

Transit Asset Management Plan (TAM Plan)

Wisconsin Department of Transportation (WisDOT)

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What is the TAM Plan?

The Transit Asset Management (TAM) Plan is a measure to determine the state of good repair (SGR). Every agency must develop a TAM plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. Each transit provider must designate an Accountable Executive (49 CFR 625.5) to ensure appropriate resources for implementing the agency's TAM plan and the Transit Agency Safety Plan.



Who needs to have a TAM Plan?

- ▶ FTA separates who needs a TAM plan into two categories, Tier I and Tier II.

Tier I

Operates rail

OR

≥ 101 vehicles across all
fixed route modes

OR

≥ 101 vehicles in one non-
fixed route mode

Tier II

Subrecipient of 5311 funds

OR

American Indian Tribe

OR

≤ 100 vehicles across all fixed
route modes

OR

≤ 100 vehicles in one non-fixed
route mode



Tier I Providers

Tier I providers have a few differences in their TAM plan than Tier II. These include writing and implementing a TAM and SGR policy, listing key annual activities, identifying resources needed for the TAM plan, and an evaluation plan to determine how the provider will monitor, update, and evaluate it's TAM plan.



Tier II Providers

- ▶ Tier II Providers have the option to participate in a Group TAM Plan.
- ▶ WisDOT is the Group TAM Plan sponsor for Tier II providers in Wisconsin.
- ▶ Not all Tier II agencies are required to participate in the Group TAM Plan



All TAM Plans must contain:

- An inventory of assets, including federally and non-federally funded assets
- A condition assessment of inventoried assets, WisDOT is currently working on refining metrics to improve the overall TAM plan.
- Documentation of the use of a decision support tool
- A prioritization of investments



What assets to include?

- ▶ Facilities
- ▶ Equipment
- ▶ Rolling Stock
- ▶ Infrastructure



Determining direct capital responsibility

You have direct capital responsibility

You do NOT have direct capital responsibility

You own the asset	You do not own the asset AND you are not responsible for replacing, overhauling, refurbishing, or conducting major repairs on that asset, or the costs of those activities are not itemized as a capital line item in your budget.
You jointly own the asset with another entity	
You are responsible for replacing, overhauling, refurbishing, or conducting major repairs on that asset, or the costs of those activities are itemized as a capital line item in your budget.	



Condition Assessments

Assess the condition of your facility in a way that is most beneficial to your agency.

FTA does require a 1-5 scaling of conditions but the score is set by the agency.



Useful Life Benchmarks (ULBs)

- Useful life benchmark (ULB) is the measure agencies will use to track the performance of revenue vehicles (rolling stock) and service vehicles (equipment) to set their performance measure targets.
- Each vehicle type's ULB estimates how many years that vehicle can be in service and still be in a state of good repair. The ULB considers how long it is cost effective to operate an asset.



Useful Life Benchmarks (ULBs)

- ▶ FTA has developed default ULBs, which will automatically populate in the NTD collection field. Alternatively, your agency can develop its own ULBs based on your operating conditions, warranty information, and any other criteria that would affect your assets' maximum useful life.



Useful Life Benchmarks (ULBs)

- ▶ FTA may ask for additional information if your ULB differs greatly than the standard ULB they set forth.

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



NTD Reporting

- ▶ FTA has created new forms to report to the NTD for the TAM plan.
 - Transit Asset Management Performance Measure Targets (A-90)
 - Transit Asset Management Facilities Inventory (A-15)
 - Transit Way Mileage (A-20)
 - Revenue Vehicle Inventory (A-30)
 - Service Vehicle Inventory (A-35)



NTD Reporting

- ▶ Form A-90 is required for state DOTs as well as for Group Plan Sponsors. It is optional for Full Reporters and Reduced, Rural, Reduced Asset Reporters.
- ▶ Forms A-15, A-30, and A-35 are required for Full Reporters and Reduced, Rural, Reduced Asset Reporters. It is optional for Separate Service Reporters



NTD Reporting

- ▶ Form A-20 is not a requirement for any reporter but is available for Full Reporters.



Questions



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