Tribal Program Overview

- $5 million discretionary
- $30 million tribal formula program for tribes providing public transportation
- Formula factors are:
  - Vehicle revenue miles
  - Number of low-income individuals residing on tribal lands
Tribal Transportation Funds Available

Source: FTA Apportionment Tables
5311 Formula Overview (2019)

Tribal Formula Overview (2018)

$35 million
Public Transportation on Indian Reservations

$5,000,000
Discretionary

$30,000,000
Formula

25% Equal shares among tribes with at least 200,000 VRM

50% Based on VRM

25% To tribes with over 1,000 low income individuals

Note: No Tribe shall receive more than $300,000 of this amount

Special Situations

• Tribes serving the same land area
  • Money is apportioned to the land area and tribes must agree on the split OR
  • Money is apportioned based on each Tribe’s % of unlinked passenger trips (FAST Act)

• Tribes contracting for service delivery
  • Provider reports the money received as ‘other local funds’
  • Tribe receives credit for VRM purchased
FY 2018 Tribal Transit Program (5311)

134 Tribal Transit providers
- 150 total modes/TOS reported by tribes
- Most prevalent modes
  - Demand Response – 78 providers
  - Bus – 61 providers

Source: 2018 Agency Information
Rural Tribal Ridership – Top States

<table>
<thead>
<tr>
<th>State</th>
<th>UPT*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arizona</td>
<td>534.2</td>
</tr>
<tr>
<td>Washington</td>
<td>336.0</td>
</tr>
<tr>
<td>Connecticut</td>
<td>306.8</td>
</tr>
<tr>
<td>Oklahoma</td>
<td>297.1</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>294.3</td>
</tr>
<tr>
<td>California</td>
<td>274.7</td>
</tr>
<tr>
<td>South Dakota</td>
<td>189.3</td>
</tr>
<tr>
<td>New Mexico</td>
<td>166.9</td>
</tr>
<tr>
<td>Montana</td>
<td>161.7</td>
</tr>
<tr>
<td>Idaho</td>
<td>128.4</td>
</tr>
</tbody>
</table>

* In thousands
Source: 2018 NTD Rural Only Tribal Federal Funding Allocation
Growth in Tribal Transit

Average Number of Unlinked Passenger Trips (in thousands)
per Tribal Transit Agency that reports service data to NTD

- 2013: 28.70
- 2014: 27.80
- 2015: 32.50
- 2016: 32.00
- 2017: 32.70
- 2018: 31.30

Source: 2018 2.1 Time Series
*Includes Tribal data reported to UZAs
Rural Tribal Service - 2018

• 3.34 million Unlinked Passenger Trips (UPT)
  ▪ 2.0% of the National Rural Total

• 20.5 million Vehicle Revenue Miles (VRM)
  ▪ 3.5% of the National Rural Total

• 0.94 million Vehicle Revenue Hours (VRH)
  ▪ 2.8% of the National Rural Total

Source: 2018 NTD Federal Funding Allocation Statistics – rural numbers include rural service reported in the urban module, does not include Tribal Service in Urban Areas
Key Performance - Cost

• Bus Operating $ per Vehicle Revenue Mile
  ▪ Urban Small Systems = $4.68/mile
  ▪ Rural Operators = $2.90/mile
  ▪ Tribes = $2.96/mile

• Demand Response $ per Vehicle Revenue Mile
  ▪ Urban Small Systems = $3.95/mile
  ▪ Rural Operators = $2.49/mile
  ▪ Tribes = $2.94/mile

Source: 2018 Metrics
Tribal DR Operating Costs

Source: 2018 Federal Funding Allocation (Rural Tribal data only)
Tribal DR Operating Costs

Source: 2018 Federal Funding Allocation (Rural Tribal data only)
Active Vehicles by Year Built

- Vehicles reported by Tribes
- 90% built 2008 and after
- 71% built after 2011

Source: 2018 Revenue Vehicle Inventory
2018 Tribal Transit Funding – Capital and Operating

