condition or progress toward the targets and provide that context. There is a sample report to get a sense of what that might include.

Lastly, these are the TAM phase-in schedule that is just another way of going through the timeline from 10 slides ago, but the NTD centric point of view. It is report years and when the targets are required. And when they are required to be reported, when narrative report is due and condition data on vehicles and condition data on facilities. This can kind of help you identify when you need to start pulling this information together for a submittal to the NTD.

Now I am going to go over to questions, but some of the questions I was unable to get to from the February 22 webinar have been posted online. So those questions and answers can be accessed by going to this web address or if you can't get to it right now, go to the webpage outreach page and under the webinars is a GA link, and you can pull down this information.

All right. With that I am going to -- I don't remember what this is. Was that right? Just bear with me for a second. Sorry, guys. I am going to open it up for questions. There have been a number of questions during the webinar. I'm going to start at the top and work our way down and whatever we don't get to, we will add to that Q&A that we have online right now.

So with that, Ursula, do you have the first question?

Questions and Answers

Ursula Wright: Okay. For Laura, what IAM framework is being used to define data requirements, and that is the first question from John Wimmer.

Laura Zale: John, the Institute of Asset Management has developed a framework and defined 39 subjects organized into six subject groups and these are the areas in which they've identified that you can improve competency of asset management at your agency. The subject groups include things like planning, risk, life cycle. The active work is going to be looked at the plan enablers or the data components of that, and we're going to use that as our basis for developing our recommendations in that particular paper.

Ursula Wright: From Kirby Becker, we have, how will the TAM checklist by asset category level be communicated and made available when ready?

Laura Zale: Okay. We have a procedure by which we publish recommendations to the industry. First is the public comment period and makes practices available for public comment once a month. If you are a member and at agency SFO who is an APTA member, you will get notifications about this, or you can look for the standards to comment on online on APTA's webpage under APTA standards program. There is a tab for public comment. After the policies are commented on and reviewed by APTA, we will be publishing them on the APTA and the FTA TAM webpage.

Ursula Wright: All right. From Gregory Collins, we have how is the information Laura described going to be distributed? What is the method to identified recipients?

Laura Zale: Again, I think I just covered that. Where if you are an APTA member, you will get an email blast when they are available for comment. Otherwise when they are finalized, they will be put on the TAM webpage.

Ursula Wright: Okay, great. From Si McMurray, a Tier II is based inside a county-owned building. Other county entities are also utilizing space in the same building. The transit system has no financial responsibilities for the building or any of the office space. I'm not sure if that was a question, sir.

Mshadoni Smith: I'm going to also -- I see the rest of the question further down, but I am going to direct you to the frequently asked questions because this situation actually is in our frequently asked questions. John Wimmer noted that the ac transit has been added to the peer library. That is correct.

Ursula Wright: All right. From Greg Ringold, we have -- we are a Tier II by the definition of less than 100 revenue vehicles, but are also a direct recipient of federal funds. Does that make us Tier I?

Mshadoni Smith: I don't know why you would think that make you a tier I. The type of service or excuse me, the assets that you have and the type of service you provide are how you determine your tier. So if you provide rail, you would be a tier I. If you are over 101 vehicles in one demand response for out or all fixed routes, you would be a tier I. The type of money you receive does not necessarily affect your -- it doesn't affect your tier at all. I think what you are asking is about group plans. And so Tier II's are the only eligible participants in a group plan. However, if you are a direct recipient of 5307 funds from FTA, you're not an automatically included participant in a group plan. So you'd have to work with your potential group plan sponsor to have a mutual agreement that they would participate -- that you could participate in their group plan.

Ursula Wright: All right. From John Wimmer, we have, is there a procedure developed yet for a triennial or state management review?

Mshadoni Smith: So the procedure is the same as the regular procedure for triennial and state management review where is they do, I think, a scoping meeting, a pre-- oh gosh, what do they call it? The grantee information letter or the -- they call it something else now. I don't remember all the acronyms, but it is the same procedure they use for any other oversight review area.

Ursula Wright: All right. From Martin Menninger, NTD had vehicle types. Is this the level we should group vehicles for targets? For example, cut away bus versus bus over the road bus. Would be three separate targets?

Mshadoni Smith: So yes, I would suggest that, but you can even break it down further into fleets because NTD allows you to put in your useful life benchmark by fleet. If you wanted to target by fleet, you could do that. That is getting pretty detailed, but it's totally up to you. I would recommend that you do use the vehicle types from NTD for setting targets that is where you will be reporting them.

Ursula Wright: Ok, again from Kirby Becker, we have a 5311 defined transit system with 100 plus revenue vehicles. Does 100 plus revenue vehicles make the system a Tier II for TAM?

Mshadoni Smith: Kirby, I think I answered this question in one of my slides where it said 5310s are always a Tier II. Regardless of the size of your system, unless you operate rail. If you operate rail, you're a tier I regardless.

Ursula Wright: All right. From Si McMurray. The FTA ULB cheat sheet states default ULBs cannot be changed unless approved by the FTA. What is the process for requesting a different ULB for an asset type?

Mshadoni Smith: You put it into the form where the ULB default shows up. You put in your customized ULB. If the report is accepted, then it has been approved by FTA. If your NTD --

what do they call it? Not the liaison, but the contact person -- I'm sorry, I don't know the terminology. They may contact you if your customized ULB is outside of normal change to make sure it is not a typo. If it is not a typo and it is still outside a normal range, they may ask for justification for the customized useful benchmark.

Ursula Wright: All right. From Greg Ringold, NTD does not provide for unique vehicles such as trolleys, q-line downtown connector service, medium-duty vehicles.

Mshadoni Smith: I believe the NTD provides for every vehicle type if it may be just under other, but I am not the NTD program manager, and I would recommend you take a look at the NTD manual. And I don't think there is any type you don't conclude and in order for it to count towards the appropriations and I don't think that any will allow them to collect the service, but I recommend you take a look at the NTD manual. If you have questions, contact the NTD person at your office and see if they can direct you and contact your NTD liaison. If that doesn't work, contact the NTD program manager.

Ursula Wright: All right. From Michael Rosson, if the agency is the MPO and the transit provider, can the targets be the same?

Mshadoni Smith: So if your agency, you are the transit -- gosh, I just lost the webinar. Sorry, guys. But if your agency is the transit provider for the region, and you are the MPO also, you can have the same targets. There is nothing that says you can't have the same, but you are just not required to. It's about 2:57. Once I get back online here, which it looks like I am getting there. Actually, I am going to go ahead and suggest that we close the questions now and so that I can open up our final poll question.

Folks, if I didn't get to your question during the webinar, I apologize, but we will be posting answers. Did you find -- oh, did you find this refresher useful?

And if yes, would you like to see this offered again. Please fill out those questions and if you found this refresher useful but there are things that were missing or you have other resources that you want us to provide, please fill that out in the poll there under did you find the refresher useful, and we'll be sure to include that as well in the notes and the question and answer for this.

With that I am going to thank Laura Zale for participating and representing APTA in our webinar today. We hope to continue to coordinate with APTA and other transit organizations in providing resources for the industry and for implementation of asset management.

Feel free to continue to write in the chat pod, but I am going to close out this webinar, and thank you, all, again, for your participation.

Have a great afternoon. Thank you.