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experience”

## WHAT YOU NEED TO KNOW ABOUT NEW **TRANSIT ASSET MANAGEMENT (TAM)** REQUIREMENTS



### OVERVIEW

In an effort to improve the nation's infrastructure, in 2012 the Federal Transit Administration (FTA) enacted the Moving Ahead for Progress in the 21st Century (MAP-21), which placed a requirement on transit agencies to prepare a **Transit Asset Management (TAM) Plan**. The FTA further affirmed the requirement in the Fixing America's Surface Transportation (FAST) Act of 2015. The TAM Plan requirement goes into full effect for most transit agencies in fiscal year 2019, with some facing deadlines as early as October 2018.

### WHAT IS A TRANSIT ASSET MANAGEMENT PLAN?

According to the FTA, a TAM Plan is a document that outlines a “strategic and systematic process through which an organization procures, operates, maintains, rehabilitates, and replaces transit assets to manage their performance, risks, and costs over their lifecycle to provide safe, cost-effective, and reliable service to current and future customers.”

**In preparing a TAM Plan**, agencies are required to perform an inventory and condition assessment of all transit assets, including facilities, passenger stations and parking, tracks and guideways, and revenue vehicles. All facilities, passenger stations, and parking are required to have an up to date Facilities Condition Assessment (FCA) on file.



**SINCE 1989**, GLE has solved facility-driven issues for thousands of businesses and public entities. Let us put together a project team to cost-effectively reduce and control your business risks and liabilities, while meeting regulatory obligations.

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## WHAT MUST YOUR FCA INCLUDE?

Each FCA must assess the current condition of all facility components including foundation, shell, interiors, surfaces, and systems. It should include:

- **A component summary table of all components**, including their age, condition on a five-point scale from Excellent to Poor, and their remaining useful life.
- **An immediate needs table** that shows all components that require immediate attention.
- **A reserve table** that shows all components that will need to be replaced over the next ten to twenty years based on their condition and expected useful life, and the cost of those replacements.

Together, the FCAs on all transit facilities, passenger stations, and parking, provide an overview of immediate and long-term costs to maintain and update these transit assets.

## WHO SHOULD CONDUCT YOUR FCAS?

Conducting FCAs on all of the assets under transit authority management can be a significant undertaking. Most transit authorities prefer to outsource this task to an experienced firm like GLE. Your FCA provider should be able to demonstrate:

- **Extensive experience** conducting multi-facility FCAs for public entities
- **Specific experience** conducting FCAs for TAM Plans
- **Processes for minimizing disruption** to normal operations
- **Adequate in-house resources** to manage your entire portfolio of assets
- **A proven process** and proprietary tools for conducting FCAs efficiently

## How GLE Can Help?

At GLE Associates, we've been conducting facility condition assessments for public entities for 30 years. We have a substantial in-house assessment team, a broad portfolio of FCA project types, proprietary tools and processes for conducting multi-facility FCAs efficiently, and specific experience with preparing FCAs for TAM Plans. We understand the needs of transit authorities to maintain operations and complete your regulatory requirements in a timely fashion.

**Contact us today to find out how we can help.**

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