Source: 2018 Funding Sources
2018 Tribal Transit Operating Funding Sources

Source: 2018 Funding Sources
2018 Tribal Transit Capital Funding Sources

Source: 2018 Funding Sources
Tribal Safety Data

Source: 2018 Safety Data
Rural Reporting

COMMON REPORTING CHALLENGES
Reporting Challenges

• Challenges can take shape in multiple ways when reporting to NTD
  ▪ Understanding NTD Policies
  ▪ Completing Data Entry
  ▪ Completeness of Report
  ▪ Reviewing Validation Issues
Introduction: Validation Challenges

When NTD validation analysts have questions about submitted data during the validation process, transit agencies may:

- Revise data to reflect accurate information; or
- Provide sufficient documentation and explanation to establish accuracy.
Updating Tribal Areas

• Each year agencies update their B-10 (Basic Information form) with the Tribal Area(s) they provide service to.
  - Must be updated each year
  - The third tier of the Tribal Apportionment is based on the data entered
Allocating Operating Expenses

• To fully report operating expenses, agencies should
  ▪ Determine which expenses are direct costs that are attributable to a particular mode and type of service and which expenses are shared costs; and
  ▪ Trace or allocate shared costs to each mode, type of service, and function
Year to Year Funding Changes

• Local Match
  ▪ Agencies must report all funds related to the public transit service.

• Year to Year Funding Changes –
  ▪ Accounting for the funding source in the correct line which occurs in the following types of funds
    ▪ Local Funds
    ▪ State Funds
    ▪ Other Directly Generated Funds
    ▪ Rural Area Formula Program Funds (5311)
Understanding Revenue Service

Revenue statistics on the NTD report excludes deadhead service.

- Deadhead: when transit vehicles are deadheading, they operate closed-door and do not carry passengers.
  - Deadhead includes
    - Leaving or returning to the garage or yard facility to or from the starting or ending point of revenue service
    - Changing routes
    - When the driver does not have the duty to carry passengers

Vehicle revenue miles is an apportionment formula factor for 5311, so this data is validated closely.
Vehicles Operating in Annual Maximum Service (VOMS)

VOMS - the number of revenue vehicles an agency operates to meet the annual maximum service requirement.

- Includes: volunteer vehicles running during peak time
- Excludes: atypical days or one-time special events for non-demand response modes.

- VOMS should be a snapshot of the peak day, not an all day count
Reporting Capital Expenses for New Vehicles

Capital expenses are the expenses that are related to purchasing a capital asset or making an improvement to a capital asset that materially increases its value or useful life.

- Capital expenses include the acquisition cost of a capital asset, including the cost of delivery, installation, and any modifications to the asset(s).
Updating Revenue Vehicles

All transit agencies reporting service data must provide information on revenue vehicles by mode and type of service.

- Transit agencies must inventory all vehicles they use to provide public transportation that have not been sold or disposed of at the end of the fiscal year.
- Vehicles must be reported on the first fiscal year in which they become available for revenue service.
Updating Targets on the A-90

• Transit agencies must report the next fiscal year performance targets to the NTD for assets for which they have capital replacement responsibility.
  - Rolling Stock
  - Equipment
  - Facilities
### RY 2019- NTD Reporting Deadlines

<table>
<thead>
<tr>
<th>Fiscal Year End</th>
<th>Annual Report Due Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 30</td>
<td>October 31*</td>
</tr>
<tr>
<td>September 30</td>
<td>January 31</td>
</tr>
<tr>
<td>December 31</td>
<td>April 30</td>
</tr>
</tbody>
</table>
Import/Export Function

- Agencies can import and export data directly into the reporting system.
- Requires user login
- One template per form
Eligibility for Evacuation or Disaster Service

**Clarification:** Transportation services provided in direct response to a natural disaster or as part of an evacuation effort is not public transportation.

- Financial and service data for these types of services should not be included in NTD reporting.
Transportation Network Companies (TNC)

Clarification: Agencies reporting to the NTD and contracting with a Transportation Network Company (TNC) for on-demand, shared mobility service must include data for this service in their NTD report if it is public transportation.

- These contracts must meet the criteria for Purchased Transportation as defined in the 2019 NTD Reporting Policy Manual.
  - Services must be Regular, Continuing and Shared-Ride
  - Examples can be found in Appendix E of the 2019 NTD Reporting Policy Manual.
D-10: Modes Using APCs for Data Collection

**Change:** All agencies must indicate if they used Automatic Passenger Counters (APCs) to collect Unlinked Passenger Trips (UPT) and/or Passenger Miles Traveled (PMT) for NTD reporting on the CEO Certification (D-10) form.

