



Group TAM Plan Participant Webinar

**Group Transit Asset Management  
Plan (TAMP) Update  
02.10.2022**

Jihyun Park, GDOT  
Patricia Smith, GDOT  
Troy Green, GDOT

Stephanie Amoaning-Yankson, AECOM  
Scott Dunbar, AECOM  
Mariate Echeverry, AECOM

# *Welcome Note*

Patricia Smith, PhD  
GDOT Transit Program Manager

## AGENDA

- Project Objectives and Requirements
- TAMP Background
- Participant Role and Responsibilities
- TAMP Elements
- Project Approach
- Schedule
- Next Steps
- Q & A



## Project Objective

- Requirements
  - Compliant TAM Plan
  - Record keeping
  - Evidence of coordination
  - TAM Plan certification by Accountable Executives
- Group plan sponsor is not the same as a group plan accountable executive
- Each plan participant must identify their executive.
  - Transit agencies attest that they are following the requirements related to TAM during annual certifications and assurances process
- Agencies do not formally submit their TAM plans, but we'll need to make them available for their triennial review

*Update 2018 TAM Plan by October 1<sup>st</sup>, 2022 → FTA due date.*

## TAM Plan Requirements

- Opportunity for transit agencies to improve their process on specific TAM plan elements
  - How is data collected, cleaned, analyzed—has the process changed?
  - Why or why not?
  - Alignment with other agency and regional priorities, agency capital planning, regional SGR goals
- Incorporate changes or updates
  - New investment prioritization criteria
  - New safety documents or capital plans
  - Updated TAM or SGR policies
- Applies to all recipients of chapter 53 that own, operate or manage capital assets used in the provision of public transportation
  - *Covers all assets, not just federally funded assets*
  - Only covers assets in Revenue Service
  - Includes vanpool assets that are owned or operated by the FTA recipient
  - Does not include non-dedicated assets, e.g., taxis used in demand response (representative vehicle would be provided in the NTD)

*2022 TAM Plan update is more than just a data update*

## Transit Asset Management Background

- In July 2016, the Federal Transit Administration (FTA) issued a Final Rule establishing requirements for Transit Asset Management (TAM), which apply to recipients and subrecipients of FTA funds.

*TAM is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties in order to keep our transit networks in a State of Good Repair (SGR).*

- The FTA established a National TAM System to monitor and manage public transportation capital assets to enhance safety, reduce maintenance costs, increase reliability, and improve performance.

## State of Good Repair (SGR)

- The condition in which a capital asset is able to operate at a *full level of performance*. This means the asset:
  - Is able to perform its designed function,
  - Does not pose a known unacceptable safety risk, and
  - Its lifecycle investments have been met or recovered.
- Consequences of not being in SGR include:
  - Safety risks
  - Decreased system reliability
  - Higher maintenance costs, and
  - Lower system performance



## Useful Life Benchmark (ULB)

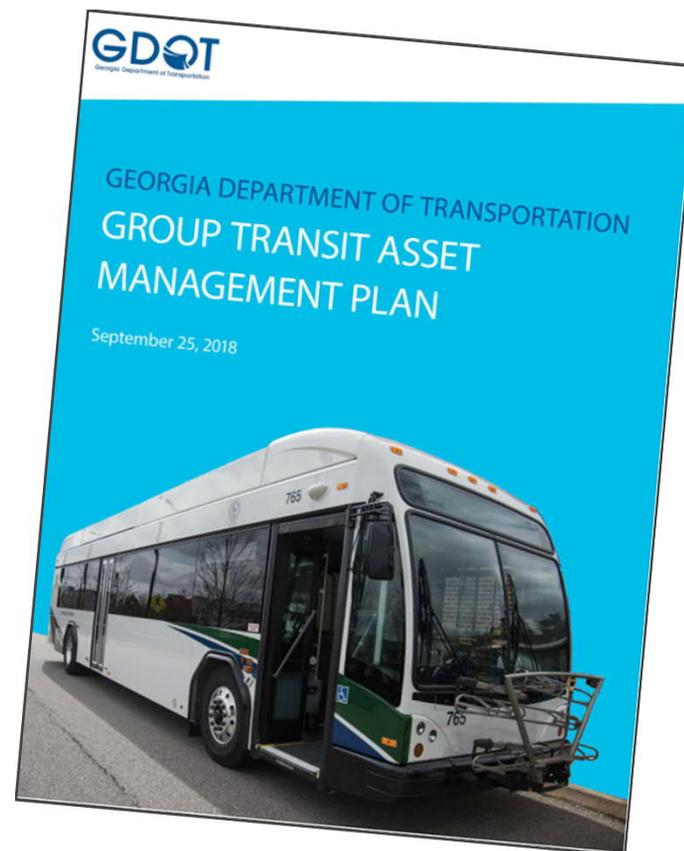
- ULB ≠ Useful life for FTA grant programs

