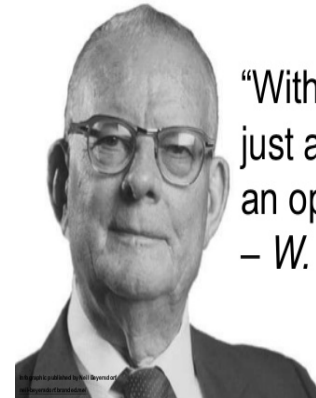


Arizona Department of Transportation

Transit Asset Management (TAM)

Valencia Goodson
Transit Program Manager



“Without data you’re
just another person with
an opinion.”

– *W. Edwards Deming*

What is Transit Asset Management?

- ▶ Business Model
- ▶ Condition of Assets
- ▶ Guides Prioritization of Funding

***Goal = State of Good Repair (SGR)**

Anticipated Benefits of TAM

- Improved Transparency and Accountability
- Optimized Capital Investment and Maintenance Decisions
- Compile more Data-driven Maintenance Decisions
- Potential Safety Benefits

TAM Final Rule– CFR Part 625

- General Provisions
- National Transit Asset Management System
- Transit Asset Management Plans
- Performance Management
- Recordkeeping and Reporting Requirements

[TAM Final Rule CFT Part 625](#)

National Transit Asset Management System

State of Good Repair

Definition

The condition in which a capital asset is able to operate at a full performance level.

What That Means...

- Asset is able to perform its designed function
- Asset does not pose a known unacceptable safety risk
- Asset lifecycle investments have been met or recovered.

National Transit Asset Management System

State of Good Repair

**If Asset is NOT
in a SGR**

- Safety risks,
- Decreased system reliability
- Higher maintenance costs, and
- Lower system performance



Useful Life Benchmark (ULB)

- Expected lifecycle or acceptable period of use for capital assets within an agency's operating environment
- Standard values per FTA regulations
- Accounts for a provider's unique operating environment (i.e. geography, service frequency, etc.)

Useful Life Benchmark (ULB)

FTA Default ULB Cheat Sheet

FTA

FEDERAL TRANSIT ADMINISTRATION

Default Useful Life Benchmark (ULB) Cheat Sheet

Source: 2017 Asset Inventory Module Reporting Manual, Page 53

Transit Agencies will report the age of all vehicles to the National Transit Database. FTA will track the performance of revenue vehicles (Rolling Stock) and service vehicles (Equipment), by asset class, by calculating the percentage of vehicles that have met or exceeded the useful life benchmark (ULB).

FTA has set a default ULB as the expected service years for each vehicle class in the table below. ULB is the average age-based equivalent of a 2.5 rating on the FTA Transit Economic Requirements Model (TERM) scale. Transit agencies can adjust their Useful Life Benchmarks with approval from FTA.

Vehicle Type	Default ULB (in years)
AB Articulated bus	14
AG Automated guideway vehicle	31
AO Automobile	8
BR Over-the-road bus	14
BU Bus	14
CC Cable car	112
CU Cutaway bus	10
DB Double decked bus	14
FB Ferryboat	42
HR Heavy rail passenger car	31
IP Inclined plane vehicle	56
LR Light rail vehicle	31
MB Minibus	10
MO Monorail vehicle	31
MV Minivan	8
Other rubber tire vehicles	14
RL Commuter rail locomotive	39
RP Commuter rail passenger coach	39
RS Commuter rail self-propelled passenger car	39
RT Rubber-tired vintage trolley	14
SB School bus	14
Steel wheel vehicles	25
SR Streetcar	31
SV Sport utility vehicle	8
TB Trolleybus	13
TR Aerial tramway	12
VN Van	8
VT Vintage trolley	58

FTA

Performance Measures

- Equipment = Age
 - % of vehicles that have met or exceeded their ULB.
- Rolling Stock = Age
 - % of revenue vehicles within an asset class that have met or exceeded their ULB.
- Facilities = Condition
 - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale. (1=poor to 5= excellent)

Recordkeeping and Reporting Requirements

Sub-Recipients

- Required to annually submit asset reporting to ADOT

ADOT

- Group Plan Sponsor will submit reports

NTD

- ADOT will submit to NTD

Next Steps

- ADOT is working on performance measures for the ADOT Group Plan.
- Information will be shared with you in the next 30 days.
- 5310 Sub-recipients will need to:
 - Decide to be a part of the ADOT group plan.
 - If opt out, agency must develop their own TAM Plan.
 - If part of the ADOT plan, must identify your accountable executive.



THANK YOU FOR YOUR TIME!

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