Memphis Urban Area- Metropolitan Planning Organization Transportation Policy Board Meeting

August 23, 2018

MATA

What is a TAM Plan?

- 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).

State of Good Repair

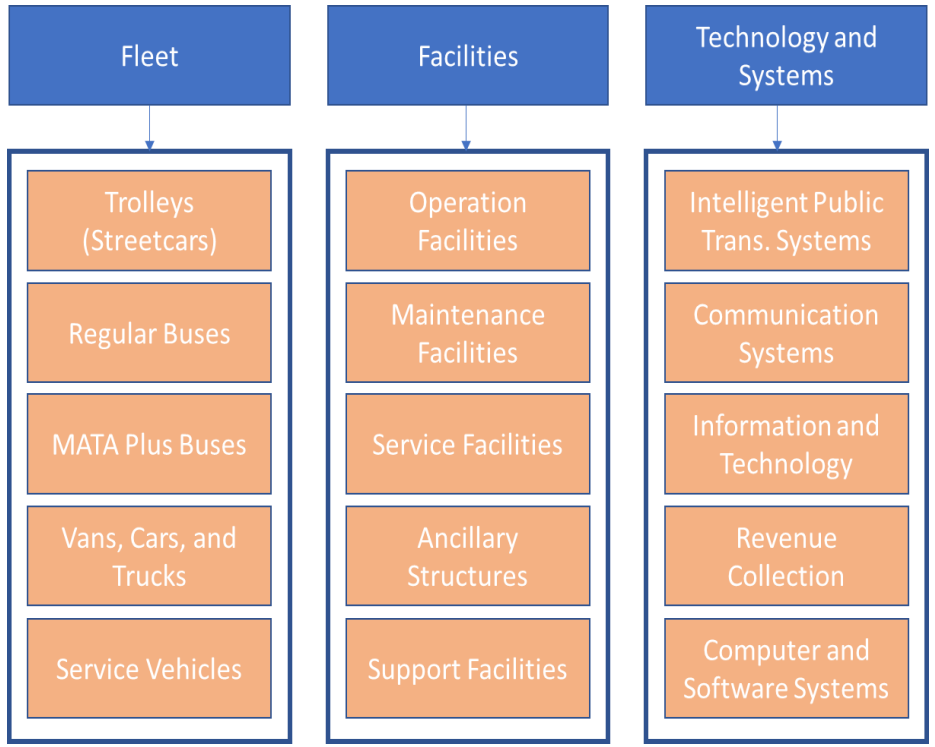
The condition in which a capital asset is able to operate at a full level of performance. A capital asset is in a state of good repair when that asset:

1. Is able to perform its designed function,
2. Does not pose a known unacceptable safety risk, and
3. Its lifecycle investments must have been met or recovered.

Source: FTA

What to include in a TAM Plan?

- What to include in a TAM plan
  - Fleet
  - Facilities
  - Technology and systems



Who submits a TAM Plan?

- A Tier I or Tier II transit agency must submit a TAM plan
- A TAM plan must be updated in its entirety at least every 4 years, and it must cover a horizon period of at least 4 years.
- An initial TAM plan must be by *October 1, 2018*.

Tier I	Tier II
Operates Rail OR	Subrecepient of 5311 funds OR American Indian Tribe
>= 101 vehicles across all fixed route modes OR	<= 101 vehicles across all fixed route modes OR
>= 101 vehicles in one non-fixed route mode	<= 101 vehicles in one non-fixed route mode