*Expected lifecycle or the accepted period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.*

- ULB can take into account a provider's unique operating environment (i.e. geography, service frequency, etc.)
- The FTA has established default ULB values, but allows Plan sponsors/agencies to develop their own

## TAM Plan

- Required for all recipients/sub-recipients of FTA assistance that own, operate, or manage capital assets used in the provision of public transportation.
- Requirements are less for Tier II vs. Tier I Providers
- Tier II Providers include:
  - Subrecipients of 5311 funds
  - OR
  - American Indian Tribe
  - OR
  - Operators of  $\leq 100$  vehicles across all fixed route modes
  - OR
  - $\leq 100$  vehicles in one non-fixed route mode



## TAM Plan Purpose



A TAM plan is a tool intended to aid transit providers in:

- Assessing the current condition of capital assets
- Determining what the condition and performance of its assets should be (if not already in state of good repair)
- Identifying the unacceptable risks, including safety risks, in continuing to use an asset that is not in a state of good repair; and
- Deciding how best to balance and prioritize reasonably anticipated funds (revenues from all sources) towards improving asset condition and achieving a sufficient level of performance within those means.

Objectives

Background

TAMP Elements

Roles & Respon.

Approach

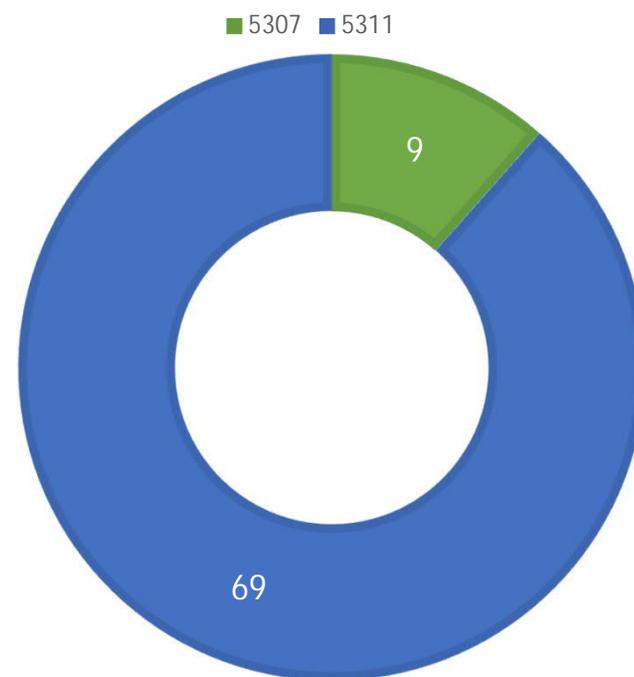
Schedule

Next Steps

## Participant Roles and Responsibilities

- Each transit provider must designate an Accountable Executive
- Each *subrecipient/participant* must collaborate with the sponsor in the development of the Plan
  - Providing complete and accurate data
  - Conducting condition assessment
  - Conducting investment prioritization for inventoried assets
  - Reviewing the completed plan
- The Accountable Executive will be required to approve the Plan on behalf of each subrecipient/participant

GROUP PLAN PARTICIPANTS



## Required Group TAM Plan Elements

1

### Capital Assets Inventory

- Assets owned or leased to provide public transportation services
- What data do you maintain on those assets?
- How is the data maintained?

2

### Condition Assessment

- What condition are those assets in?

3

### Decision Support

- What tools or process are used to estimate capital investment needs?
- How are they prioritized?

4

### Investment Prioritization

- What does your program of projects look like over your TAM Plan horizon?
- In what priority order and in which year(s) will these investments occur?
- Do any of the projects address identified safety-related risks?
- Does it consider reasonably estimated

# Asset Inventory

*The asset inventory includes all assets used in the provision of public transportation with or without FTA funds including*



## All Revenue Vehicles

- Owned by agency
- Not owned by have direct capital responsibility
- 3<sup>rd</sup> party owned (regardless of capital responsibility)



## Equipment (Acquisition value > \$50K)

- Owned by agency of direct capital responsibility
- No 3<sup>rd</sup> party owned equipment included



## Equipment (Non-Revenue Vehicles)

- Only those owned by agency
- Have direct capital responsibility
- No 3<sup>rd</sup> party owned