- Tribes only report UPT in this instance

- Agencies must also report their method for using APC data to generate NTD figures.
## D-10 Updates – Unlinked Passenger Trips

### Data Collection Methods

**Current**

(A) 100% count of unlinked passenger trips (UPT) data (actual data)

(B) Alternative sampling procedure determined to meet 95% confidence and ±10% precision levels by a qualified statistician (estimated data)

(C) NTD Sampling Method

(D) Used all available APC data, which was less than 98% of trips. Scaled up using a statistically valid method.

(E) None of the listed options

### Unlinked Passenger Trip Data

Please certify the method used to collect unlinked passenger trip data for each mode and type of service.

<table>
<thead>
<tr>
<th>Mode / TOS</th>
<th>Company / Reporter</th>
<th>Used APC Data</th>
<th>Current Method</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>CR DO</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**New Field**
Reminder: A-90 Narrative Report

- At the bottom of the A-90 form, you will see a link to upload Transit Asset Management Narrative Report.
- Requirement in 2019 for all agencies reporting an individual or group TAM plan.
A-10 and A-15: Station Criteria

Clarification: Passenger stations no longer need to be enclosed buildings, rather a significant structure. This station criteria applies to all facilities reported on both A-10 and A-15 forms.

- Descriptions of transit asset facility types on form A-15 have been updated for clarity.
Clarification: Agencies may report condition assessments for a facility that occurred after the agency Fiscal Year End but before the annual reporting deadline.

- Agencies should continue to report condition assessments made before Fiscal Year End for a given report year, as applicable.
A-15: Passenger Parking Facilities

**Clarification:** transit agencies are required to inventory all passenger facilities used in revenue service.

- These facilities must meet NTD reporting definitions as reportable including:
  - Passenger Stations; and
  - Passenger Parking Facilities.

- Agencies report these facilities whether or not they have capital responsibility.
A-15 – Ferryboat Terminal Category


• Ferryboat (FB) mode providers shall update any previously reported ferryboat terminal facilities as applicable
A-15: Incidentally Used Facilities

Administrative and Maintenance facilities must only be inventoried on form A-15 if the agency has capital responsibility for the facility and the transit use is greater than incidental.

• **Clarification:** Incidental use is when 50 percent or less of the facility's physical space is dedicated to the provision of public transportation service.

• For Maintenance Facilities, agencies may use the number of transit vehicles serviced in the facility compared to the total number of vehicles serviced to estimate this percentage.
A-15: Condition Assessments for Facilities

Agencies are not required to report condition assessments for facilities or stations that are under construction.

- A condition assessment is not required until construction is complete.
- Agencies must inventory existing facilities that are under construction if they are still using them in revenue service.
Change: FTA has defined an autonomous vehicle as a “vehicle capable of performing all driving functions without human input under certain conditions.”

• Agencies must identify each revenue vehicle fleet that meets this condition on form A-30.
Updated A-30 Basic Information Screen

Add/Edit Fleet Details

Basic Information

- RV ID
- * Vehicle Type
- * Total Vehicles
- * Active Fleet Vehicles
- * Total vehicles with Event Data Recorders
- * Total vehicles with Emergency Lighting System Design
- * Total vehicles with Emergency Signage
- * Total vehicles with Emergency Path Marking

Agency Fleet ID

- Dedicated Fleet
  - Yes
  - No

No Capital Replacement Responsibility

Automated or Autonomous Vehicles

New Field
Clarification: If an agency uses service vehicles that are pulled from a non-dedicated pool of agency-owned vehicles that are not specific (or assigned) to transit, the agency should report a representative sample fleet of vehicles they typically use to support service.

- This requirement is consistent with reporting non-dedicated revenue vehicle fleets.
A-35: Service Vehicle Fleet Estimated Cost

Clarification: The intent of the Estimated Cost field on the A-35 is to capture the cost of a comparable fleet.