Source: FTA

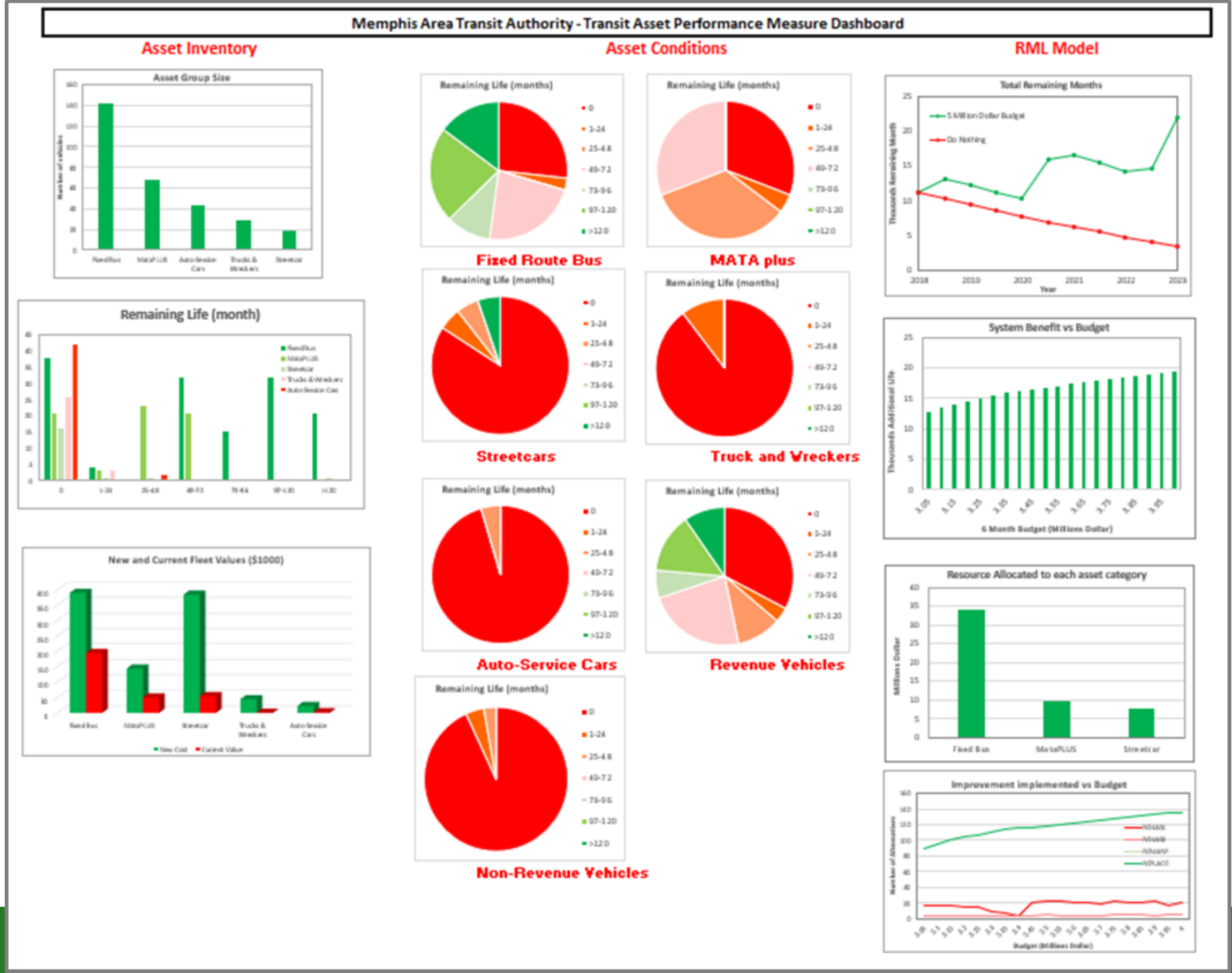
TAM Plan Elements?

- What to include in a TAM plan (Tier I)
  1) Inventory of Capital Assets
  2) Condition Assessment
  3) Decision Support Tools
  4) Investment Prioritization
  5) TAM and SGR Policy
  6) Implementation Strategy
  7) List of Key Annual Activities
  8) Identification of Resources
  9) Evaluation Plan