## All Facilities

- Owned by agency
- Not owned by have direct capital responsibility
- 3<sup>rd</sup> party owned (regardless of capital responsibility)

## Condition Assessment

- The condition assessment is a systematic process of inspecting and evaluating the visual and/or measured condition of your assets
- Condition assessment is required for those *inventoried assets* for which a provider has *direct capital responsibility*
- Condition assessment must generate information in a *level of detail sufficient to monitor and predict the performance* of the assets and to *inform the investment prioritization*



# Decision Support and Prioritization

Include analytical processes or tools used to support:

- Capital and/or operating decisions
- Investment prioritization



Scenario Settings Close form before running model

Prioritization Settings Expenditure Constraints Backlog Target Seek

### Prioritization Criteria Settings

**Prioritization Criteria Weights**

Asset Condition: 65.0% **A**

Safety & Security: 15.0%

Reliability: 15.0%

O&M Cost Impact: 5.0%

User Defined Criterion: 0.0%

Weights must sum to 100%: 100.0%

Criteria Weights: Must sum to 100%. A weight of 0% for any criterion removes that criterion from investment prioritization scoring.

Guide: This input form allows the user to establish ratings for four of the five criterion (excluding asset condition) as well as the weighting for all five criterion.

Criteria Ratings: User can set the criteria ratings (from 1 to 5) for safety, reliability and ROI impact on an asset-by-asset type basis. A score of '5' represents the highest weighting and a score of '1' represents the least amount of weight. **B**

**Fixed Criteria Ratings:** User can only edit Safety, Reliability and O&M Cost Impact fields. User can sort on any field.

Type	Category	Sub-Category	Element	Sub-Element	Safety & Security	O&M Cost
10000	Guideway Elements	Guideway	-	-	4	3
10001	Guideway Elements	Guideway	-	CR	4	3
10002	Guideway Elements	Guideway	-	HR	4	3
10003	Guideway Elements	Guideway	-	LR	4	3
10110	Guideway Elements	Guideway	At Grade Ballast	-	2	3
10111	Guideway Elements	Guideway	At Grade Ballast	CR	2	3
10112	Guideway Elements	Guideway	At Grade Ballast	HR	2	3
10113	Guideway Elements	Guideway	At Grade Ballast	LR	2	3

Record: 1 of 560 No Filter Search

# Investment Prioritization

- Ranked project-based prioritization of investments over the TAM Plan horizon period
- Should consider those that pose an identified unacceptable safety risk
- Only required for those that the agency has direct capital responsibility for
- Should consider all funding sources reasonably expected in each fiscal year over the horizon period



## TAM Plan Summary

Assets	TAM Plan Inventory	TAM Plan Condition Assessment	NTD Inventory & Condition Submittal	SGR Targets
Revenue Vehicles				
Owned	✓	✓	✓	✓
Direct Capital Responsibility	✓	✓	✓	✓
3 <sup>rd</sup> Party Owned (Direct Capital Responsibility)	✓	✓	✓	✓
3 <sup>rd</sup> Party Owned (NO Direct Capital Responsibility)	✓		✓*	

\*Representative vehicles (excludes taxis)

## TAM Plan Summary

Assets	TAM Plan Inventory	TAM Plan Condition Assessment	NTD Inventory & Condition Submittal	SGR Targets
<b>Equipment: Non-Revenue Vehicles</b>				
Owned	✓	✓	✓	✓
Direct Capital Responsibility	✓	✓	✓	✓
3 <sup>rd</sup> Party Owned				
<b>Equipment: &gt;\$50,000 in Acquisition Value</b>				
Owned	✓	✓		
Direct Capital Responsibility	✓	✓		
3 <sup>rd</sup> Party Owned				
<b>Equipment</b>				
<\$50K in Acquisition Value				