- A reasonable estimate of Estimated Cost will reflect the current asset type, allowing for moderate increases in cost due to inflation or improvements in technology.
- The field should not reflect planning but rather actual current estimated cost.
- If no recent cost estimate has been developed, an agency should report the original cost of the asset.
Clarification: The description of Service Vehicle was updated for clarity as follows:

- Service Vehicles must be self-propelled and either road-worthy or major pieces of construction equipment to be reportable to the NTD.
TAM-NTD Annual Reporting Requirements

1. Annual Performance Targets
2. Inventory and Condition Data
3. Narrative Report of Progress
## Review: Tier I vs. Tier II

<table>
<thead>
<tr>
<th>Tier I</th>
<th>Tier II</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agencies must meet one of the following criteria:</td>
<td>Agencies must meet one of the following criteria:</td>
</tr>
<tr>
<td>• Operates Rail</td>
<td>• Subrecipient of 5311 Funds</td>
</tr>
<tr>
<td>• $\geq 101$ vehicles across all fixed route modes</td>
<td>• American Indian Tribe</td>
</tr>
<tr>
<td>• $\geq 101$ vehicles in one non-fixed route mode</td>
<td>• $\leq 100$ vehicles across all fixed route modes</td>
</tr>
<tr>
<td></td>
<td>• $\leq 100$ vehicles in one non-fixed route mode</td>
</tr>
</tbody>
</table>
## TAM Phase-In Schedule

<table>
<thead>
<tr>
<th>NTD Fiscal Year Report to be Submitted</th>
<th>Set Internal Targets</th>
<th>Report Internal Targets to NTD</th>
<th>Submit Narrative Report on Meeting Targets to NTD</th>
<th>Report Condition Data on Vehicles</th>
<th>Report Condition Data on Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 2017</td>
<td>Required (For FY17)</td>
<td>Optional</td>
<td>Not Required</td>
<td>Not Required</td>
<td>Not Required</td>
</tr>
<tr>
<td>RY 2017</td>
<td>Required (For FY18)</td>
<td>Optional</td>
<td>Not Required</td>
<td>Optional</td>
<td>Optional</td>
</tr>
<tr>
<td>RY 2018</td>
<td>Required (For FY19)</td>
<td>Required</td>
<td>Not Required</td>
<td>Required</td>
<td>1/4 Required</td>
</tr>
<tr>
<td>RY 2019</td>
<td>Required (For FY20)</td>
<td>Required</td>
<td>Required</td>
<td>Required</td>
<td>2/4 Required</td>
</tr>
<tr>
<td>RY 2020</td>
<td>Required (For FY21)</td>
<td>Required</td>
<td>Required</td>
<td>Required</td>
<td>3/4 Required</td>
</tr>
</tbody>
</table>
## TAM/NTD Crosswalk

https://www.transit.dot.gov/TAM/rulemaking/nprmntdcrosswalk

<table>
<thead>
<tr>
<th>Assets</th>
<th>TAM Plan Inventory</th>
<th>TAM Plan Condition Assessment</th>
<th>NTD Inventory &amp; Condition Submittal</th>
<th>SGR Targets</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenue Vehicles</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Owned</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Direct Capital Responsibility</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>3rd Party Owned (Direct Capital Responsibility)</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>3rd Party Owned (NO Direct Capital Responsibility)</td>
<td>yes</td>
<td>no</td>
<td>yes*</td>
<td>no</td>
</tr>
<tr>
<td><strong>Equipment: Non-revenue Vehicles (regardless of cost)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Owned</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Direct Capital Responsibility</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>3rd Party Owned</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td><strong>Equipment: Over $50,000 in Acquisition Value</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Owned</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>Direct Capital Responsibility</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>3rd Party Owned</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td><strong>Equipment</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Under $50,000 in Acquisition Value</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td><strong>Facilities:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Owned</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Direct Capital Responsibility</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>3rd Party Owned (Direct Capital Responsibility)</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>3rd Party Owned (NO Direct Capital Responsibility)</td>
<td>yes</td>
<td>no</td>
<td>yes**</td>
<td>no</td>
</tr>
<tr>
<td><strong>Infrastructure: Non Rail Fixed Guideway</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Owned</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>Direct Capital Responsibility</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>3rd Party Owned (Direct Capital Responsibility)</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>3rd Party Owned (NO Direct Capital Responsibility)</td>
<td>yes</td>
<td>no</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td><strong>Infrastructure: Rail Fixed Guideway</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Owned</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Direct Capital Responsibility</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>3rd Party Owned (Direct Capital Responsibility)</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>3rd Party Owned (NO Direct Capital Responsibility)</td>
<td>yes</td>
<td>no</td>
<td>yes</td>
<td>no</td>
</tr>
</tbody>
</table>
TAM NTD Annual Reporting Requirements