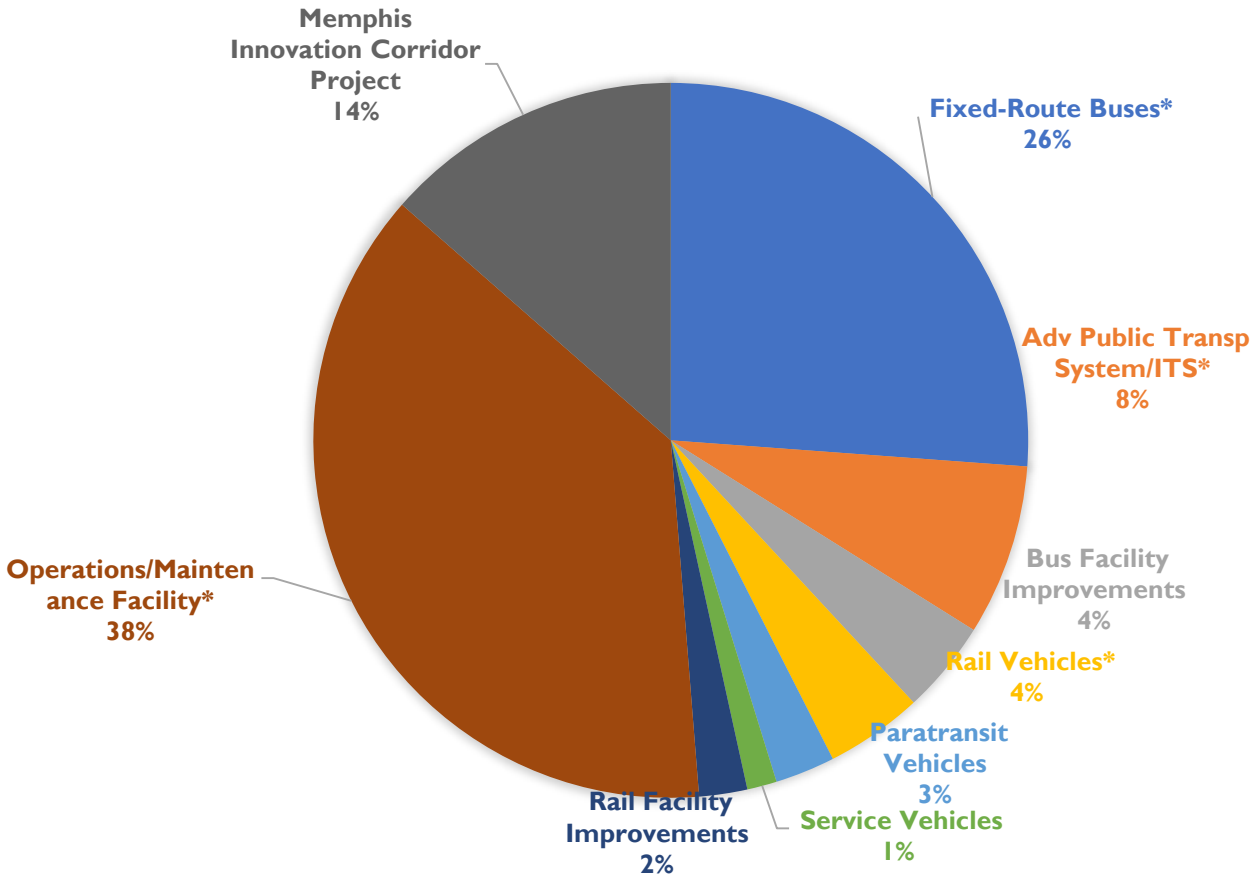
Transit Asset Management Plan Targets

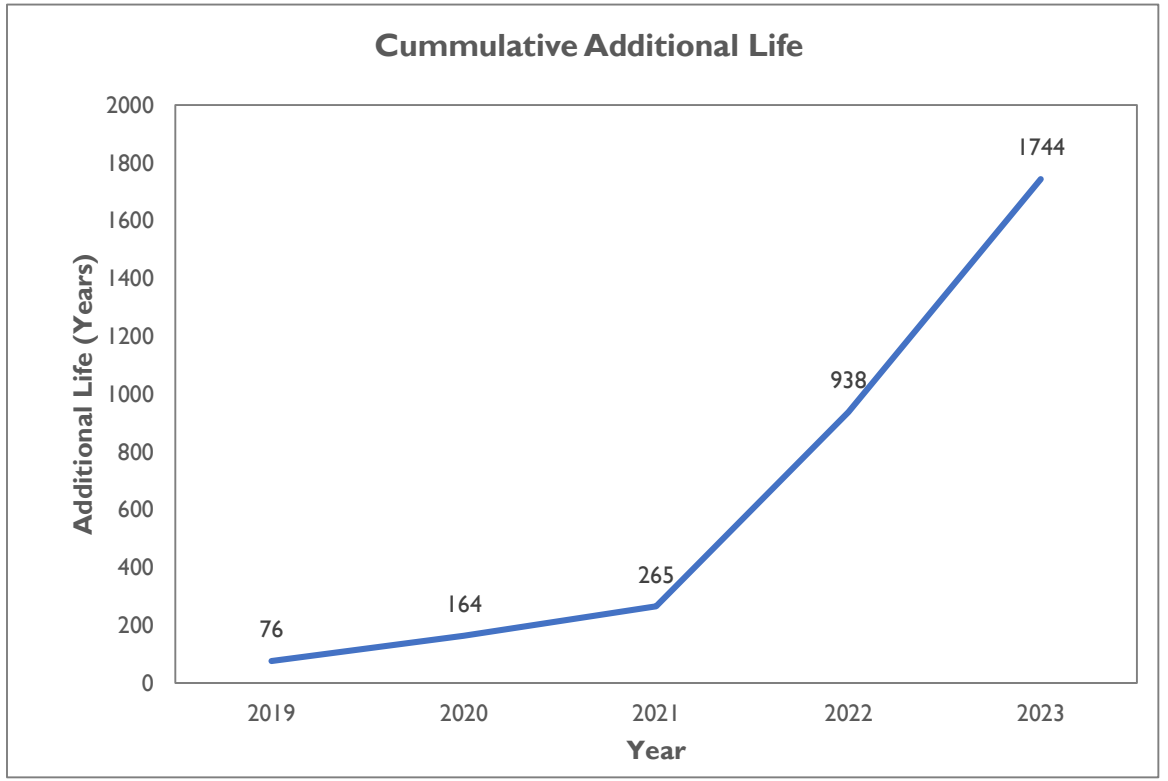
ATTACHMENT: PERFORMANCE TARGETS							
TAM - TRANSIT ASSET MANAGEMENT							
Transit Asset Management Performance Measures	Memphis Area Transit Authority (MATA)						
	Asset Type/Group		Asset Frequency			Baseline (2018)	Target (2019)
			Total	Good Repair	Backlog		
Rolling Stock - All Revenue Vehicles % of revenue vehicles that have met/ exceeded their Useful Life Benchmark (ULB)	Streetcars		17	5	12	71%	50%
	Regular Buses		142	104	38	27%	20%
	MATA Plus Buses		68	47	21	31%	20%
Equipment - Non-Revenue Vehicles % of non-revenue vehicles that have met/ exceeded their Useful Life Benchmark (ULB)	Trucks and Wreckers		29	3	26	90%	50%
	Auto Service Cars		44	2	42	95%	50%
Facilities - All Buildings or Structures % of facilities (by group) that are rated less than 3.0 on the FTA's Transit Economic Requirements Model (TERM) Scale.	Improvements		101	61	40	40%	30%
	Shop and Garage		28	3	25	89%	50%
	Structure and Building		105	68	37	35%	30%
	Misc. Equipment		161	31	130	81%	50%
Infrastructure **%** of track segments (by mode) that have performance restrictions (rated less than 3.0 on FTA's TERM Scale). Track segments are measured to the nearest 0.01 of a mile.	Streetcar	Tracks	1	1	0	0%	0%
		Signals	1	0	1	100%	50%
		Systems	1	1	0	0%	0%