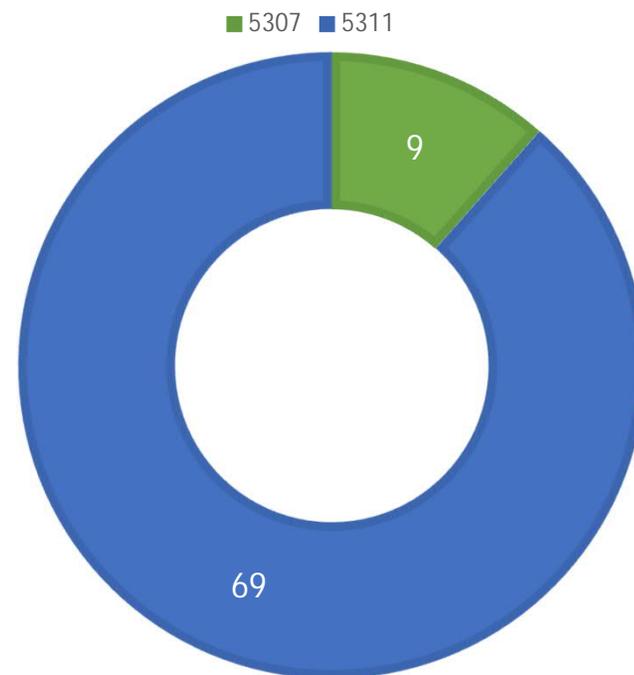
# TAM Plan Summary

Assets	TAM Plan Inventory	TAM Plan Condition Assessment	NTD Inventory & Condition Submittal	SGR Targets
Facilities				
Owned	✓	✓	✓	✓
Direct Capital Responsibility	✓	✓	✓	✓
3 <sup>rd</sup> Party Owned (Direct Capital Responsibility)	✓	✓	✓	✓
3 <sup>rd</sup> Party Owned (NO Direct Capital Responsibility)	✓		✓ Passenger Facilities Only	

## Participant Roles and Responsibilities

- Each transit provider must designate an Accountable Executive
- A Group Plan participant must collaborate with the sponsor in the development of the Plan
  - Providing complete and accurate data
  - Conducting condition assessment
  - Conducting investment prioritization for inventoried assets
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- The Accountable Executive will be required to approve the Plan on behalf of each subrecipient/participant

GROUP PLAN PARTICIPANTS



## TAM Plan Facts

TAM Plan must cover a horizon period of at least four years

Providers must update its entire TAM Plan at least once every four years

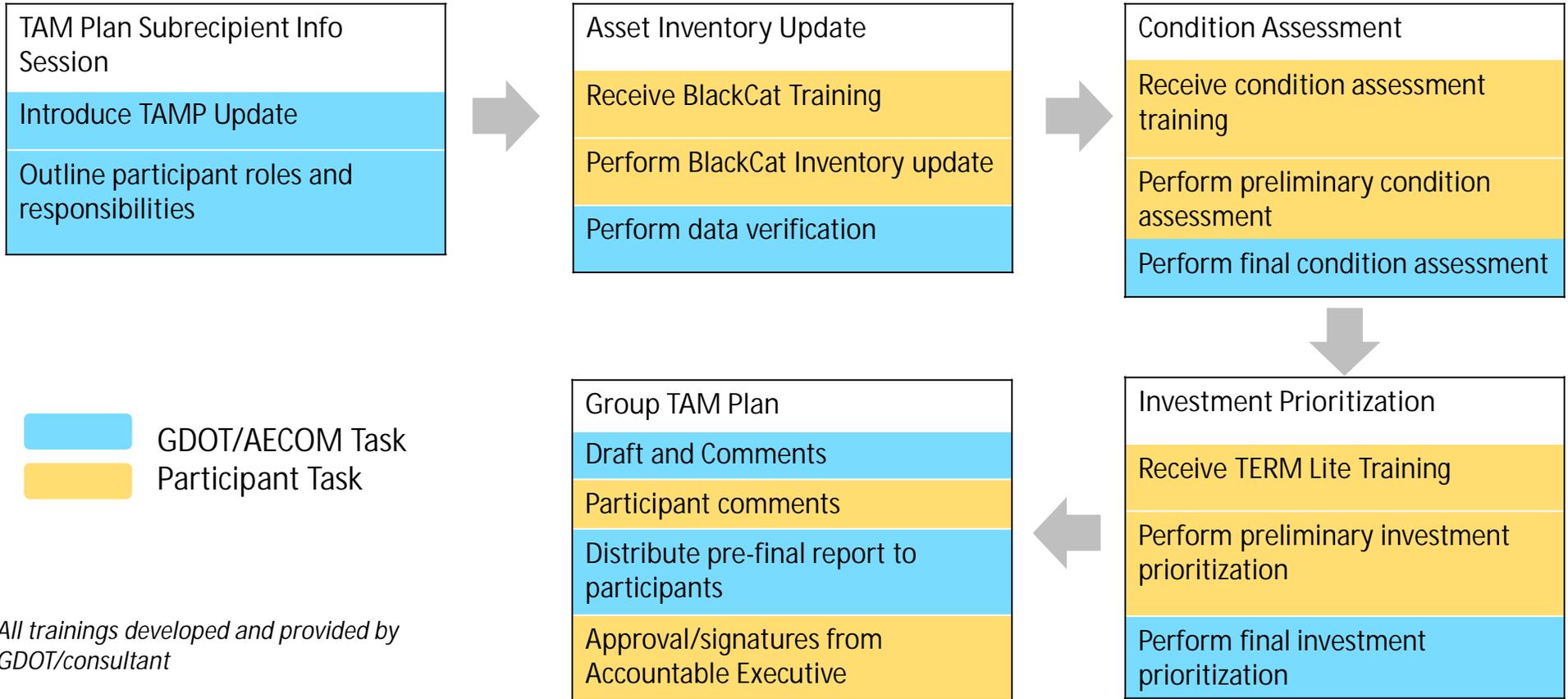
Amendments to TAM Plan may take place at any time during the TAM Plan horizon period, especially if significant changes to:

