

# Transit Asset Management Summary Sheet for Metropolitan Planning Organizations

## Transit Asset Management (TAM)

Transit asset management (TAM) is a business model that prioritizes funding based on the condition of transit assets, in order to achieve or maintain transit networks in a state of good repair (SGR). In July 2016, the Federal Transit Administration (FTA) issued a final rule requiring transit agencies to maintain and document minimum TAM standards. The new standards will help transit agencies keep their systems operating smoothly and efficiently. In addition to transit agencies, States and MPOs have a role in TAM.

## Metropolitan Planning Organizations (MPOs) Role

In addition to the performance measure targets submitted to the National Transit Database (NTD), the Planning Rule requires that:

- **MPOs establish performance targets that address the performance measures or standards established in the TAM Final Rule for the region for which they are responsible.**
  - These targets should be coordinated to the maximum extent practicable with providers of public transportation.
  - MPOs are required to establish performance targets 180 days after the transit agencies or Group TAM Plan sponsor (RPTD) establish their performance targets. The transit agencies or Group TAM Plan sponsor (RPTD) established their performance targets on January 2017. *The TAM Final Rule information with the FTA Timeline was emailed via gov.delivery to all of the TAM participants and published on the RPTD website.*  
See FTA's Planning for TAM/Roles & Responsibilities for MPOs and State DOTs [Fact Sheet](#) for more information.
  
- **Where MPOs submit Performance Targets**
  - Performance targets are submitted through the certification review of MPOs in the transportation management areas undertaken every four years. FHWA and FTA will review whether the MPO is implementing a performance-based planning process that is consistent with:
    - Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning (FHWA-FTA Final Rule on planning) and
    - Transit Asset Management Final Rule.
  - The MPO does not send its' established TAM targets to FTA for review and approval.

## FHWA and FTA Review

With respect to the performance-based planning requirements, the FHWA and FTA review will:

- Determine whether the MPO's metropolitan planning process integrates, directly or by reference, the:
  - goals,
  - objectives,
  - performance measures, and
  - targets described in the Transit Asset Management Plan.
  
- Review the system performance report measures progress toward achieving selected targets with each update of the Metropolitan Transportation Plan (MTP) and whether the Transportation Improvement Program (TIP) includes a description of how the program of projects contributes to achieving the MPO's performance targets in the MTP and linking investment priorities to those targets.

## Sharing Group TAM Plans

TAM is one part of larger local, regional, and statewide multimodal transportation planning and funding efforts. Another of the performance management focused rules to come out of MAP-21 and FAST is the Statewide and Nonmetropolitan Transportation Planning and Metropolitan Planning Rule, referred to as the Planning Rule (23 CFR 450, 23 CFR 771, 49 CFR 613). Sponsors should be aware of the following Planning Rule requirements for MPOs and State DOTs and should be prepared to share the group plan with these organizations. See FTA's [Performance-Based Planning and Programming](#) website for links to FTA's Office of Planning and Environment's TAM Fact Sheets and FAQs.

## ODOT Rail and Public Transit Division (RPTD) Webpage

To aid in the MPO and Statewide planning process, RPTD will make available a webpage that includes:

1. Performance Targets (included in attached TAM whitepaper),
2. The Group TAM Plan (when available),  
*By October 2018 each transit providers' Accountable Executive approves and signs off on the group plan and the RPTD **shares the approved group plan with MPOs and other pertinent organizations;** and*
3. Supporting materials (as available).
  - a. Decision support tools,
  - b. Asset Condition Assessment,
  - c. Lifecycle cost spreadsheet, and
  - d. Any other TAM tools created.

## For More Detailed Information

More detailed information about TAM can be found on the [FTA TAM webpage](#).