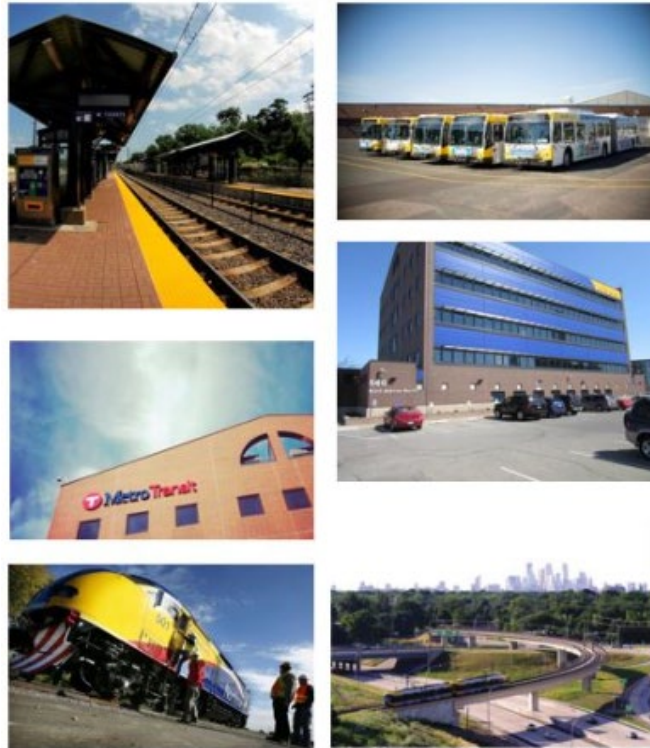


Transit Asset Management (TAM)



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TAM Overview

- FTA require all recipients or sub-recipients of Federal financial assistance under 49 U.S.C. Chapter 53 that own, operate, or manage capital assets used in the provision of public transportation.
- Failure to comply may put grant funding at risk
- TAM plan is reviewed with all full funding grant agreement application
- Transit Asset Management (TAM) will help achieve and maintain a state of good repair.
- Data will be reported through the annual NTD and a review will be incorporated into the triennial review
- Met Council will have one plan – OPTOUTS can join a group plan or file their own plan for their facilities but must follow ours for the revenue vehicles

TAM Requirements

- 1st TAM plan due October 1, 2018
- Must update TAM plan every four years.
- Tier I/Tier II provider definition

Tier I	Tier II
Operates rail	Subrecipient of 5311 funds
OR	OR
≥ 101 vehicles across all fixed route modes	American Indian Tribe
OR	OR
≥ 101 vehicles in one non-fixed route mode	≤ 100 vehicles across all fixed route modes
	OR
	≤ 100 vehicles in one non-fixed route mode

TAM Plan Requirements

- The nine elements of a TAM plan

Tier	Element	Brief Description
Tier I and II	1. An inventory of asset	A register of capital assets and information about those assets.
	2. A condition assessment of inventoried assets	A rating of the assets' physical state; to be completed for assets an agency has direct capital responsibility for; should be at a level of detail sufficient to monitor and predict performance of inventoried assets
	3. Description of a decision support tool	An analytic process or tool that (1) assists in capital asset investment prioritization and/or (2) estimates capital needs over time <i>does not necessarily mean software</i>
	4. A prioritized list of investments	A prioritized list of projects or programs to manage or improve the SGR of capital assets
Tier I only	5. TAM and SGR policy	A TAM policy is the executive-level direction regarding expectations for transit asset management; a TAM strategy consists of the actions that support the implementation of the TAM policy
	6. Implementation strategy	The operational actions that a transit provider decides to conduct, in order to achieve its TAM goals and policies
	7. List of key annual activities	The actions needed to implement a TAM plan for each year of the plan's horizon
	8. Identification of resources	A summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan
	9. Evaluation plan	An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices, to ensure the continuous improvement

State of Good Repair - SGR

- The condition in which a capital asset is able to operate at a full level of performance. SGR is important as a tracking tool for measuring progress towards a better system.
- A capital asset is in a state of good repair when that asset:
 - Is able to perform its designed function
 - Does not pose a know unacceptable safety risk and
 - Its lifecycle investments must have been met or recovered
- Establish annual SGR targets – Completed. FTA want to use ours as example for others.

Performance Management

- Equipment (Age): Percentage of vehicles met or exceeded Useful Life Benchmark
- Rolling Stock (Age): Percentage of vehicles met or exceeded Useful Life Benchmark
- Infrastructure (Performance Restrictions): Percentage of track segments with performance restriction by class
- Facilities (Condition): Percentage of assets with condition rating below 3.0 on FTA term Scales

TAM Timelines

- Final Rule Effective Date: October 1, 2016
- State of Good Repair Targets: 1st targets set by January 1, 2017 then April 30 every year.
- First TAM Plan: October 1, 2018 and every 4 years
- Asset Inventory and Condition Reporting: April 30, 2019 then April 30 every year.
- Narrative Report: April 30, 2020 and annually thereafter

Metro Transit / Metropolitan Transportation Services TAM Implementation

- COVID impact
- Research future EAM system
- Continue update inventory and organization of all Transit assets
- Using facilities condition assessment report to improve CIP process
- Annually setting performance targets and measures
- Narrative report on meeting Targets to NTD annually.



Questions?