- Asset inventory
- Condition assessments
- Investment prioritization



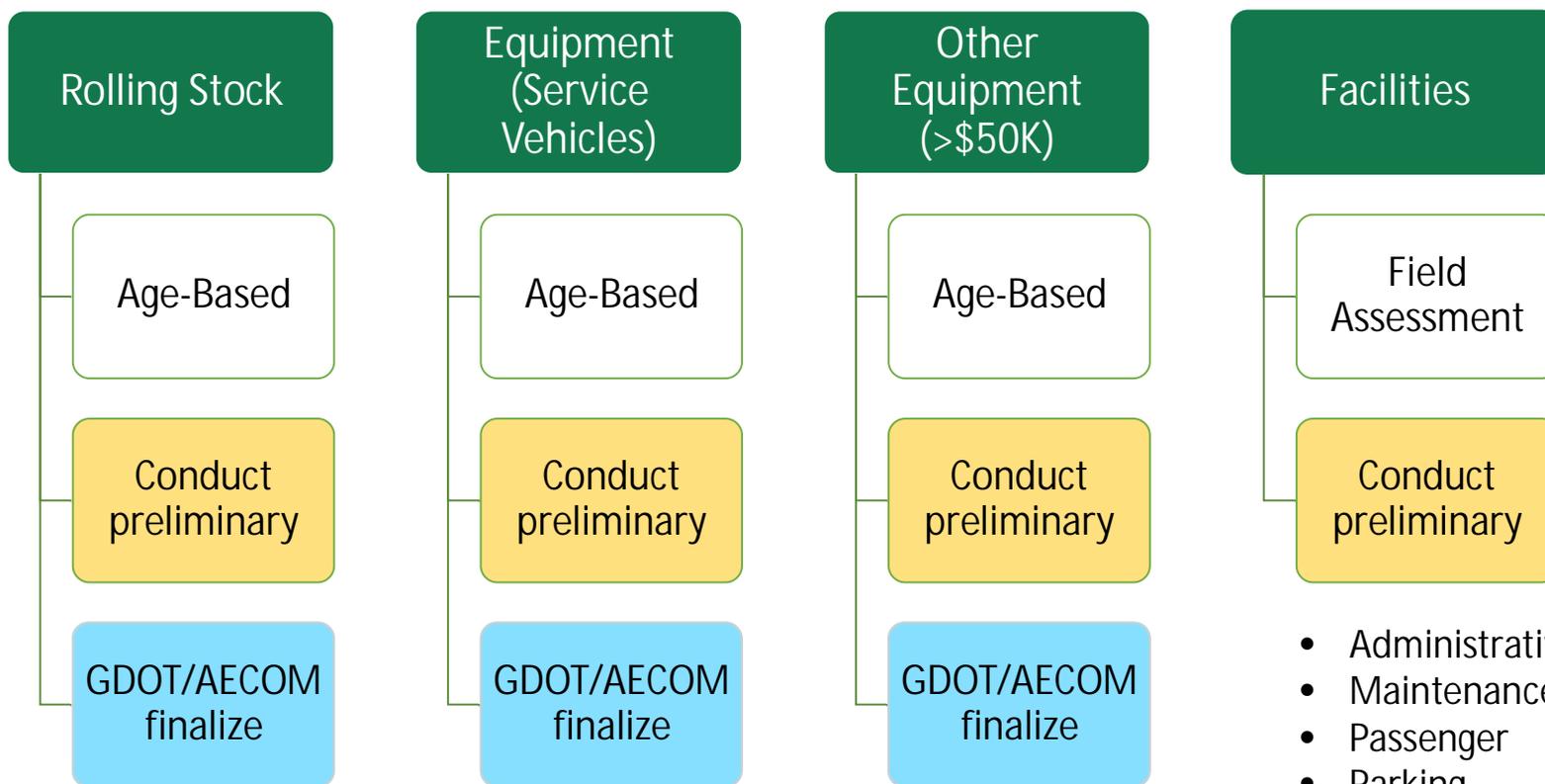
Questions?