1. Annual performance targets (A-90)
   - Performance targets for next fiscal year
     - (e.g., targets submitted in RY 2019 report for RY 2020)

2. Inventory and Condition data
   - Facilities (A-15)
   - Revenue vehicles (A-30)
   - Service vehicles (A-35)

3. Narrative report of progress by end of report year
   - Change in condition
   - Progress toward meeting targets set in last year’s report
# Form A-90: Performance Measures

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Age</strong></td>
<td></td>
</tr>
<tr>
<td>Equipment (Non-Revenue</td>
<td>Percentage of vehicles that have met or exceeded their</td>
</tr>
<tr>
<td>Service Vehicles)</td>
<td>Useful Life Benchmark (ULB)</td>
</tr>
<tr>
<td>Rolling Stock (Revenue</td>
<td>Percentage of revenue vehicles within a particular asset class</td>
</tr>
<tr>
<td>Vehicles)</td>
<td>that have met or exceeded their ULB</td>
</tr>
<tr>
<td><strong>Infrastructure</strong></td>
<td></td>
</tr>
<tr>
<td>Performance</td>
<td>Percentage of guideway directional route miles with</td>
</tr>
<tr>
<td></td>
<td>performance restrictions by class</td>
</tr>
<tr>
<td><strong>Facilities</strong></td>
<td></td>
</tr>
<tr>
<td>Condition</td>
<td>Percentage of facilities with a condition rating below 3.0 on</td>
</tr>
<tr>
<td></td>
<td>the FTA Transit Economic Requirements Model (TERM) scale</td>
</tr>
<tr>
<td></td>
<td>(1=Poor to 5=Excellent)</td>
</tr>
</tbody>
</table>
Performance Measure Targets (Schedule A-90)

- Performance targets set for next fiscal year.

- Targets, Performance, and Difference column fields auto-populate for current reporting year: (Schedules A-15, A-30, & A-35)

![Transit Asset Management Performance Measure Targets (A-90)](image)
A-90 – Narrative Report

• Required beginning Report Year 2019.
• Outlines performance targets and progress towards those targets.
• Includes changes in transit system conditions that affect progress towards targets.
• No prescribed format.
• Uploaded at the bottom of form A-90.
A-15: Transit Asset Management Facilities Inventory

• What to Report?
  ▪ Administrative and Maintenance facilities for which the agency has **capital responsibility**
    ▪ Examples include general purpose maintenance facilities, revenue collection facility, etc.
  ▪ Passenger facilities that are used in revenue service – **Regardless of capital responsibility**
    ▪ Examples include parking structures for passengers, stations, bus transfer centers, etc.
A-15 Form

One form for all modes/TOS

- There are three sections to this form:
  - Update Facility Information, Update Condition Assessment, and Update Address
A-30 Form – Revenue Vehicle Inventory

• What to Report?
  ▪ All vehicles used to provide revenue service
  ▪ No change to what assets should be reported – Same as prior years
  ▪ Only change to what information we collect on those revenue vehicles

• New Fields
  ▪ Autonomous Vehicles
Useful Life Benchmark (ULB)

• Definition
  ▪ Expected lifecycle or the acceptable period of use in service for an asset as determined by transit provider OR
  ▪ Default benchmark provided by FTA

• Key Considerations
  ▪ ULB takes into account a provider’s unique operating environment (e.g., geography, service frequency, climate)
  ▪ ULB ≠ Useful life for FTA grant programs
Revenue Vehicle Inventory

• Characteristics of all revenue vehicles
• Identifies vehicles in total fleet at FYE
  ▪ Active – operate in revenue service (includes spare vehicles and vehicles temporarily out of service)
  ▪ Inactive – not readily available for revenue service (e.g., vehicles in storage, emergency contingency vehicles, vehicles awaiting sale)
• Includes vehicles purchased with directly generated funds or by sellers of PT
Reporting Categories – Other Fleet Information

