



**DATE:** OCTOBER 13, 2016

**MEMO TO:** TRANSIT OPERATORS ADVISORY COMMITTEE

**FROM:** ELLEN TALBO, TRANSIT PLANNING MANAGER

**SUBJECT:** TRANSIT ASSET MANAGEMENT PLAN (TAM) UPDATE

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**RECOMMENDATION:**

- Discussion of TAM plan development and recommendation that individual NTD reporters prepare their own TAM plan.

**BACKGROUND:**

In July 2016 the Federal Transit Administration (FTA) issued a rule that requires public transportation agencies to develop a Transit Asset Management (TAM) Plan that determines the condition of its capital assets, including the system's equipment, rolling stock, infrastructure, and facilities. To reduce the burden on small operators, the proposed rule offers a two-tiered approach for the TAM Plan requirement. Small transit providers operating 100 or fewer vehicles in revenue service and no rail fixed-guideway service are allowed to participate in a Group TAM Plan that would be developed by a direct recipient of FTA funding. With the rule in effect, the Jan 2017 targets are not required to be reported to the NTD, they are required to be set by Jan 1, 2017 and this is part of FTAs Certifications and Assurances for 2017. The NTD target collection page will be available for viewing in early January 2017. Forthcoming clarification of these due dates will be posted on the FTA TAM webpage soon at <https://www.transit.dot.gov/TAM>.

**DISCUSSION:**

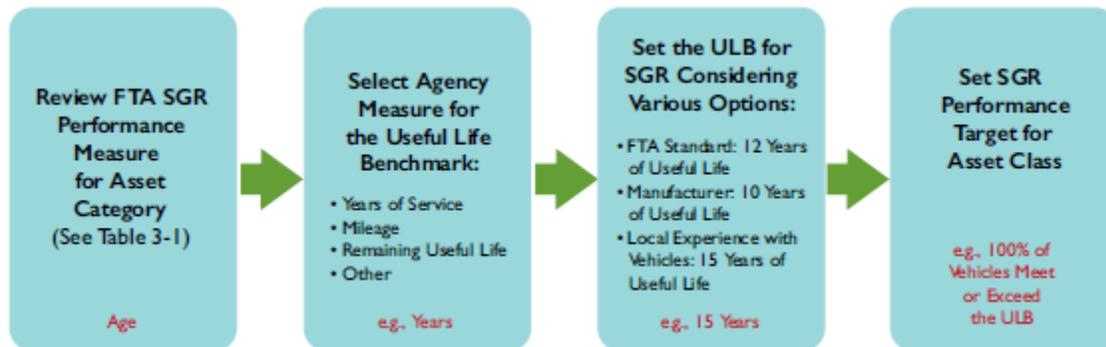
In October 2015, staff informed TRANSCOM of upcoming new FTA regulations requiring public transit operators to implement a TAM plan. Federal Register Volume 81, Number 143 was issued on July 26, 2016 detailing the applicability and implementation of the new TAM regulations.

**State of Good Repair (SGR) Targets**

In order for operators to manage state of good repair, performance measurements, and targets are now required so that an operator can justify to the FTA how the asset is operating at a "full level of

performance” — that is, the asset can perform its designed function and does not pose an unacceptable safety risk to users.

Performance targets should be set annually for each asset class. As a starting point, FTA’s proposed performance measures can be used. The best targets are quantifiable and supported by the most recent condition data and reasonable projections of the expected revenue, as well as other external factors that may adversely impact the ability to meet stated targets (e.g., population growth in an area). A sample of an SGR performance measure setting-process is shown below.



Transit operators are expected to submit their SGR targets and their definitions of useful life benchmarks (ULB) through the National Transit Database (NTD). Since Thousand Oaks Transit, Moorpark City Transit, Camarillo Area Transit, Simi Valley Transit, Gold Coast Transit, Valley Express, and VCTC Intercity Transit are existing NTD reporters – these entities should plan to submit using the NTD TAM module, which can be reviewed here: <https://www.transit.dot.gov/ntd/ntd-asset-inventory-modules-and-information>.

### Transit Asset Management Plan

Transit Asset Management practices are not new to many operators throughout the nation and there is abundant technical guidance from FTA. Staff has reviewed the FTA’s free TAM database system called *TermLite* as well as the FTA’s *Asset Management Guide for Small Providers (FTA Report No. 0092)*. The *FTA Report No. 0092* has been provided as an attachment however because it is an electronic database, transit providers should access and review the database structure here: <https://www.transit.dot.gov/research-innovation/asset-management-guide-small-providers-fta-report-no0092>.

At this time Staff has determined *FTA Report No. 0092* to be a more appropriate and useful reporting system over *TermLite* due to the fleet sizes of the various operators and the simplicity of the user-interface. Staff is open to discuss consideration of other asset management systems.

Once it is established, if any transit operators are participating in a Group TAM plan under VCTC, staff will establish a work group to:

- 1) Develop policy and strategy for the Group Plan’s transit asset management and maintaining State of Good Repair policies

- 2) Develop a timeline for completing the plan and submitting it to the FTA by 2018 when it is due
- 3) Review the fleet inventory of assets that VCTC will report under the TAM Plan – including: rolling stock, vehicle equipment, and facilities.
- 4) Use the fleet inventory to develop and agree on State of Good Repair goals and performance targets

**Group TAM Plans**

The table below illustrates each operator’s existing relationship with the FTA and NTD to show the level of overlap that would need to be coordinated as part of a Group TAM plan.

FTA Direct Funding Recipient	Individual NTD Reporter	FTA Subrecipient to VCTC
VCTC	VCTC	n/a
Gold Coast Transit	Gold Coast Transit	n/a
Simi Valley Transit	Simi Valley Transit	n/a
	Thousand Oaks Transit (TOT)	Thousand Oaks Transit (operations, vehicles and JARC vehicles)
	Moorpark City Transit	Moorpark City Transit (operations, vehicles)
	Camarillo Area Transit (CAT)	Camarillo Area Transit (operations, vehicles)
	Valley Express	n/a
		ARC of Ventura County (JARC /5310 vehicles)
		Help of Ojai (5310 vehicle)
		Ventura Transit System, Inc. (5310 vehicles)

Gold Coast Transit, Simi Valley Transit, Thousand Oaks Transit own and manage their own bus maintenance and/or equipment facilities such as a bus washer, vehicle lifts, etc. These facilities will require a condition assessment that is expected to be reported on.

**Recommendation**

Due to the degree of coordination involved in tracking, monitoring, and reporting existing capital facilities, rolling stock and equipment - staff is recommending that each Individual NTD Reporter plan to prepare their own TAM plan. As such, each Individual NTD Reporter will also be responsible for setting their own SGR targets for the January 2017 due date. Alternatively, if it serves ECTA appropriately, Simi Valley Transit has the option of leading a Group TAM plan for TOT, Moorpark Transit and CAT. Under that alternative, these entities would be responsible for setting SGR targets as a group and Simi Valley Transit would assume to role of reporting through NTD TAM module. Each operator and Simi Valley Transit would still be responsible for completing their individual monthly and end-of-year NTD performance reporting as it currently occurs now.