# Project Approach



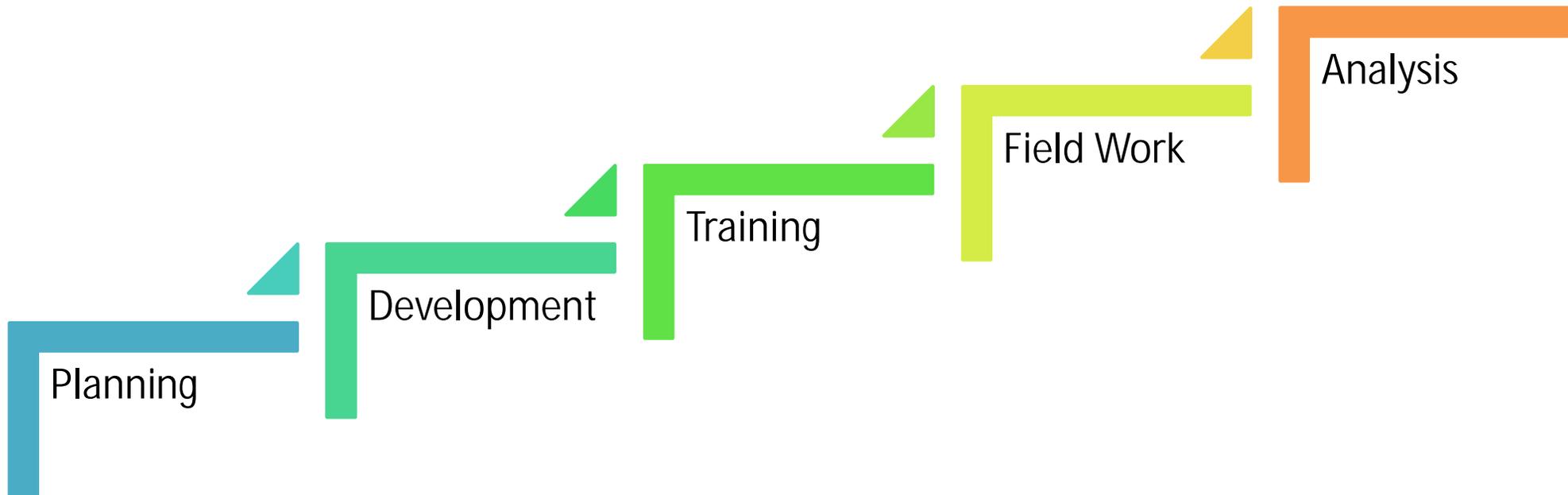
## 2. Condition Assessment

GDOT/AECOM Task  
 Participant Task



- Administrative
- Maintenance
- Passenger
- Parking

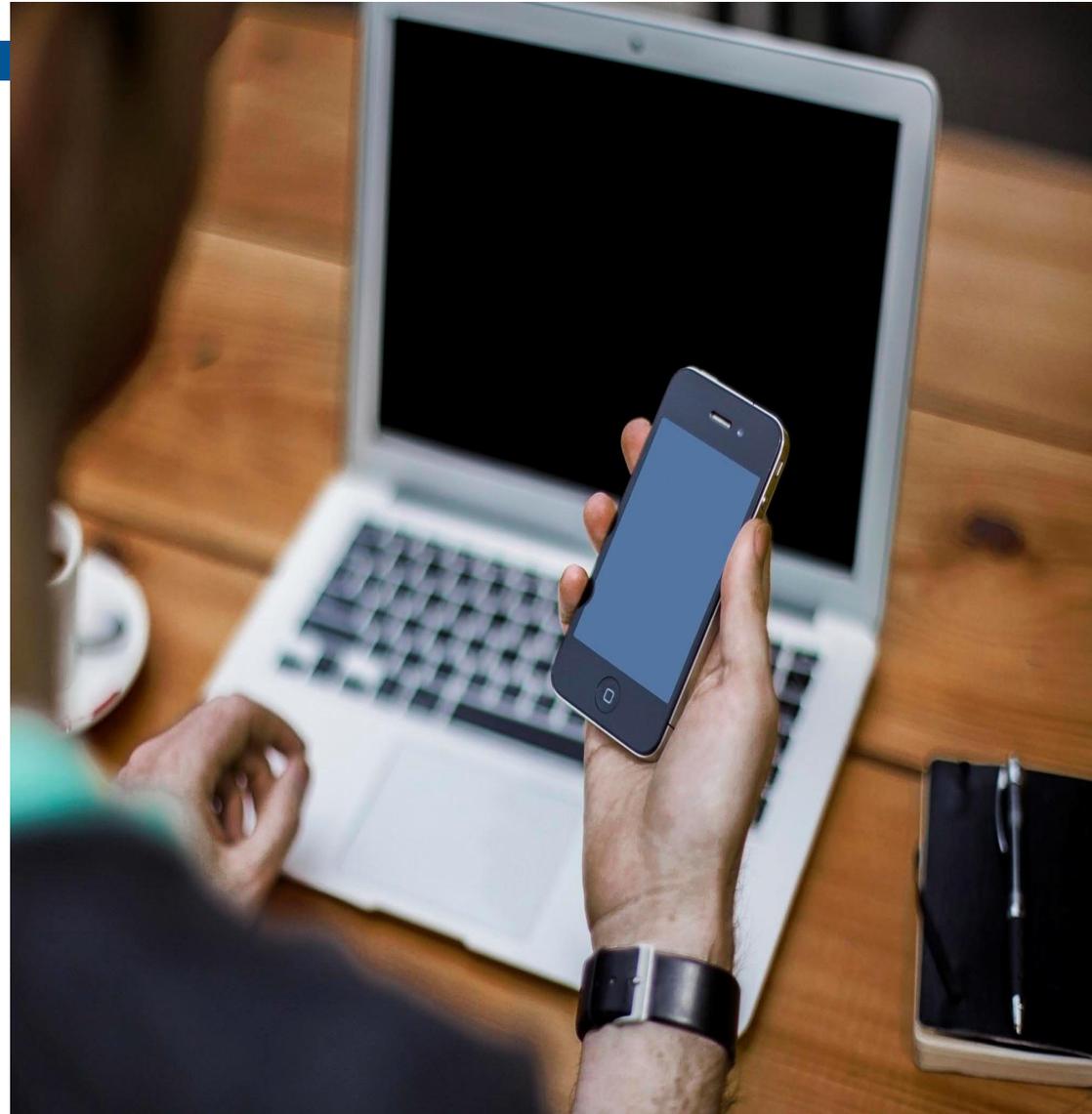
# FACILITIES CONDITION ASSESSMENT



# Planning & Development

*Detailed Facility information entered into Black Cat*

- Identify *each unique building onsite*
- Verify addresses
- Verify facility type (maintenance, admin, passenger, or parking)
- Verify number of floors and floor area
- Verify date of construction; Date of occupancy
- Verify replacement value
- Describe capital responsibilities (e.g. if space is leased or a portion of a larger building, how do capital projects get handled?)



## 2. Condition Assessment – Facilities Training



- Field work will be conducted using the AECOM Plan.Spend app.
- AECOM will hold a virtual training
- Demonstrate how to download app