- **Ownership**
  - Owned outright
  - True lease
  - Lease under a lease purchase agreement
  - Leased or borrowed from related parties
- **Funding source used to purchase or lease vehicles**
- **Accessible vehicles – active vehicles that meet ADA requirements for lift equipped or ramp/low floor**
- **Number of emergency contingency vehicles – inactive vehicles**
- **Supports another mode – if used for another mode**
Key Considerations

• Group vehicles by identical characteristics (categories)
• Vehicles operating in multiple modes – report in each mode by TOS
• Purchased transportation vehicles – report revenue vehicles sellers use under PT agreement
• Non-dedicated vehicles – report a representative sample of the vehicles required plus spares (e.g., contract for 20 vehicles plus 2 spares from a fleet of 50 vehicles)
A-35 Form – Service Vehicles

• Agencies are required to report on service vehicle fleets for which they have **capital responsibility**

• Service Vehicles are defined as:
  - Self-propelled and either road-worthy or major pieces of construction equipment to be reportable to the NTD.
A-35 Fields

- Fleet Name
- Agency Fleet ID
- Primary Mode
- Secondary Mode(s)
- Vehicle Type
- Total Vehicles
- Useful Life
- Benchmark

- Year Manufactured
- Transit Agency Capital Responsibility (%)
- Estimated Cost
- Year Dollars of Estimated Cost
Key References


• Trainings and Conferences https://www.transit.dot.gov/ntd/trainings-and-conferences
Questions and Comments

NTD Operations Center
Monday – Friday
8:00 a.m. – 7:00 p.m. (ET)
NTDHelp@dot.gov or 1-888-252-0936

Bailey Krouse
bailey.krouse.ctr@dot.gov
434-218-3275

Courtney Springer
c.springer.ctr@dot.gov
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What is the TAM Oversight Process?

- It follows traditional FTA Oversight Process.
- Triennial and State Management Review of TAM requirements begin in FY 2019.
- Compliant TAM Plans must be on hand for the review.
- TAM POC’s in Regional Offices are potentially available for further assistance during scoping.
1. TAM plan not prepared

2. TAM plan elements missing or incomplete.

3. Inadequate designation of Accountable Executive

1. The recipient must provide to the FTA regional office its Tier I/Tier II TAM plan.

2. The recipient must submit to the FTA regional office a revised TAM plan that includes all the required elements.

3. The recipient must submit to the FTA regional office evidence that it has designated an Accountable Executive that is responsible for the implementation of the TAM plan.
TAM Performance Management (Targets)

www.transit.dot.gov/PerformanceManagement

**Equipment** Percentage of non-revenue service vehicles that have met or exceeded their Useful Life Benchmark (ULB)

**Rolling Stock** Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB

**Infrastructure** Percentage of track segments with performance restrictions by class

**Facilities** Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale (1=Poor to 5=Excellent)

<table>
<thead>
<tr>
<th>Asset Category</th>
<th>FTA established Performance Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling Stock</td>
<td>% of revenue vehicles exceeding ULB</td>
</tr>
<tr>
<td>Equipment</td>
<td>% of non-revenue service vehicles exceeding ULB</td>
</tr>
<tr>
<td>Facilities</td>
<td>% of facilities rated under 3.0 on the TERM scale</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>% of track segments under performance restriction</td>
</tr>
</tbody>
</table>
**Key Expressions for TAM Performance Management**

**Goal:** A broad statement of a desired end condition or outcome; a unique piece of the agency’s vision. An example of a goal is to achieve and maintain a state of good repair.

**Metric:** A quantifiable indicator of performance or condition. An example is vehicle miles traveled. This metric could inform a performance measure, such as average accumulated mileage.

**Performance Measure:** An expression based on a metric to assess progress toward meeting established targets. An example of a performance measure is the percent of passenger vans that have met or exceeded their ULB.

**Target:** A quantifiable level of performance or condition, expressed as a numerical value for the measure, to be achieved within a specific time frame. An example of a target is 90% of the performance measure (i.e., % of assets that meet or exceed the ULB).

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**How is the rolling stock performance metric calculated?**

\[
\text{Number of Vehicles that Meet or Exceed ULB} \div \text{Total Number of Vehicles} \times 100
\]

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*Lower Performance Measures Values = Better State of Good Repair*