TAM Dashboard



Five Year Budget and Fleet Improvement

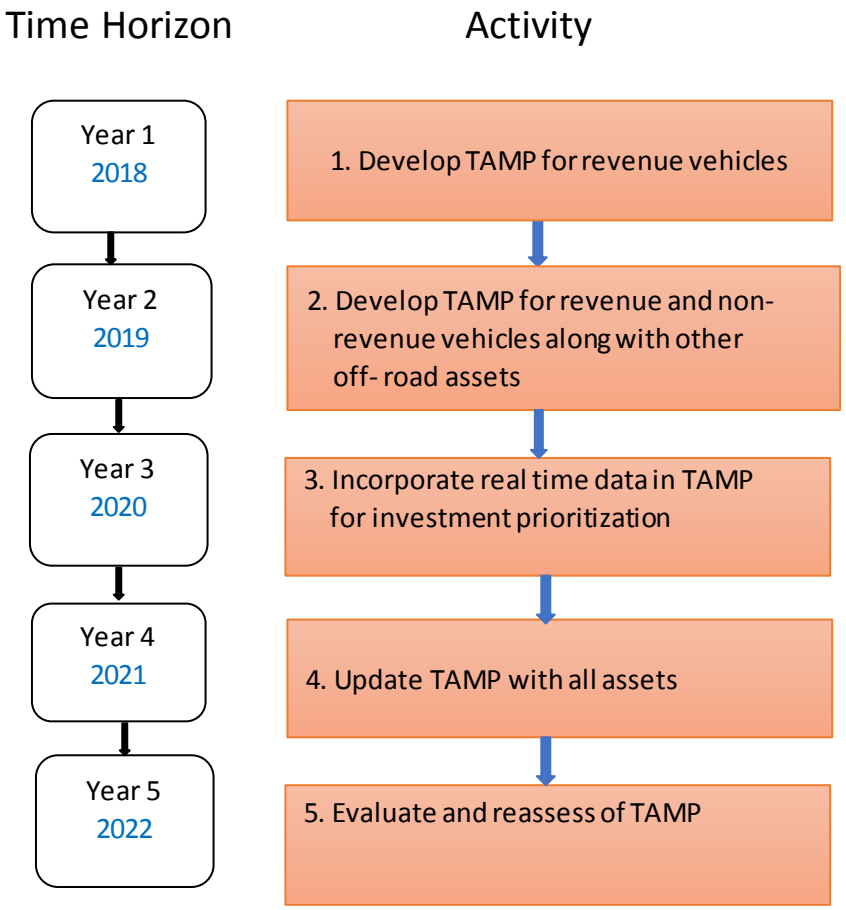




Current Status and Plan Ahead

MATA has partnered with the University of Memphis to develop its Transit Asset Management Plan (TAMP):

- Draft Regional Targets for Transit Asset Management Report shared with the Memphis MPO staff for initial review on August 10, 2018
- The draft TAMP was received by MATA from the University of Memphis on August 15, 2018 and is currently under review
- The TAMP is scheduled to be adopted by the MATA Board of Commissioners on August 30, 2018
- The TAMP is due to FTA October 1, 2018



Questions?