- Demonstrate how to scan QR codes for each facility
- Guidance on required fields based on facility type and construction
- Guidance on how to rate each sub-component – four (4) data points entered (not 0 to 5 rating)



# Field Work

## *Field Assessments by Sub-Recipients:*

- Each facility to be assessed separately (overall photo taken)
- Walk through each facility / site
- Site features assigned to primary facility (if multiple buildings onsite)
- Each sub-component rated (photographs *optional*)
- Surveys submitted for review by AECOM

# Field Work

## *Identification of Deficiencies*



- Deficiencies identified to justify poorly rated assets
- Location, Quantity and Type of Deficiency
- Photographic Documentation
- Select Priority Timeframe
- Select Risk Factor
- Initial Prioritization based on Risk Matrix

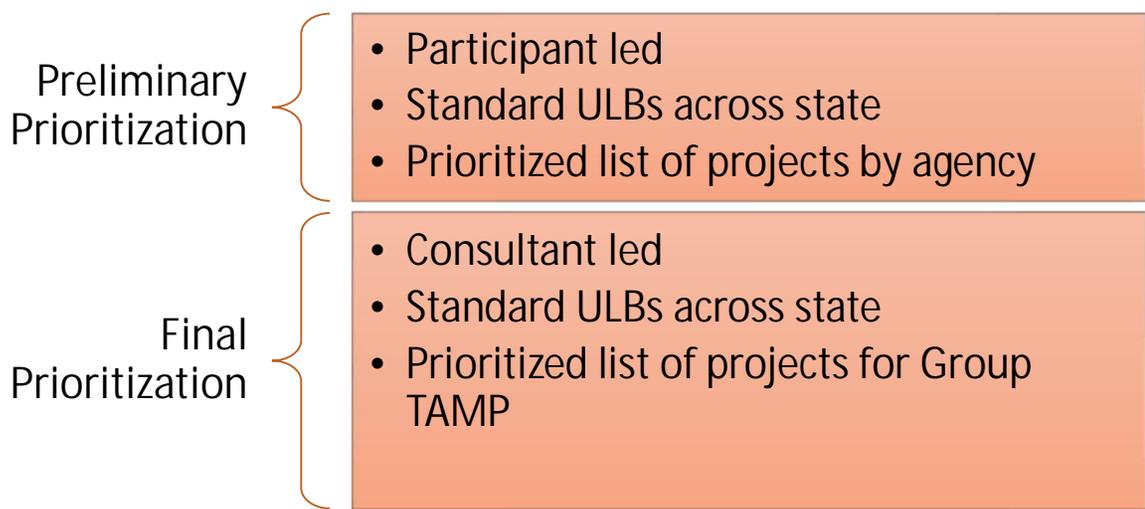
*Details to be provided during training*

## 3. Decision Support Tool

- The TAM Plan must utilize a Decision Support Tool (an analytic process or methodology):
  - To help prioritize projects to improve and maintain the state of good repair of capital assets based on available condition data and objective criteria
  - To estimate capital investment needs over time
- We are using TERM-Lite software program for this purpose

*Subrecipients to receive TERM Lite training*

## 4. Investment Prioritization

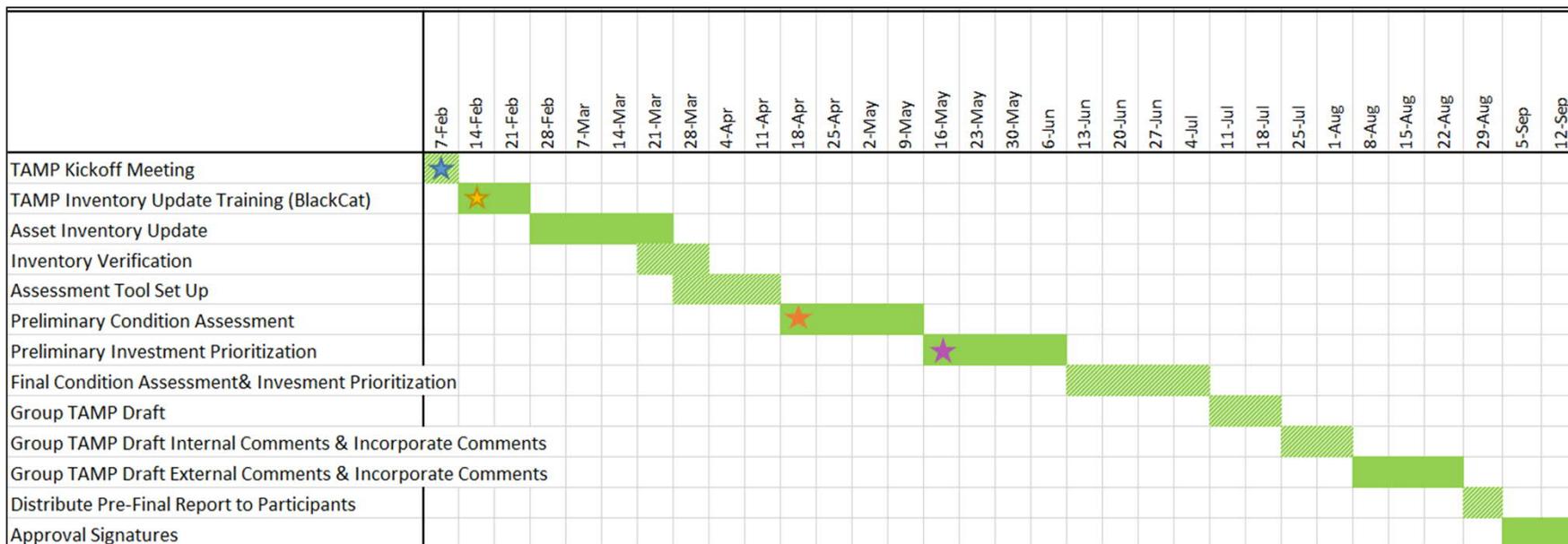


- A ranked listing of proposed projects and programs ordered by year of planned implementation
- Must adequately consider
  - Identified unacceptable safety risks
  - Accessibility requirements
- Fiscally constrained based on estimated funding levels

# TAM Plan – Upcoming Tentative Schedule

Immediate Next steps:

- ➡ Inventory Training (BlackCat) – 2/14 to 2/18
- ➡ Asset Inventory Update – 2/28 to 3/14





# Q&A